

appears the MiG-23s have remained on the ground. Reports emerged in late 1999 that UNITA had been offered Su-24s.

Type	No	Role
MiG-23/U Flogger	20	int/attack/trng
MiG-21MF Fishbed	20	int/trng
Su-22M4/U Fitter	19/4	attack/trng
Su-25/UB Frogfoot	10/5	attack/trng
PC-7 Turbo Trainer	9	trng/attack
BN-2T Islander	4	Comms
Boeing 707	2	VIP
An-26 Curl	8	trans
L-100-20/C-130K Hercules	2/8*	trans
C-212/MPA Aviocar	10/7	trans/MR
PC-6B Turbo Porter	4	trans/attack
Cessna 172	3	trng
Mi-25/35 Hind	12/14	attack
SA342L Gazelle	6	anti-armour
Mi-8C/17 Hip	12/7	trans/attack
AS565 Panther	8	trans/attack
IAR316B Alouette III	29	trans/attack

ARGENTINA

FUERZA AEREA ARGENTINA (ARGENTINE AIR FORCE)

Lockheed Martin delivered the last of 36 locally upgraded A-4ARs in 2000. The A-4AR is a major upgrade of the A-4 with a version of the Northrop Grumman APG-66 radar, a new cockpit and improved navigation equipment. The air force is considering a purchase of further airframes for upgrade as well as TA-4Js as fighter lead-in trainers. The air force also has a tentative requirement for 30-40 fighters in the F-16/F/A-18 class. Its record of accepting secondhand US equipment may favour an F-16 buy. Air defence is provided by the air force's mixed fleet of upgraded Mirages and their Israeli developments, the Neshar and Dagger, which are to receive further upgrades. The air force has a requirement for in-flight refuelling tankers to support its fighters. The air force still has an advanced trainer requirement as funding for the indigenous IA63 Pampa ended after the 13th example rolled off the production line. Lockheed Martin Argentina delivered a 14th Pampa in 1999 to prove it can still manufacture aircraft, which was followed in June 2000 with an order for 12 aircraft as part of a wider \$230 million support contract. Originally 100 Pampas were to be procured. As well as the aircraft listed below, the Argentine air force operates general aviation types for recreational flying.

Type	No	Role
A-4AR/TA-4AR Fightinghawk	32/4*	attack
Neshar/Dagger A/B	22/3	int/trng
Mirage IIIE/BE/DA	15/2/4	int/trng
Mirage 5P	8	int
Canberra B62/T64	5/2	bomber/trng
IA58 Pucara	60	COIN
Aero Commander 500	8	recce
C-130B/H/L-100-30	5/5/1	trans
KC-130H Hercules	2	tank
707	2	tank-trans
707-300	1/1	ELINT/VIP
757-200	1	VIP
F27-400/600 Friendship	11	trans
F28-1000/1000C Fellowship	4	trans
DHC-6 Twin Otter 200	6	trans
Sabreliner 75A	1	VIP
Cessna 182	17	comms
UH-1H Iroquois	10	trans
Bell 212/412	5/1	trans/VIP
CH-47C Chinook	2	trans

Hughes 500/D/E Defender	15	AOP/COIN
SA315B Lama	4	trans
S-70A Black Hawk	1	VIP
S-61R	1	trans
EMB-312 Tucano	28	trng
IA63 Pampa	14/12*	trng
Su-29	8	trng
T-34C Turbo Mentor	30	trng
MS760 Paris IR	15	train
Learjet 35A	2/3	calib/recce
PA-31-310 Navajo	1	calib

COMANDO DE AVIACION NAVAL ARGENTINA (NAVY)

Latest type to join the Argentine navy is the P-3B Orion, which became operational in March 1998. Argentine navy Trackers have been converted to AlliedSignal TFE331 turbo-prop power and Super King Airs have received maritime patrol conversions. New mission systems are also being fitted. The Xavantes were purchased to supplement the MB326s and MB339s, and with an intention to replace them with a navalised version of the indigenous IA63 Pampa. Closure of the Pampa production line, however, means the Xavantes have been retained, although the purchase of TA-4Js has been proposed. The navy is acquiring eight ex-US UH-1Hs utility helicopters. Argentina's aircraft carrier, *Veinticinco de Mayo*, was scrapped in 1999 after it was mothballed in 1997, but the navy does deploy its aircraft at sea - AS555s and Alouette IIIs aboard its MEKO 360 destroyers and MEKO 140 corvettes, and the Sea Kings on Argentine class destroyers and a navy icebreaker.

Type	No	Role
Super Etendard	11	attack/ASuW
A-4Q Skyhawk	5	attack
P-3B Orion	8	ASW/ASuW
S-2E(UP)/A Tracker	6/3	ASW/utility
L-188 Electra	1/2	ELINT/trans
SH-3D/H Sea King	5/4	ASW/SAR/trans
SA316B Alouette III	6	ASW/SAR
MB339A	5	attack/trng
MB326GB/	4	trng
EMB-326GB Xavante	12	trng
T-34C Turbo Mentor	10	trng
AS555 Fennec	4	trng
F28 Fellowship 3000	2/1	trans/VIP
King Air 200/Super King Air	9	MR/trng/VIP
Queen Air B80	5	comms/survey
PC-6B Turbo Porter	2	comms
A109A	4	utility

COASTGUARD

C212-300 Aviocar	5	patrol/trans
SA330L Puma	1	SAR/trans
AS365 Dauphin 2	1	SAR/trans
AS565 Panther	2	SAR/trans
Hughes 300	2	trans
PA-23 Aztec	1	comms
PA-28 Warrior	2	comms

COMANDO DE AVIACION DEL EJERCITO (ARMY AIR ARM)

Argentina's army air arm operates fixed- and rotary-wing types in 11 units. The A109s are used for armed reconnaissance as are some of the UH-1Hs. Twenty further ex-US UH-1Hs were transferred to the Argentine army in 1998. The Super Pumas are detached to the Argentine navy's icebreaker during the summer and the Queen Air and Citation are used for survey operations.

Type	No	Role
OV-10 Mohawk	23	surveillance
UH-1H/205A1 Iroquois	40/4	utility
A109A	5	armed recce
SA315B Lama	5	SAR
AS332B Super Puma	3	polar trans
SA330L Puma	2	trans
AS532 Cougar	20	trans
Bell 212	1	VIP
UH-12ET	8	trng
Cessna T-41	6	trng
C212 Aviocar	1	trans
G222	3	trans
DHC-6 Twin Otter	2	trans
Sabreliner 75A	1	VIP
Merlin III/IV	3/3	VIP
Cessna T207	5	utility
Cessna U-17	2	utility
Queen Air B80	1	photo survey
Citation I	1	photo survey

ARMENIA

ARMENIAN AIR FORCE

In early 1999 Russia sent eight MiG-29s to Armenia. They joined five similar aircraft as well as S-300 SAM systems and provide air defence on behalf of Armenia as part of a co-operative defence pact. While the operational readiness of Armenia's combat forces, particularly the fixed-wing types, is likely to be low, Hinds and armed Mi-8s were in evidence during its long dispute with Azerbaijan.

Type	No	Role
Su-25 Frogfoot	5	strike
MiG-25 Foxbat	1	int
L-39 Albatros	2	strike/trng
Mi-24P/K/RKR Hind	7/3/2	attack
Mi-8/9 Hip	7/2	trans/cmdt pt
Mi-2 Hoplite	2	trans
An-24 Coke/An-32 Cline	1/1	trans
An-2 Colt	6	trng
Iak-52	10	trng

AUSTRALIA

ROYAL AUSTRALIAN AIR FORCE (RAAF)

At the time of writing Australia's defence funding priorities are the subject of a white paper to be published towards the end of 2000. Prior to publication a number of programmes have been thrown into turmoil, including the high-profile Wedgetail AEW&C. In July 1999 Boeing was selected to provide seven 737-700s equipped with the Northrop Grumman Multirole Electronically Scanned Array (MESA) radar, with the first aircraft being delivered in 2004/5. Prior to the postponement, senior RAAF officials had suggested the number of aircraft to be acquired would slip to four.

The first of 33 Hawk LIFTs was handed over in 2000. The aircraft were ordered in mid-1997; 12 aircraft will be built in the UK, the remainder from kits at RAAF Williamtown. Australia has decided to replace its F-111s and F/A-18s in a multi-stage programme. A competition is likely to start in 2005 with initial deliveries in 2012 replacing F/A-18s with further batches in 2015-18 and 2020-25. A mix of manned aircraft, UCAVs and cruise missiles could replace the F-111s. This is similar to the UK's Tornado replacement plan, and the two countries have signed a co-operation agreement. In the meantime the F-111 and F/A-18s are being upgraded. The first upgraded Hornet was handed over in September 2000. Phase I upgrades include avionics changes such as radios, IFF,