

Bell/AB412	5/4	trans
AB206 JetRanger	3	liaison

POLICE AIR WING

DHC-6 Twin Otter	1	police (stored)
Bell 212	2	police

UKRAINE

VOYENNO-VOZDUSHNYE SILY (MILITARY AIR FORCES)

The Soviet Union's collapse left Ukraine with one of Europe's largest and strongest air forces, on paper at least, as a large part of the USSR's air assets were stationed in Ukraine. Paper strength and reality, however, are often far apart. The Ukrainian air force's strength appears to include large numbers of stored aircraft – some of which are being sold to third world countries – and serviceability and aircrew flying hours are both reported as low. In March 2000, the defence minister, Oleksandr Kuzmak, said that it will take three phases and until 2015 to reform the country's armed forces. The first phase will end in 2005, by which time the air force will have lost another 10 to 12 brigades and around 600 aircraft – probably leaving the air force with Tu-22Ms, MiG-29s, Su-27s, Su-24s and Su-25s. MiG-23s were retired in 2001, when the last of the country's strategic bombers were also broken up. MiG-29s and Su-25s will be upgraded. The Ukraine has committed to order 65 An-70 transports. Ukraine ceased to be a nuclear power in 2001 when it destroyed the last of its capability.

Type	No	Role
Tu-22M Backfire	50	bomber
Tu-22R Blinder	26	recce
MiG-29 A/C/UB Fulcrum	225	int/attack/trng
Su-27/UB Flanker	70	int/trng
Su-25 Frogfoot	65	attack
Su-24M/MR/MP Fencer	230	attack/recce/EW
Be-12 Mail	14	MR/ASW
Su-17M/UM Fitter	55	recce
Mi-6 Hook	20	trans/cmb sup
Il-22 Coot	1	cmd pt
An-12 Cub	21	trans
An-24 Coke	13	trans
An-26 Curl	28	trans
An-30 Clank	2	surv
An-72 Coaler	26	trans
Il-76/78 Candid	100	trans/tank-tran
Tu-134/UBL Crusty	2/3	VIP/trng
Yak-40 Codling	6	comms
An-2 Colt	50	trans
Mil-8/17 Hip	110	trans/EW
L-39 Albatros	450	trng
Yak-52	230	trng
An-70	65*	trans

AVIATSIYA VOYENNO MOSKOYO FLOTA (NAVAL AIR ARM)

Ukraine has ceased declaring any naval fixed-wing combat aircraft as part of its obligations to the CFE treaty. It previously operated MiG-29s, Su-25s, Tu-22Ms and Su-17s which appear to have been transferred to the air force. Possibly only two or three ships are aviation capable.

Type	No	Role
Ka-27/29 Helix	12/4	ASW/assault
Ka-25 Hormone	18	ASW
Mi-14PL Haze	5	ASW
An-12 Cub	1	trans
An-26 Curl	1	trans
Mi-8 Hip	8	trans

UKRAINIAN GROUND FORCES

Ukraine's army aviation assets include large numbers of air assault helicopters, Mi-24 Hinds and Mi-8 Hips. Many are unused and in storage, as are some of its other three helicopter types. Some reports suggest the entire fleet of Mi-2s is non-operational.

Type	No	Role
Mi-24 Hind	280	attack/recce/EW
Mi-8 Hip	240	trans/cmd pt/EW
Mi-6 Hook	40	trans/cmd pt
Mi-26 Halo	25	trans

Mi-2 Hoplite	50	trans
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UNITED ARAB EMIRATES

UNITED ARAB EMIRATES AIR FORCE AND AIR DEFENCE

The UAEAF is funded by the seven emirates – Abu Dhabi, Ajman, Dubai, Fujairah, Ras al-Khaimah, Sharjah and Umm al-Qaiwain – which form the UAE. Combat aircraft, trainers and transports are controlled jointly. Three of the states only have aircraft operated by royal flights. The largest procurement decision has been the selection of a multirole fighter. The F-16 Block 60 was selected in May 1998, beating off competition from the Eurofighter and Rafale. Subsequent progress was slow, not least because of issues relating to the release of software associated with the EW suite and other issues. A contract was finally signed in March 2000. The 80 aircraft will be delivered between 2004-07, and will be equipped with active array radar, an internal IR sensor and EW system as well as a 32,000lb-thrust General Electric engine. The aircraft will be armed with the AMRAAM and the UAE's BAE-developed PGM family. Dassault did not lose out entirely, as the UAE also ordered 30 Mirage 2000-9s and committed to upgrade its 33 Mirage 2000s. The 2000-9 has both an air-to-air and air-to-surface capability, and will be equipped with Matra BAe Dynamics Mica active radar guided medium-range AAMs and ASRAAM short-range IR guided AAMs. Deliveries begin in October 2002 and extend to February 2004; the upgraded aircraft will be handed over between August 2002 and February 2006. As part of the deal Boeing is talking to the UAE about 767 tanker transports and plans to offer the 737AEW&C aircraft.

A further buy of BAe Hawks for light attack duties looked sunk by a German offer of used Alpha Jets, but the UAE appears to have reconsidered its commitment to the used aircraft. The first of seven AS15TT-armed Panther helicopters was delivered in late 1999, with the remainder arriving in 2000. Nine Panthers are also on order for army support duties. The UAE is to upgrade its Apaches to AH-64D standard and order extra machines to increase the size of its squadrons. A deal should be concluded in late 2002-03 after EW, communications and other equipment have been selected. In November 1999, 14 AS350B Ecureuil helicopters were ordered for pilot training. Another 10 Pumas are to be ordered from Eurocopter Romania, and in-service machines will be upgraded with the Makila engine and a glass cockpit. The helicopters have already received a South African self-defence system. The UAE's long-standing MPA requirement was settled in March 2001 when the C295 equipped with the EADS Casa FITS maritime mission system was selected. A contract for four aircraft should be signed in early 2002. The UAEAF is a partner with EADS in the Mako advanced trainer/light strike aircraft, although it has not yet committed to an order.

ABU DHABI

Type	No	Role
F-16C/D Block 60	80*	int/attack
Mirage 2000-9	30*	int/attack
Mirage 2000E/R/D	22/5/6†	int/att/recce/trng
Mirage VA/R/D/E	12/3/3/14	int/att/recce/trng
AH-64A Apache	30	anti-tank
SA342L Gazelle	12	anti-tank
AS532UC/SC Cougar	8/2	trans/ASW
AS565SA Panther	7/9	ASW
CN235M/MPA	7/4*	trans/MR
C212-200 Aviocar	4	trans
C-130H Hercules	4	trans
SA330 Puma	28	trans
BO105CBS	4	trans
Hawk Mk63/100	20/18	trng/armed trng
PC-7 Turbo Trainer	24	trng
Grob G115 Acro	12	trng
AS350B Ecureuil	14	trng
A300-620	2	royal fit
BAe 146-100	1	royal fit
Super King Air 350	2	royal fit
747SP	1	royal fit
Falcon 900	3	royal fit

AS332L Super Puma	2	royal fit
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DUBAI

MB326KD/LD	3/2	COIN/trng
Hawk Mk61	8	armed trng
C-130H-30/L-100-30	2	trans
SC7 Skyvan	1	trans
Shorts 330UUT	1	trans
AB205A	6	trans
Bell 212	2	trans/royal fit
Bell 214B	4	trans
AB412	6	trans
IAR330 Puma	10	trans
BO105CBS	3	comms/police
B206B/AB206B JetRanger	2/3	comms
Bell 206L LongRanger	1	comms
BN-2T Islander	1	comms/patrol
MB339A	4	trng
SF260TP	5	trng
Bell 407	1	trng
747SP	1	royal fit
Gulfstream III/IV	2	royal fit
S-76A	1	royal fit
AS365N Dauphin	1	royal fit

RAS AL KHAIMAH

MB326KD/LD	3/2	C
MB326KD/LD	3/2	C
Citation I	1	royal fit/comms

SHARJAH

MB326KD/LD	3/2	C
737-200	1	royal fit/comms
Bell 206B JetRanger	3	comms

UMM AL QAIWAN

MB326KD/LD	3/2	C
Bell 222	1	comms

† to be upgraded

UNITED KINGDOM

ROYAL AIR FORCE

The UK's Strategic Defence Review (SDR) in July 1998 cut back on numbers in all forces, but it did promise all three services new equipment, and set in place a series of initiatives to meet changes in the world order head-on. It also placed much emphasis on joint operations. Some tri-service elements were already in place – a combined Defence Helicopter Flying School (DHFS) was opened in 1997 for at least basic training of rotary-wing pilots in the Army Air Corps (AAC), RN and RAF. Other joint efforts include a Joint Rapid Reaction Force. Joint Force Harrier combines RAF Harriers and RN Sea Harriers in a single task force inside a larger maritime command, and Joint Helicopter Command brings together the three services' support and armed helicopters.

Major RAF procurement programmes are centred on its intended buy of 232 Eurofighters, the first of which is to be delivered in mid-2002, with service entry planned for 2003-04 to replace Tornado F3s in the air defence role and Jaguar ground attack aircraft. The Jaguar fleet has received a series of incremental updates, mainly because of its unstinting service in global trouble spots since 1990. These programmes, which have overhauled its cockpit, upgraded its engines and added new weapons. An ASTOR airborne stand-off radar selection was made in 1999 with Raytheon supplying the five systems based on the Global Express airframe. First deliveries are scheduled for 2005.

In August 1998 Lockheed Martin delivered the first of 25 C-130J Hercules to Boscombe Down, two years behind schedule. The first squadron C-130J was handed over on 23 November 1999. To supplement the C-130Js, C-17s have been leased with all four delivered in 2001. The lease runs for seven years with two one year options to tide the RAF over until the entry into service of the first of 25 A400Ms ordered is delivered. The RAF also requires new tanker transports and it is expected to need 20 to 30 A330/767-sized aircraft. Following a series of team consolidations only two competitors, AirTanker and the Tanker