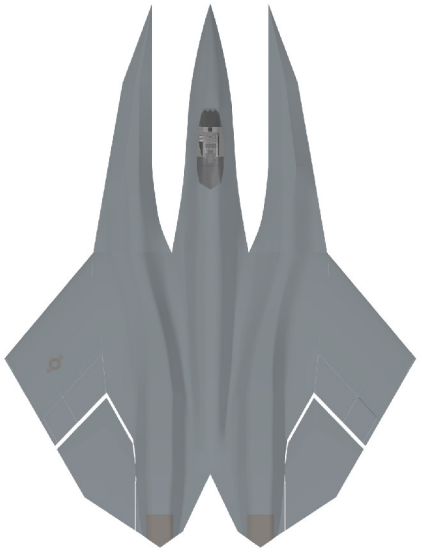
STAVATTI®

SM-39 RAZOR



SM-39 RAZOR NGAD FIGHTER BRIEFING

A Next Generation Air Dominance Fighter (NGAD) Engineered, Produced and Supported by Stavatti Aerospace Ltd.

STAVATTI AEROSPACE

SM-39 RAZOR

STAVATTI

The SM-39 Razor is a 6th generation twin engine Air Superiority and Air Dominance Fighter designed for both land and carrier based operations. Powered by two next generation variable cycle afterburning turbofans, the SM-39 will have a maximum level speed in excess of Mach 4.0, a tactical radius greater than 1,300 nm, internal weapons carriage and supermaneuverability. The SM-39 can replace F-15, F-22 and F-47 aircraft.

SM-39 Razor
Afterburning Turbofans
Air Dominance Fighter

Mach 4+
25,000 lb Warload
1,300 nm Radius

$85 Million Unit Flyaway Cost

Cost Per Flight Hour (CPFH): $12,953

STAVATTI AEROSPACE

CAGE CODE: 8GT89 DUNS: 117383324 PSC: 1510

SM-39 SPECIFICATIONS

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SM-39 RAZOR SPECIFICATIONS

Aircraft: SM-39 Razor
Unit Flyaway Cost: $85,000,000

Manufacturer: Stavatti Aerospace Ltd
First Flight: 2028-2029

Accommodation

Crew	Single (S) or Two Seat (T)
Seating	MK18 or ACES 5 Ejection Seats

Powerplant

Number	2
Type	Afterburning Turbofan
Model	ACE; E1400-NT-520
Manufacturer	GEAE; NeoThrust
Afterburning Thrust (lbs)	52,400
Military Thrust (lbs)	42,700
Air Inlets	Internal Compression
Nozzle	LO VG Thrust Vectoring

Dimensions

Max Wingspan	53 ft 0 in
Max Length	70 ft 0 in
Max Height	13 ft 8 in
Wing Area	1,026 sq ft
Wing Aspect Ratio	2.74
Wing LE Sweep	50.0°

Weights

Empty	44,500 lbs
Max Internal Fuel (IF)	30,000 lbs
Max External Warload	25,000 lbs
Typical Combat (TCW)	66,000 lbs
Max Take-Off (MTOW)	100,500 lbs

Loadings

Wing Loading-TCW	64.3 lbs/sq ft
Wing Loading-MTOW	98.0 lbs/sq ft
Thrust-to-Weight-TCW	1.59 to 1
Thrust-to-Weight-MTOW	1.04 to 1
Design Load Factor-TCW	11.4 g
Design Load Factor-MTOW	7.5 g

Armament

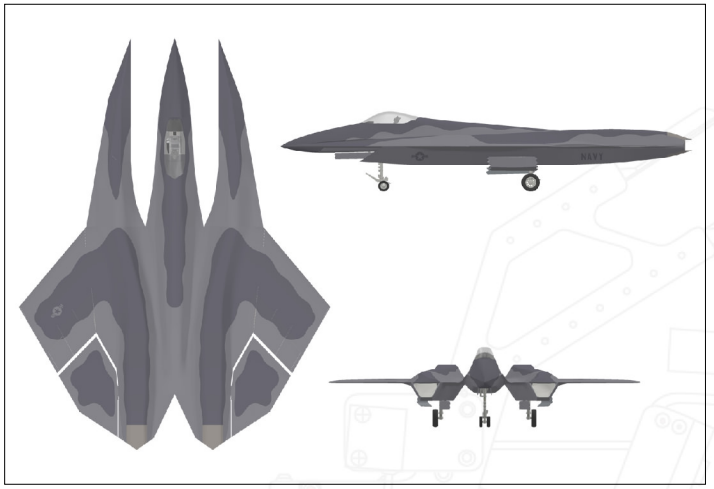
Fixed Internal	1 x 20mm M61A2 or DEW
Ammunition	1,000 rds
Stores Stations (Internal & External)	6
Max Warload	25,000 lbs

Avionics & Electronic Warfare

Radar	ARACR AESA
IRST	EOTS or AEOTS
HUD	CED or HMD
Comm	AN/ASQ-242 or ACNI
IFF	AN/ASQ-242 or ACN
Data Link	AN/ASQ-242 or ACN
GPS/INS	FALCN
RF ECM	AN/ASQ-239 or AFIDEWS
MAWS	AN/ASQ-239 or AFIDEWS
DAS	AN/ASQ-239 or ADAS
SPJ	AN/ASQ-239 or AFIDEWS
Chaff/Flare	AN/ALE-52

Performance

Max Level Speed @ SL	1.40 Mach
Max Level Speed @ FL600	4.20 Mach
Supercruise Speed @ FL400	2.00 Mach
Takeoff Speed: MTOW	152 Ktas
Stall Speed: MTOW	138 Ktas
Approach Speed: TLW	115 Ktas
Stall Speed; TLW	96 Ktas
Max Climb Rate @ SL	>99,485 ft/min
Service Ceiling	>100,000 ft
Max Speed Range, IF	1,277 nm
Supercruise Range, IF	1,700 nm
Supercruise Radius, F	750 nm
Air Superiority Radius, IF	1,400 nm
0.85 Mach Range, IF	2,419 nm
0.85 Mach Tactical Radius, IF	1,300 nm
0.85 Mach Ferry Range	5,200 nm
Takeoff Ground Roll, TTW	946 ft
Landing Ground Roll, TLW	1,501 ft



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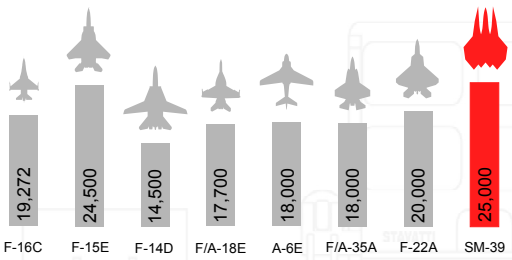
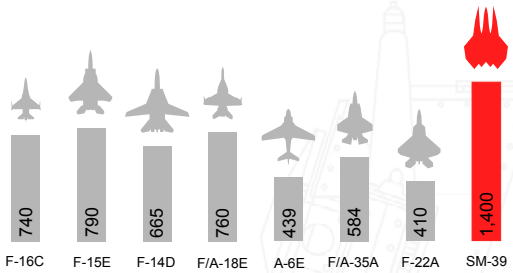
SM-39 COMPARISON

STAVATTI®

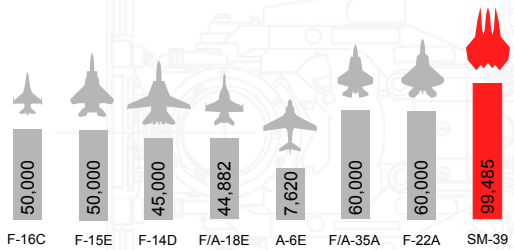
Maximum Warload (lbs)
With Partial Internal Fuel



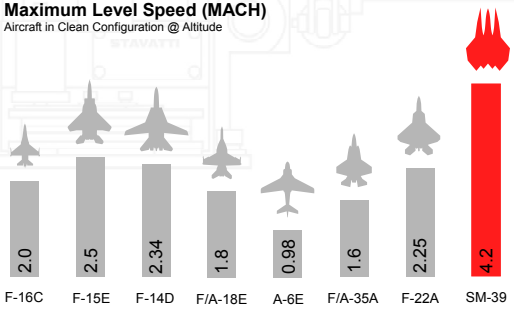
Tactical Radius (nm)
With Maximum Internal Fuel



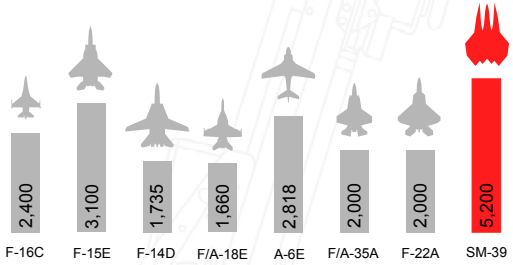
Maximum Climb Rate (ft/min)
Typical Combat Weight @ Sea Level, Standard Day



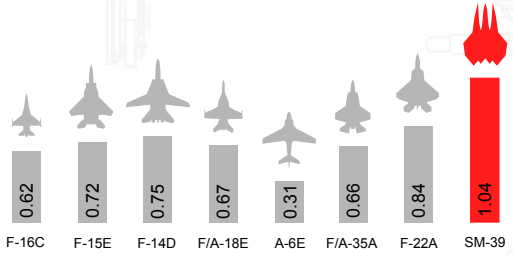
Maximum Level Speed (MACH)
Aircraft in Clean Configuration @ Altitude



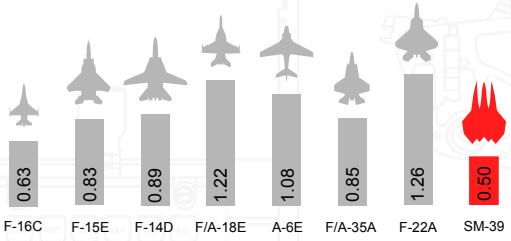
Maximum or Ferry Range (nm)
With Maximum Internal + Maximum External Fuel



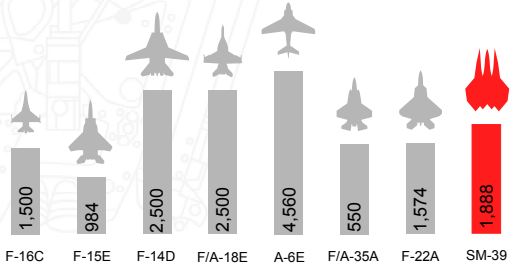
Thrust to Weight Ratio
MTOW @ Maximum Power



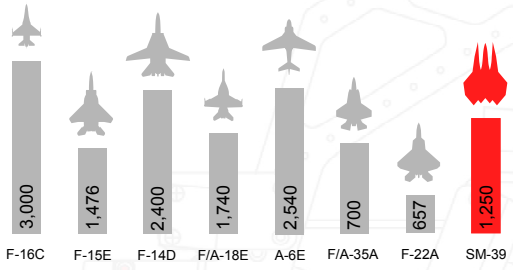
Relative Fuel Burn Ratio
Fuel (lbs) to move 1,000 lbs of Warload 1 nm



Takeoff Distance (ft)
Over 50 ft Obstacle



Landing Distance (ft)
Over 50 ft Obstacle



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MAR 2026

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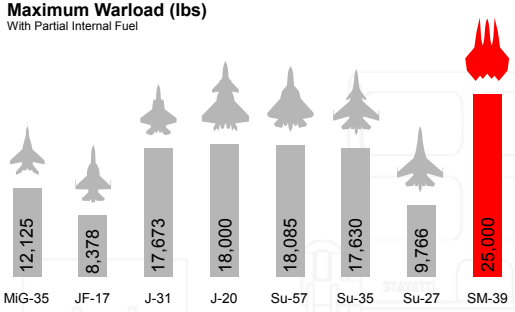
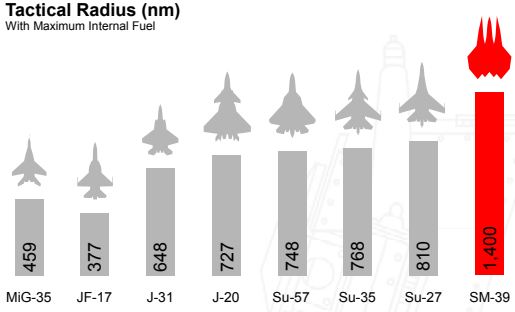
SM-39 COMPARISON

STAVATTI®

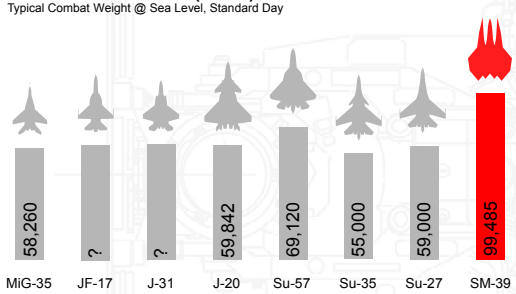
Maximum Warload (lbs)
With Partial Internal Fuel



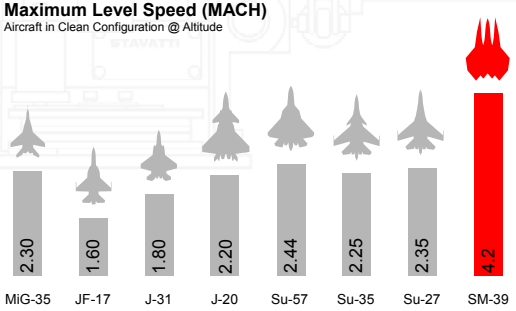
Tactical Radius (nm)
With Maximum Internal Fuel



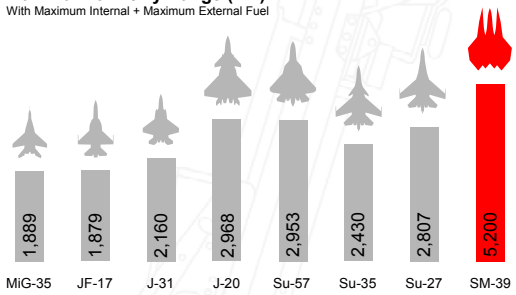
Maximum Climb Rate (ft/min)
Typical Combat Weight @ Sea Level, Standard Day



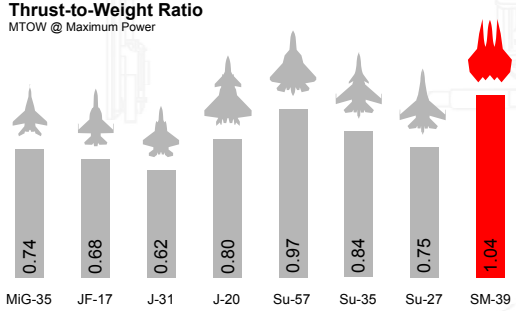
Maximum Level Speed (MACH)
Aircraft in Clean Configuration @ Altitude



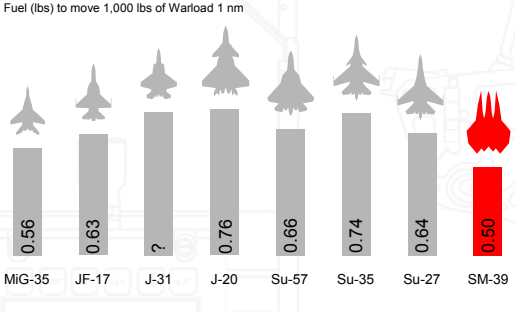
Maximum or Ferry Range (nm)
With Maximum Internal + Maximum External Fuel



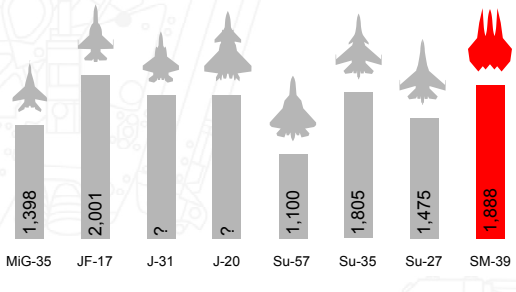
Thrust-to-Weight Ratio
MTOW @ Maximum Power



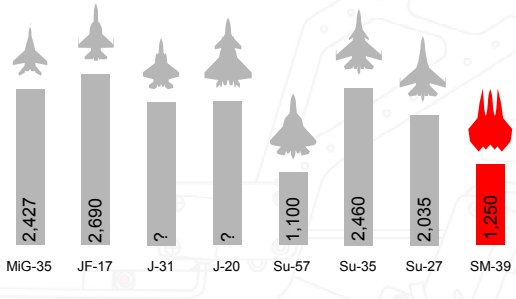
Relative Fuel Burn Ratio
Fuel (lbs) to move 1,000 lbs of Warload 1 nm



Takeoff Distance (ft)
Over 50 ft Obstacle or as Published



Landing Distance (ft)
Over 50 ft Obstacle or as Published



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SM-39 ARRANGEMENT

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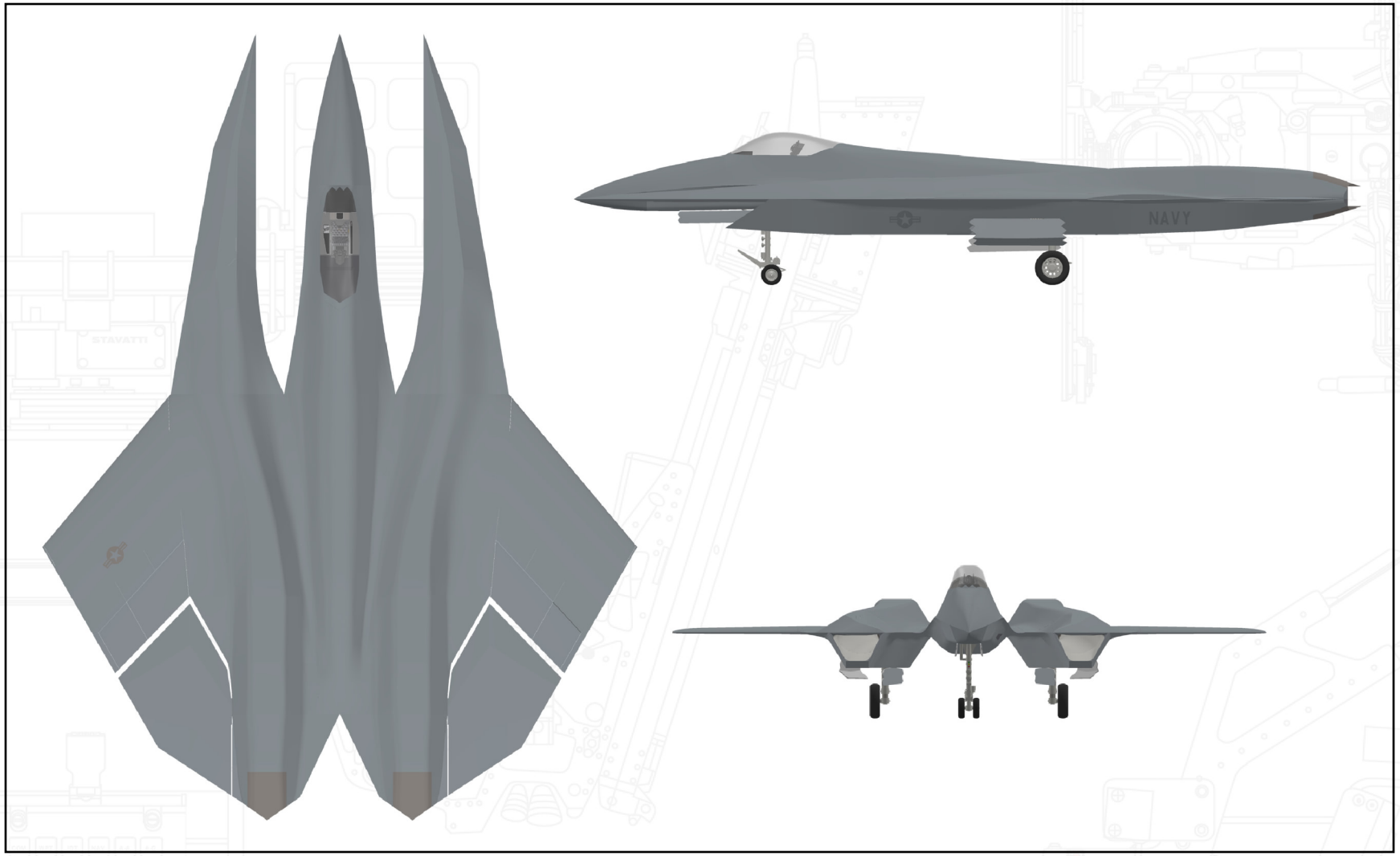

STAVATTI AEROSPACE

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SM-39 POWERPLANT

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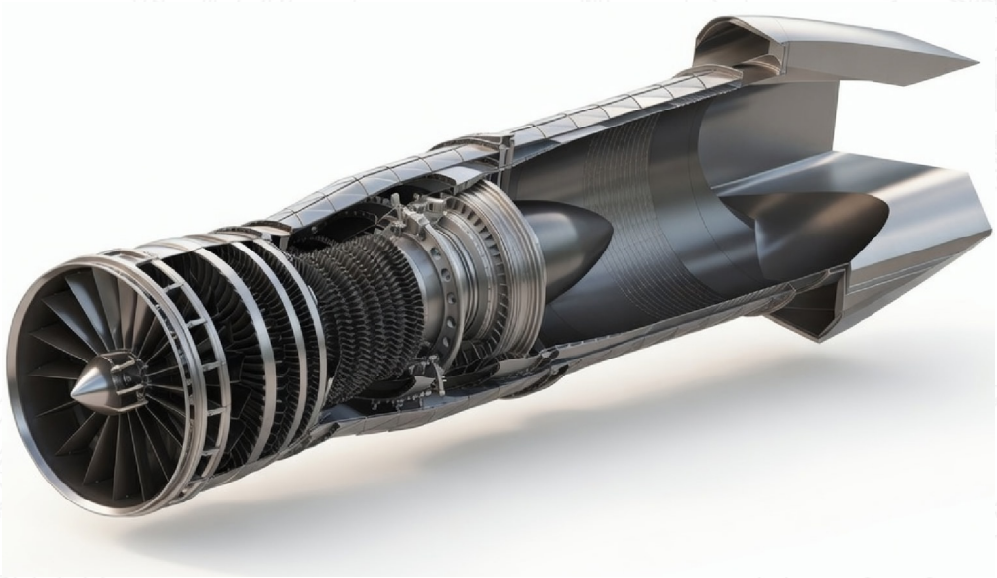
The SM-39 is powered by two 50,000 lb class Variable Cycle Afterburning Turbofans. These powerplants may be produced by Pratt & Whitney, General Electric or by the NeoThrust™ Division of Stavatti. Stavatti began design of the E1400-NT-520 Variabe Cycle Engine (VCE) in 2012 as a baseline powerplant for the SM-39. This powerplant will deliver approximately 52,400 lbs of SL Static Thrust with maximum AB power.

Powerplant Specifications

Model: E1400-NT-520
Type: Afterburning Variable Cycle Turbofan/Turbojet
Max Thrust: 52,400 lbs SL, Static Thrust
Mil Thrust: 42,700lbs SL, Static Thrust
Max Inlet Airflow: 360 lbs/sec
Shafts: 2
Fan Stages: 3
Compressor Stages: 6
HP Turbine Stages: 1
LP Turbine Stages: 1
Fan Pressure Ratio-All Cycles: 4.75
Max Bypass Ratio-Turbofan Cycle: 0.544
Compressor Pressure Ratio-All Cycles: 9.68
Overall Pressure Ratio-Turbojet Cycle: 45.98
Combustor: Annular
Max Turbine Inlet Temp: 4,440° F
Thrust-to-Weight Ratio: 11.26



Benefiting from Titanium Diboride Cermets, the E1400-NT-520 offers a specific fuel consumption of 0.56 lb/lbf-hr at military thrust at 1.57 lb/lbf-hr with afterburning.

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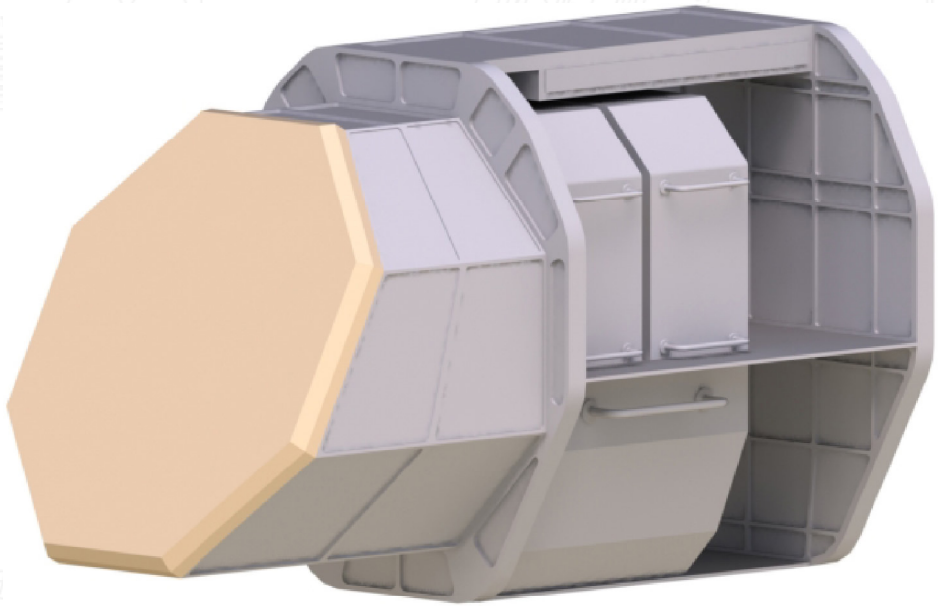
SM-39 COGNITIVE AESA

STAVATTI

The SM-39 will be equipped with an Cognitive Artificially Intelligent (CAI) AESA radar. With more than 1,800 module counts, the CAI AESA is a next generation lightweight X-band radar with digital beam steering and forming, and multi-mode functionality with air-to-air targeting, air-to-ground targeting and Synthetic Aperture Mapping.



A liquid cooled radar, the CAI AESA will benefit from a Gallium Nitride-powered array and may incorporate an optical quantum receiver/exciter processor.

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SM-39 COCKPIT

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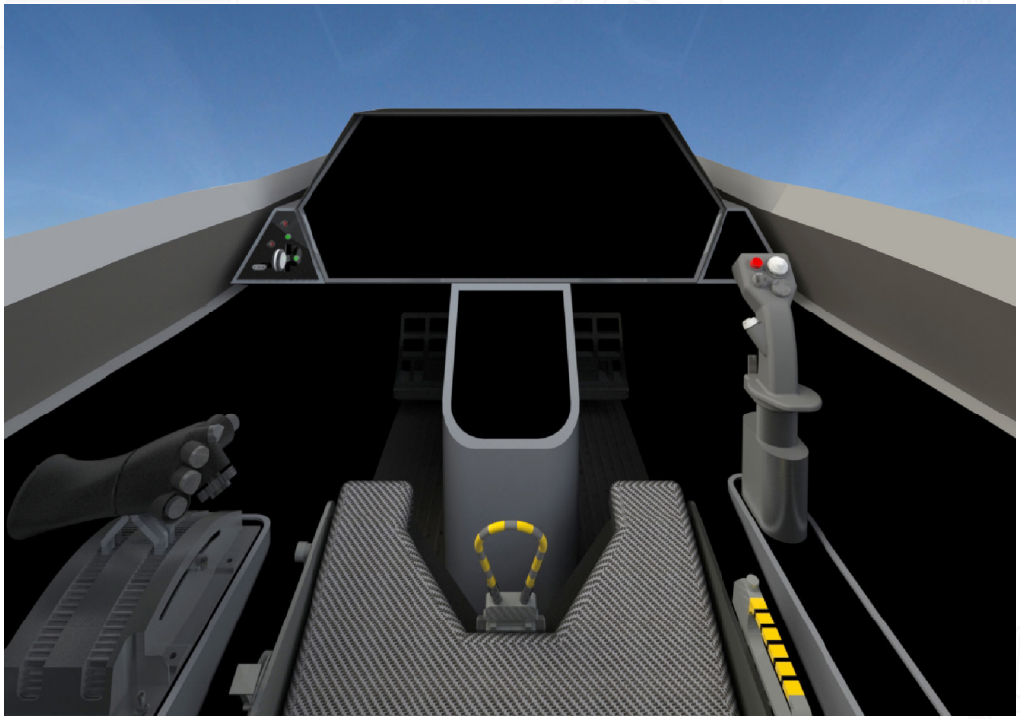
The SM-39 cockpit will include single seat (SM-39S) and two seat tandem (SM-39T) variants. The cockpits will feature new design Stavatti display systems including a Large Area Avionics Display (LAAD), a Canopy Embedded Display (CED) as well as software driven communications, navigation and IFF/Interrogator. Flight controls will include an F-16 style side-stick and throttle HOTAS flight controls with an integrated four channel digital Power-By-Wire (PBW) flight control system.



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SM-39 WARLOAD

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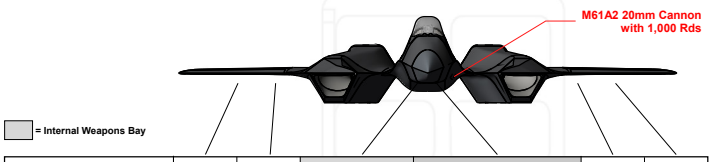
SM-39 AIRCRAFT WARLOAD & STORES STATIONS



STATION NUMBER	1	2	3 FWB	4 MWB	5	6
AIM-9 Sidewinder	✕	✕	✕ ✕	✕ ✕ ✕ ✕	✕	✕
AIM-120 AMRAAM	✕	✕	✕ ✕	✕ ✕ ✕ ✕	✕	✕
AGM-65 Maverick	✕	✕	✕ ✕	✕ ✕ ✕ ✕	✕	✕
GBU-39/B SDB	▪▪▪	▪▪▪	▪▪▪▪▪▪▪▪	▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪	▪▪▪	▪▪▪
GBU-38 JDAM/Mk.82	◎ ◎	◎ ◎	◎ ◎	◎ ◎ ◎ ◎ ◎ ◎ ◎ ◎	◎ ◎	◎ ◎
GBU-32 JDAM/MK.83	◎	◎	◎ ◎	◎ ◎ ◎ ◎	◎	◎
GBU-31 JDAM/Mk.84	◎	◎	◎ ◎	◎ ◎ ◎ ◎	◎	◎
GBU-12 PAVEWAY II	◎	◎	◎ ◎	◎ ◎ ◎ ◎	◎	◎
GBU-24 PAVEWAY III	◎	◎			◎	◎
CBU-97/105 SFW	◎	◎	◎ ◎	◎ ◎ ◎ ◎	◎	◎
AGM-84E SLAM	✕	✕		✕ ✕	✕	✕
AGM-88C HARM	✕	✕		✕ ✕	✕	✕
AGM-154 JSOW	⌑	⌑		⌑ ⌑	⌑	⌑
B61 MOD 11/MOD 12	⊙	⊙	⊙ ⊙	⊙ ⊙ ⊙ ⊙	⊙	⊙
370 USG External Tank	⊙	⊙			⊙	⊙
600 USG External Tank	⊙	⊙			⊙	⊙
Rated Load @ 7.5-g	4,500 lbs	4,500 lbs	5,000 lbs	12,000 lbs	4,500 lbs	4,500 lbs

The SM-39 Razor has both fixed internal and expendable, internally and externally carried weapons, ordnance and stores. The SM-39 has two internal weapons bays and four primary and twelve secondary external hardpoints for subsonic, supersonic and hypersonic munitions and weapons.

The SM-39 can carry a total of 25,000 lbs of external and/or internal stores.

SM-39 fixed internal armament includes one M61A2 20mm Vulcan cannon with 1,000 rds or a Gas Dynamic Directed Energy Weapon.

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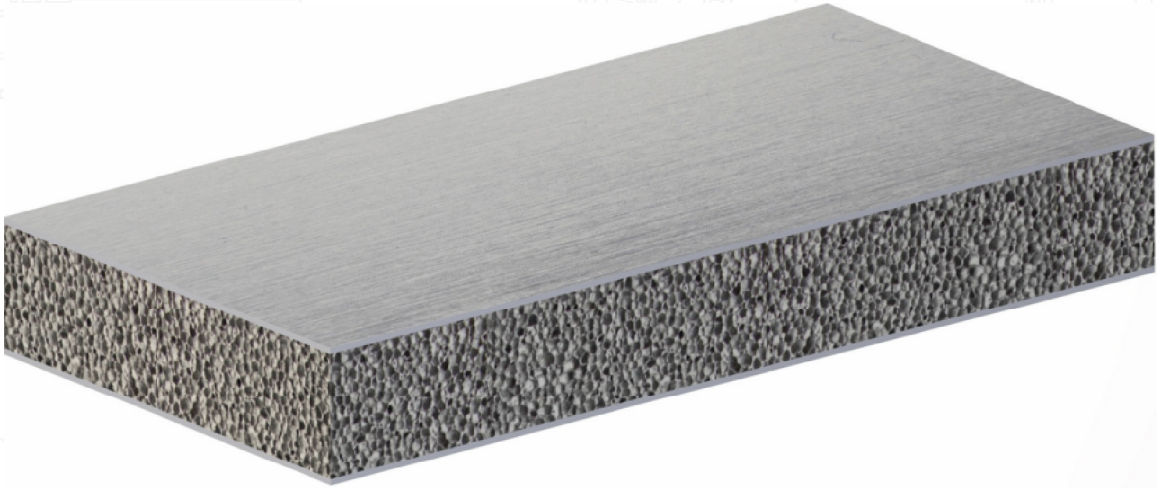
SM-39 STRUCTURE

STAVATTI

The SM-39 will have a Foam Metal Sandwich (FMS) Structure. Reinventing how airplanes are built, the SM-39 has external foam metal sandwich skins that are supported by an internal structure of frames, bulkheads, spars and ribs made from titanium, titanium diboride and scandium titanium alloys.



With an excellent strength-to-weight ratio and inherent vibration and sound dampening characteristics, the SM-39 structure is damage tolerant and is Laser and Friction Stir Welded to reduce parts count.

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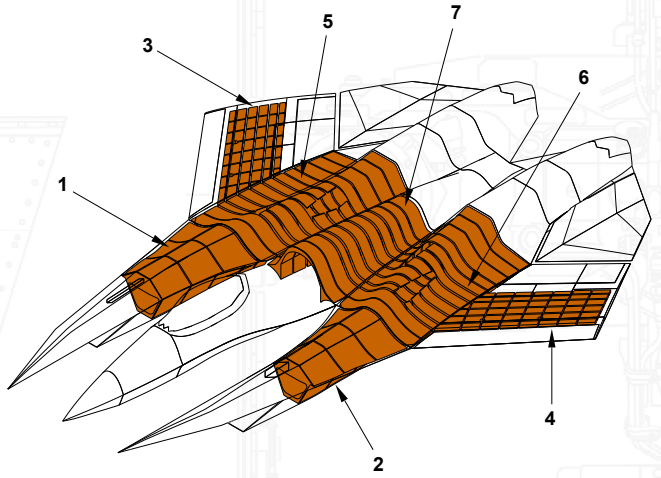
FUEL QUANTITIES

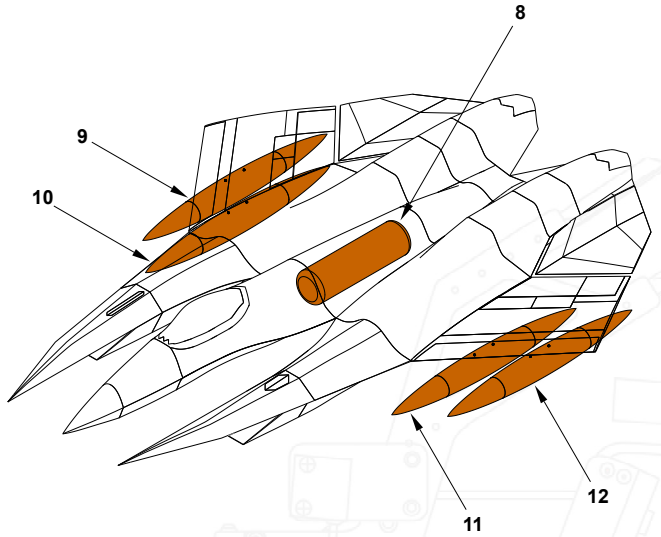
STAVATTI

INTERNAL FUEL TANKS		USABLE FUEL		
TANK #	TANK LOCATION	US GALLONS	JP-4 POUNDS	JP-8 POUNDS
1	Left Strake: 27100	794	5,161	5,320
2	Right Strake: 27200	794	5,161	5,320
3	Left Wing: 27300	162	1,053	1,085
4	Right Wing: 27400	162	1,053	1,085
5	Left Fuselage: 27500	1,121	7,287	7,511
6	Right Fuselage: 27600	1,121	7,287	7,511
7	Center Fuselage: 27700	467	3,036	3,129
TOTAL INTERNAL FUEL		**4,621**	**30,037**	**30,961**

EXPENDABLE/EXTERNAL TANKS		USABLE FUEL		
TANK #	TANK LOCATION	US GALLONS	JP-4 POUNDS	JP-8 POUNDS
8	Weapon Bay: 44-970-50150	970	6,305	6,500
9	Left External: 32-600-50300	600	3,900	4,020
10	Left External: 32-600-50300	600	3,900	4,020
11	Right External: 32-600-50300	600	3,900	4,020
12	Right External: 32-600-50300	600	3,900	4,020
TOTAL EXPENDABLE/EXTERNAL		**3,370**	**21,905**	**22,579**

NOTES:
1) Fuel weights are based on JP-4 at 6.5 lbs/gal and JP-8 at 6.7 lbs/gal and an atmospheric temperature of 59°F.
2) Fuel quantities, in pounds, are rounded to the nearest pound.





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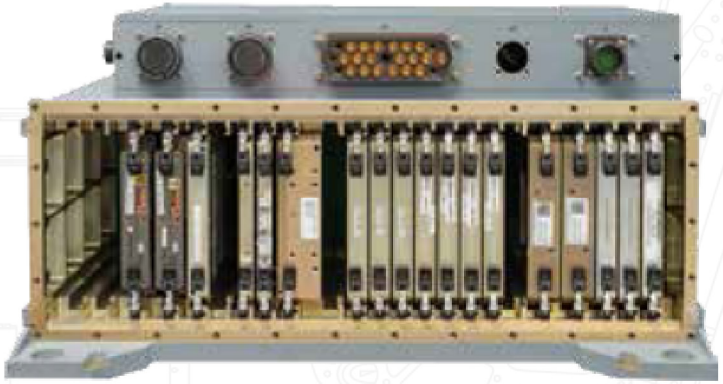
SM-39 ECM/EW

The SM-39 will be equipped with comprehensive Electronic Countermeasures (ECM) and Electronic Warfare Systems to protect the aircraft from surface-to-air and air-to-air missiles, as well as lasers and drone swarms in the high threat environment. The Production SM-39 aircraft will benefit from a Cognitive AI Advanced Digital Electronic Warfare System. Prototype SM-39 ECM/EW systems will include:

- **AN/ALQ-239 Digital Electronic Warfare System (DEWS)**
- **AN/ALE-52 Dispensers**
- **AN/ALE-70 Towed Decoy**



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ADVANCED EOTS

STAVATTI

The SM-39 may be equipped with a Lockheed Martin EOTS (Electro Optical Targeting System) mounted within an airframe blended, low observable window. The EOTS is a lightweight multi-functional FLIR and IRST that provides both Air-to-Air and Air-to-Surface targeting capability.

FLYAWAY COST

STAVATTI

The SM-39 Flyaway Cost will be approximately $85 Million for both single seat (S) and two seat tandem (T) models. This cost includes airframe, powerplant, avionics, systems and all associated production costs.

SM-39S/T BASIC UNIT AIRCRAFT FLYAWAY COST

PRODUCTION COST ELEMENT	COST/VALUE	PERCENT
Airframe Group:	Proprietary	Proprietary
Systems Group:	Proprietary	Proprietary
Powerplant Group:	Proprietary	Proprietary
Avionics & Sensors Group:	Proprietary	Proprietary
Armament	Proprietary	Proprietary
AIRFRAME COSTS	**Proprietary**	**Proprietary**
Integration & Assembly Costs:	Proprietary	Proprietary
NRE Cost Per Aircraft:	Proprietary	Proprietary
Gross Margin:	Proprietary	Proprietary
PRODUCTION UNIT FLYAWAY COST	**$85,000,000**	**100%**

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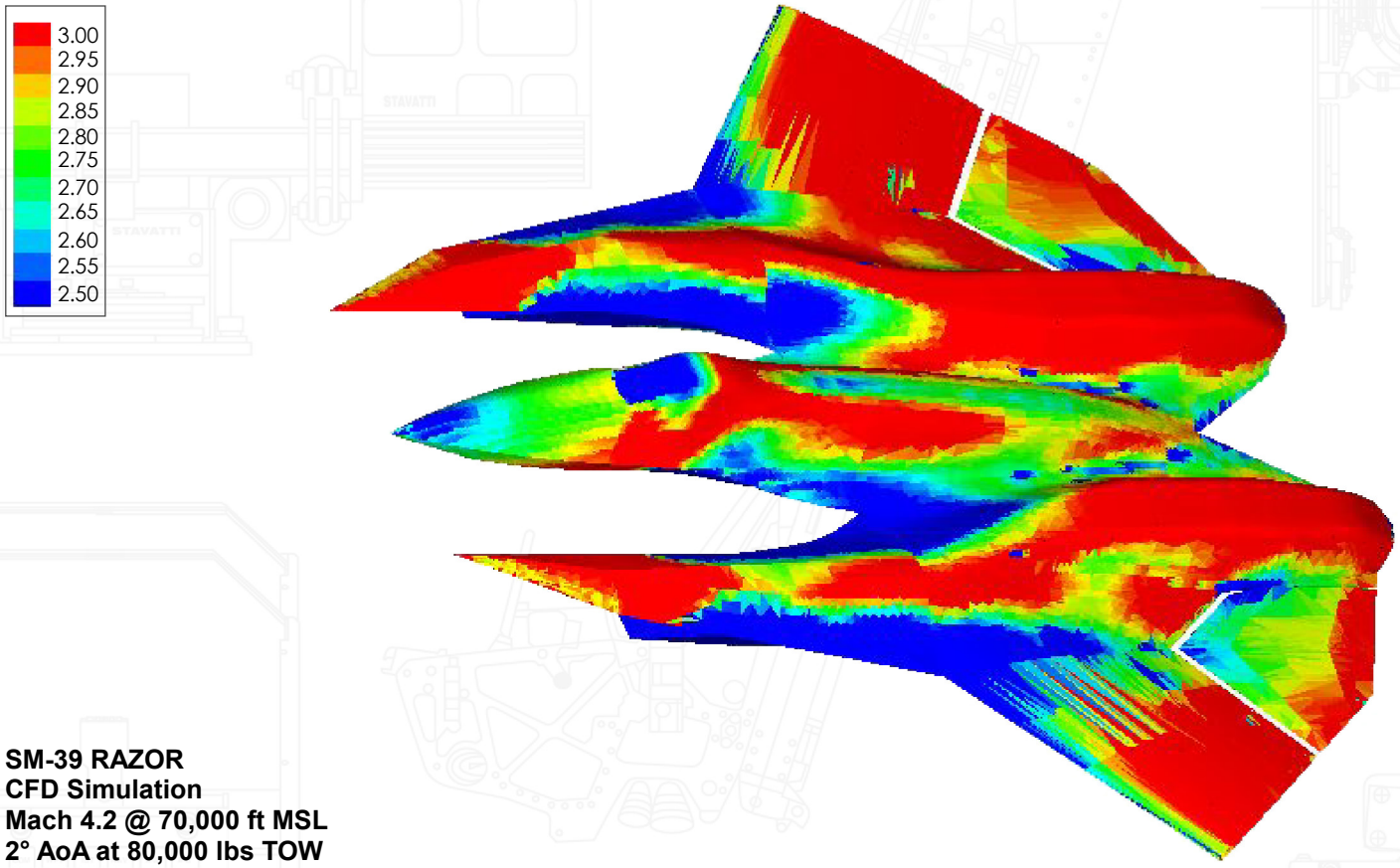
SM-39 CFD

STAVATTI

Stavatti performs Computational Fluid Dynamics (CFD) and Finite Element Analysis (FEA) of SM-39 airframe and parts with ongoing simulation 24/7.



SM-39 RAZOR
CFD Simulation
Mach 4.2 @ 70,000 ft MSL
2° AoA at 80,000 lbs TOW

STAVATTI AEROSPACE

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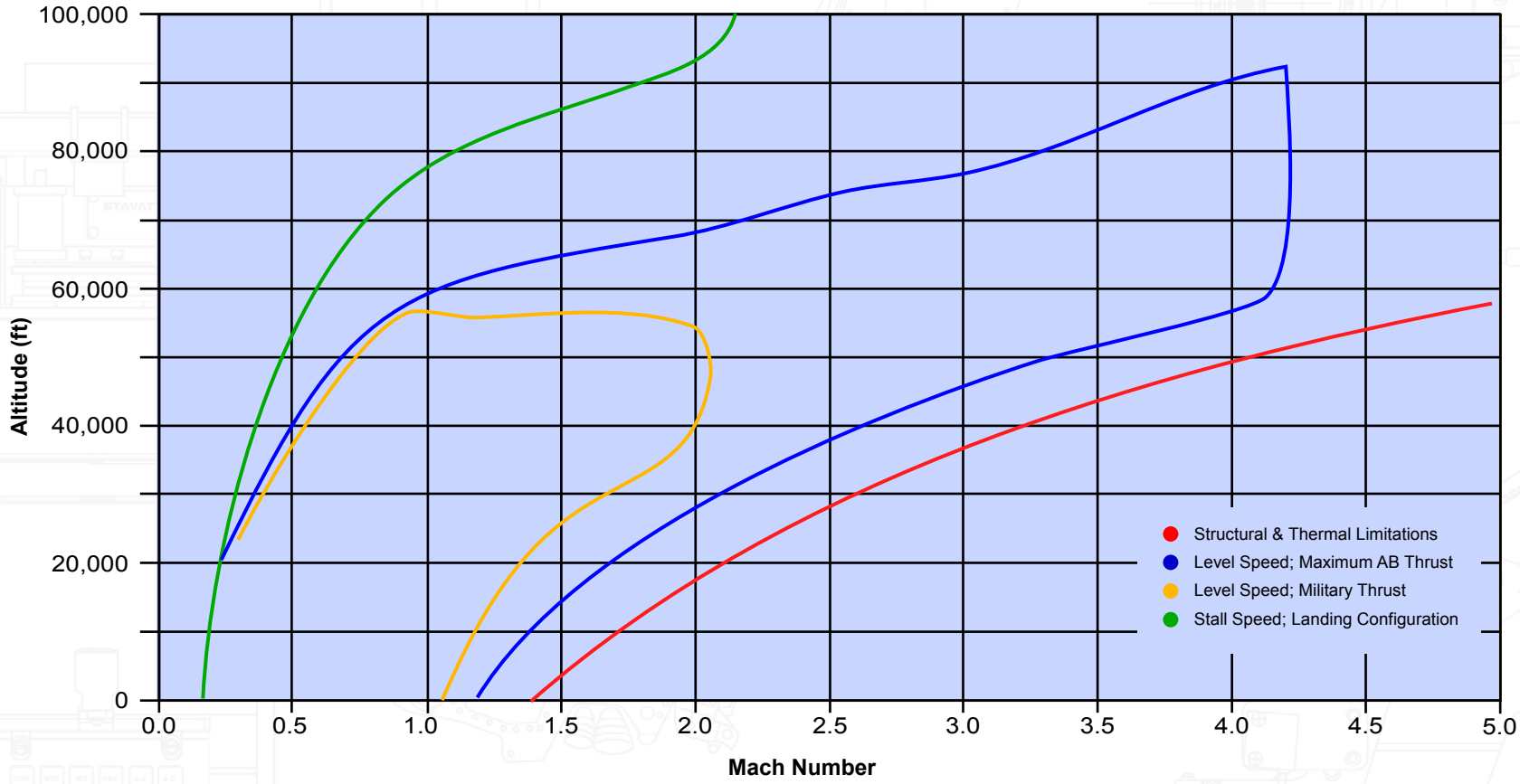
FLIGHT ENVELOPE
SM-39 @ Carrier Takeoff Weight (80,000 lbs)
2 x E1400 Powerplants @ Max AB & Military Power
N=1, Standard Day, 300 ft/min Service Ceiling



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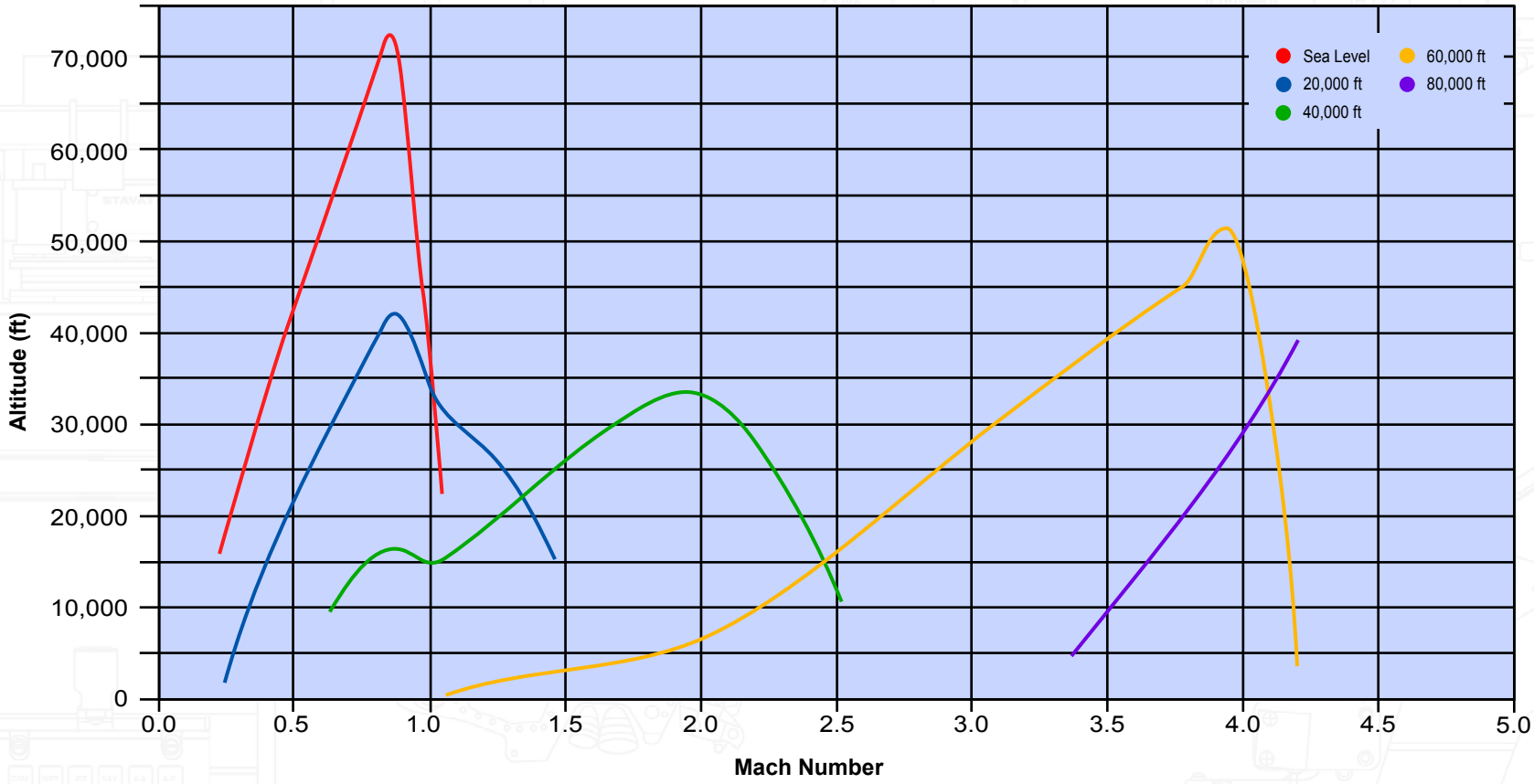
CLIMB RATE
SM-39 @ Carrier Takeoff Weight (80,000 lbs)
2 x E1400 Powerplants @ Max AB Power
N=1, Standard Day, 300 ft/min Service Ceiling



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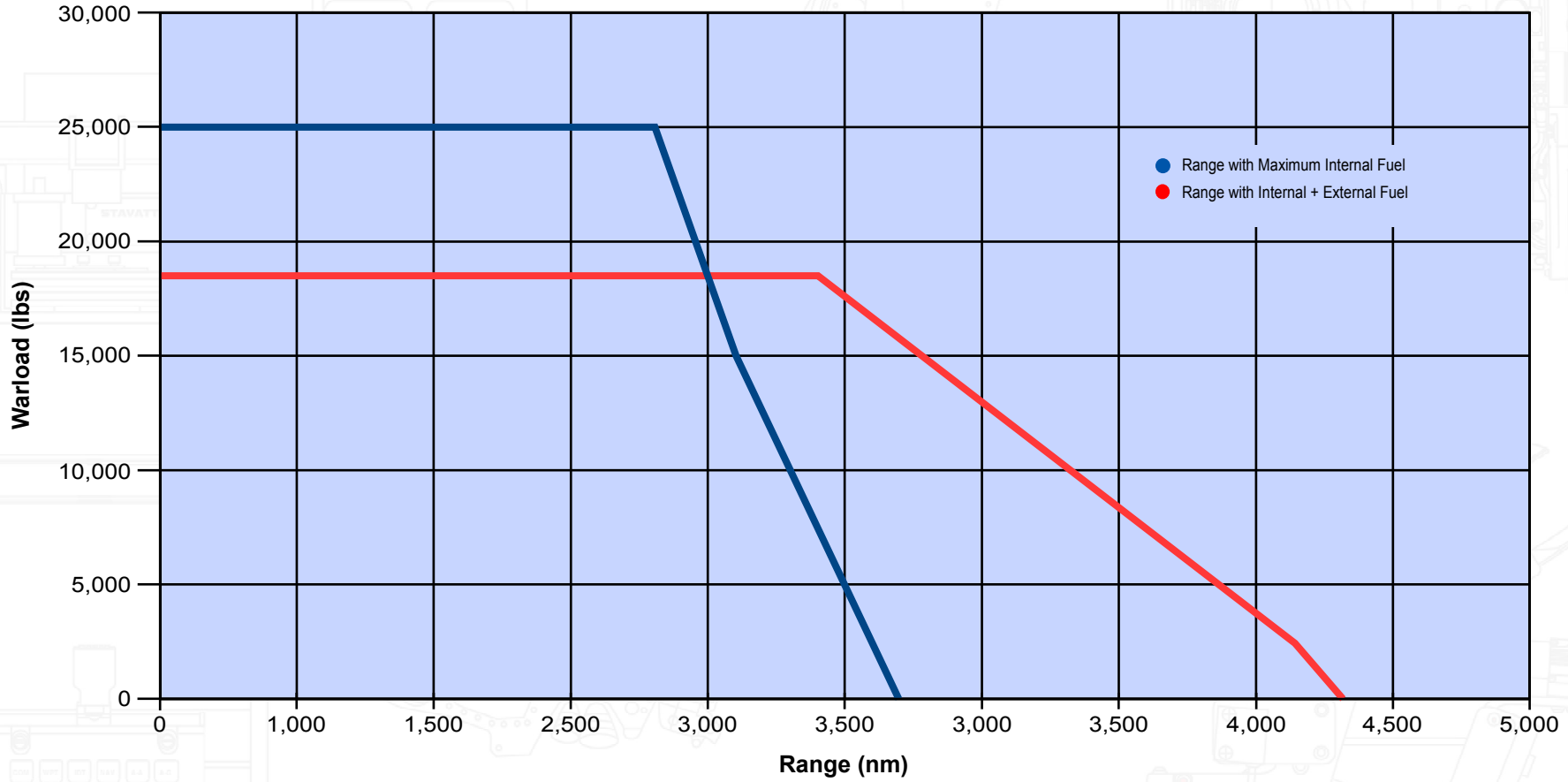
WARLOAD RANGE

STAVATTI

WARLOAD (PAYLOAD) RANGE
SM-39 Unrefueled Range @ Mission Weights
2 x E1400 Powerplants @ Cruise Power
N=1, Standard Day, Cruise Profile Altitudes



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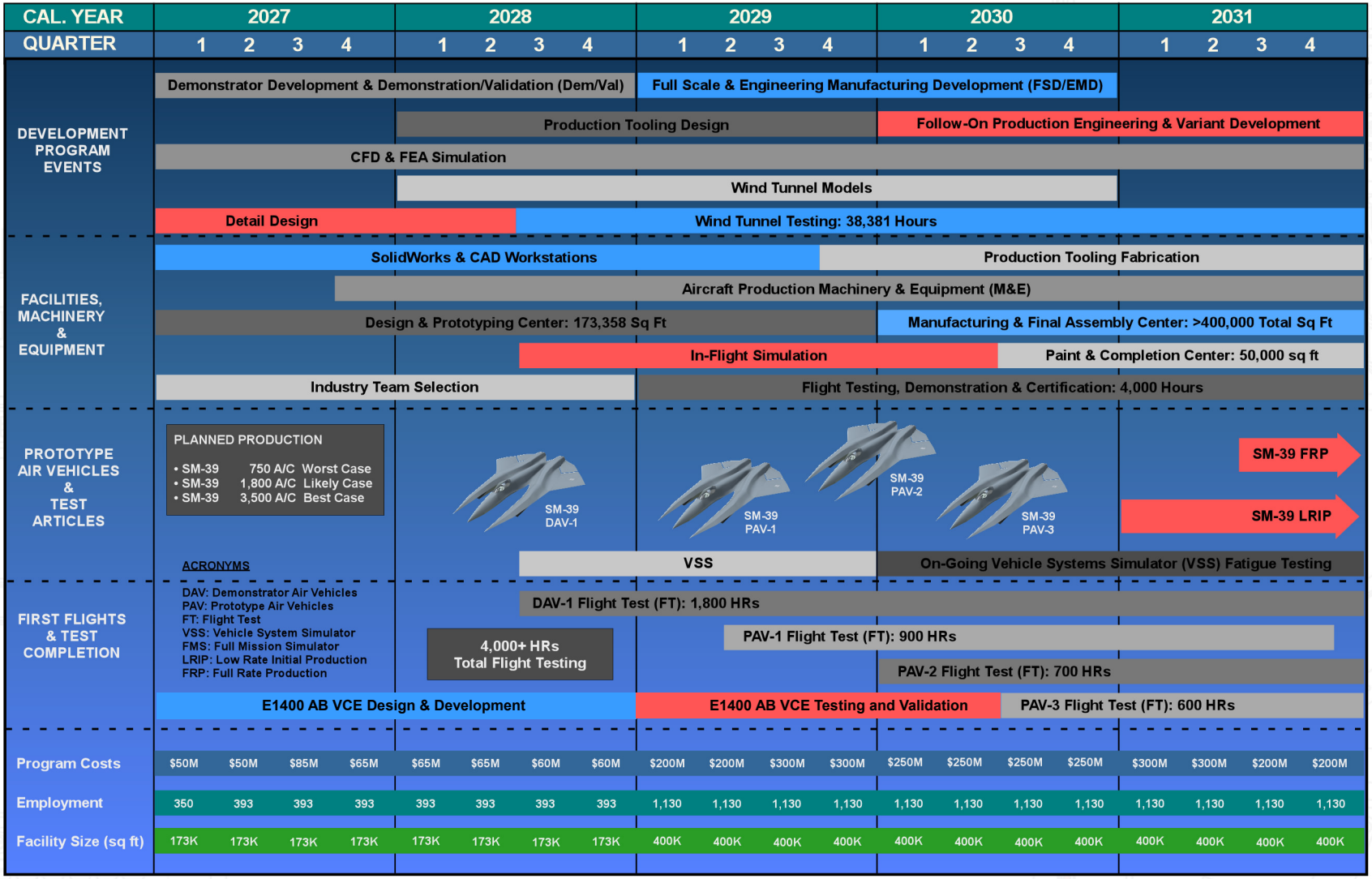
SM-39 DEVELOPMENT

STAVATTI



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ABOUT STAVATTI

Stavatti Aerospace Ltd is a new aircraft manufacturer focused upon the design, production and support of next generation military and civil aircraft.

SM-150
2 Seat Sportplane

SM-28 Machete
Close Air Support

SM-31 Stiletto
Trainer & Light Fighter

SM-920
Commercial Airliner

SM-47 Super Machete
Air Defense Fighter

SM-100
STOL Intermodal Transport

SM-36 Stalma
Multi-Role Fighter

SM-39 Razor
Air Dominance Fighter

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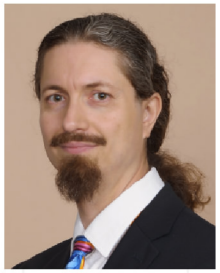
LEADERSHIP TEAM

STAVATTI



Chris Beskar
President & CEO

Bill McEwen
COO

Charles W. Moore Jr.
PlankOwner

Richard E. Guild
Director of
Military Aerospace

John R. Simon
CEO Niagara &
Director

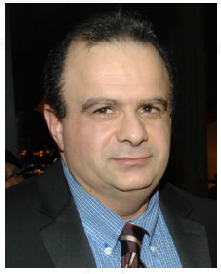
Robert C. Sugarman
Chief Scientist
& Director

David Wilcock
Director

Norm Edwards
CFO & Director
of Finance

Wendell Maddox
Senior Vice
President

Jeffrey A. Gongoll
Secretary &
Director



Methodios Vallidis
Director

John Lu
VP of Business
Asia

Michael J. Green
Director of
Next Gen Aerospace

Stuart E. Cart
Chief Innovation
Officer

Dimitriy Giebeler
Executive VP

STAVATTI AEROSPACE

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SITES & FACILITIES

STAVATTI

- **Stavatti Corporation (“Stavatti”) was founded in Eagan, Minnesota on 20 July 1994.**

- **Stavatti Aerospace Ltd was organized as a Wyoming C corporation on 11 December 2019.**

- **Stavatti acquired the former USARC facility (SNAPPER) at the Niagara Falls International Airport (KIAG) on 30 October 2020. Totalling 180,113 sq ft on 19.52 acres, this facility now serves as Stavatti headquarters, prototype development and aircraft upgrade center.**

2M PLANT

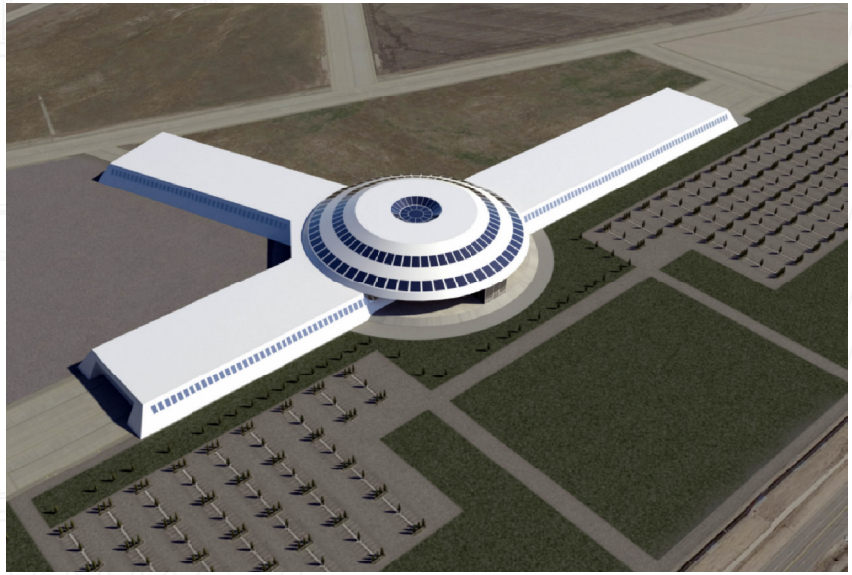
STAVATTI

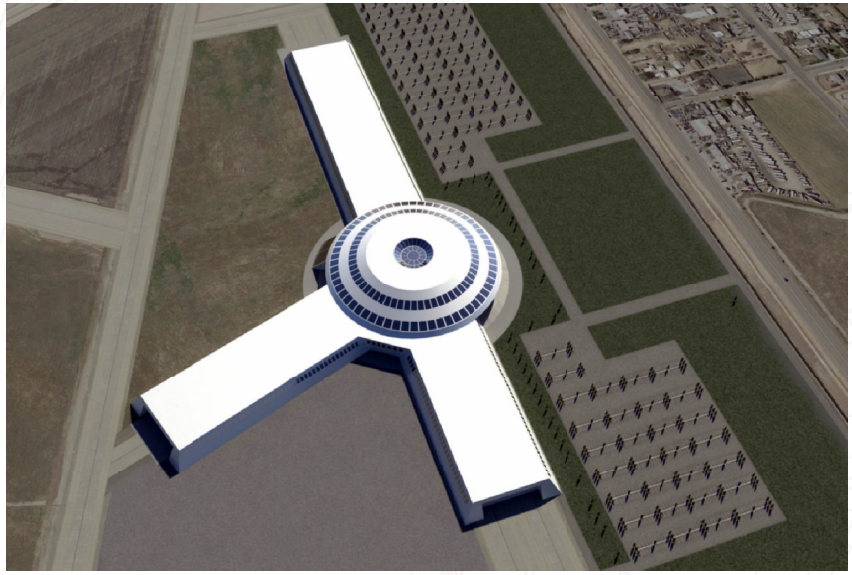
- **Stavatti's 2M Plant will provide over 2 Million sq ft of combined office and aircraft manufacturing and assembly floor.**

- **The 2M Plant is designed to manufacture 3 or more Stavatti aircraft models simultaneously under one roof including the iconic SM-920 Commercial Airliner.**

- **The 2M Plant will employ 15,000 or more qualified, skilled aerospace workers.**

- **Ground-Breaking on the iconic 2M Plant is planned for 2027-2029.**





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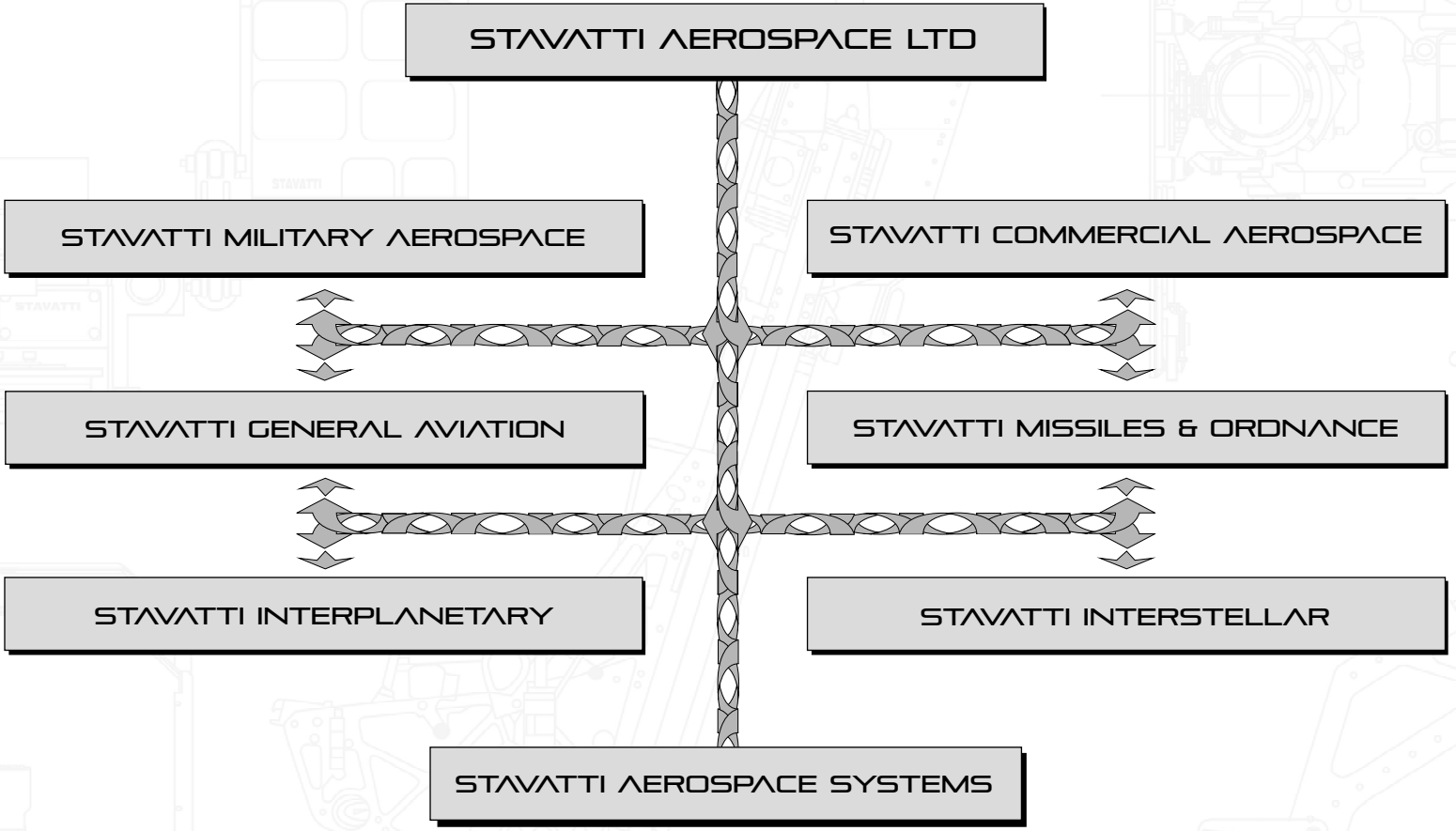

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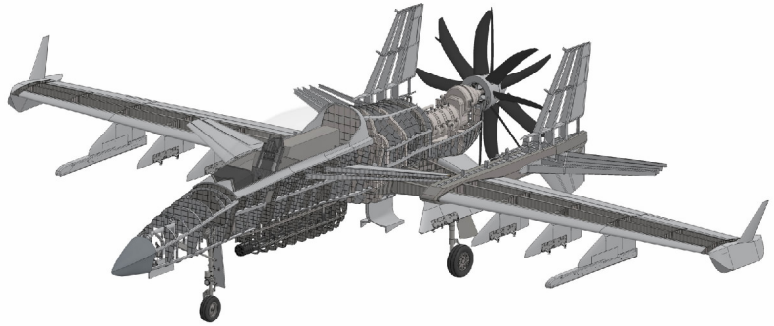
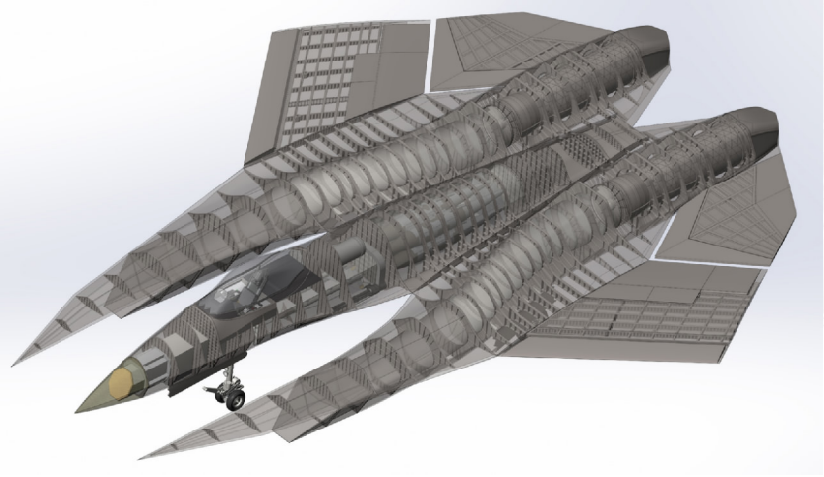
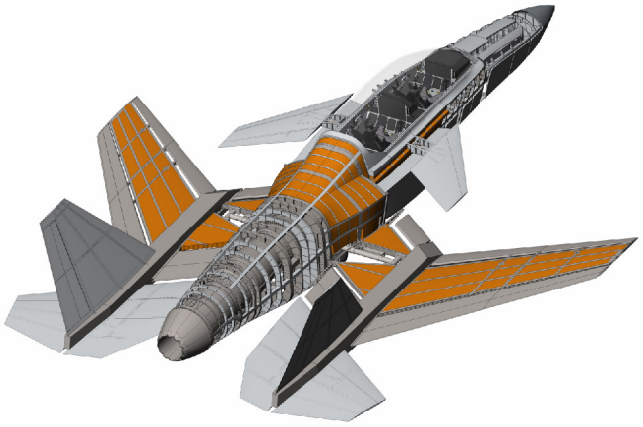
Stavatti conducts all engineering and design in-house using PLM CAD tools including SolidWorks Premium and CATIA







SOLIDWORKS

CATIA

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CONTACT

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