



European nations use Hughes' unit-level training devices

Business sense

The military-aircraft simulation industry worldwide continues to rely on international business as domestic programmes face yet more delays.

GRAHAM WARWICK/ATLANTA

INTERNATIONAL BUSINESS continues to be vital to the military-aircraft simulation industry, as domestic programmes face further delays. In Europe, progress on training systems for new combat aircraft such as the Eurofighter EF2000 and Eurocopter Tiger has been hampered by the uncertainties still surrounding the timing and scale of production.

In the USA, work continues on a new generation of combat aircraft, represented by the Lockheed Martin/Boeing F-22, McDonnell Douglas F-18E/F and the Boeing/Sikorsky RAH-66 helicopter, but none of these aircraft will enter service before the turn of the century, and their importance to the simulation industry

still lies some years ahead. Into the breach has stepped the international market, fuelled largely, but not exclusively, by a new round of combat-aircraft sales as countries strive to re-equip their forces for the new century.

The Royal Australian Air Force (RAAF) has proved a major player in the past few months, placing contracts for Sikorsky S-70A Black Hawk, Boeing 707 and Lockheed Martin C-130J simulators — all with CAE Electronics. More simulation work will accompany the RAAF's selection of the British Aerospace Hawk as its lead-in fighter trainer, and its pending choice of airborne early-warning aircraft.

Europe has not been idle. Germany awarded CAE a major contract earlier in 1996 to ►