

# Directory: world air forces

## COMBAT AIRCRAFT

AT-33/T-33	18	12
PC-7 Turbo Trainer	20	
<b>ISTAR/SPECIAL MISSION</b>		
Cessna 206	37	
Cessna 210	14	
Cessna 402/421C	5	
Commander 680E	2	

## TRANSPORT

C-130A/B/H	2/3/1	5/1
L-188A Electra	1	
F27-400 Friendship	4	2
DC-8-54CF	1	
C-212 Aviocar	1	
CV580	3	4
Basler Turbo 67	1	
IAI-201 Arava	1	3
Sabreliner 60	1	
Learjet 25/35	2/1	
B55 Baron	1	
B36 Bonanza	3	
King Air E90/350/C2002/1/4		
PA-32 Cherokee	3	

## COMBAT HELICOPTER

UH-1H	18	4
SA315B/HB315B	12	

## TRAINING AIRCRAFT/HELICOPTERS

T-33 Uirapuru	30	
Cessna 152 Aerobat	12	
T-34	7	

## BOSNIA-HERZEGOVINA

Following the signing of the 1995 peace accord by Yugoslavia's three warring factions, Bosnia-Herzegovina was split into two entities, one part controlled by the Muslim/Croat Federation and the other by the Bosnian Serbs. Peace has been maintained by the presence of the NATO-led IFOR and SFOR. In October 2003 it was agreed that a single national ministry of defence and unified military command would be established to administer the country's two entities.

### Operational activity

Beyond routine training, the aviation arms of both entities are not permitted by NATO to conduct military activity.

### Procurement

No procurement is planned by either entity.

## ARMY OF THE FEDERATION OF BOSNIA-HERZEGOVINA (ABIH)

The army has a small air arm, mostly comprising UH-1H helicopters donated by the USA as part of a \$100 million arms and training package designed to create a Western-style defence force and act as a deterrent to its neighbour, Serbia.

Type	Active	Stored	Order/Req
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<b>TRANSPORT</b>			
UTVA-75	4		
C-212	1		

<b>COMBAT HELICOPTER</b>			
Mi-8/17	7	4	
AB206B	1		
Bell 212	1		
UH-1H/V	14/2		
Mi-24		5	
Mi-34		1	

## REPUBLIKA SRPSKA AIR FORCE

Republika Srpska, the Serbian part of Bosnia-Herzegovina, is limited by the OSCE treaty to 21 fixed-wing combat aircraft and seven attack helicopters. The former are types indigenous to the pre-civil war Yugoslavia. Serviceability of most aircraft is considered low because of funding cuts.

Type	Active	Stored	Order/Req
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<b>COMBAT AIRCRAFT</b>			
J-22 Orao	7		
J-21 Jastreb	11		
G-4 Super Galeb	1		

<b>TRANSPORT</b>			
Cessna 172	1		
PA-18	1		
PZL-104	1		

<b>COMBAT HELICOPTER</b>			
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Mi-8	11
Gazelle	20

## TRAINING AIRCRAFT

UTVA-66	2
UTVA-75	5

## BOTSWANA

### BOTSWANA DEFENCE FORCE AIR ARM

Botswana has small, but professional armed forces.

### Operational activity

No major air operations have occurred in past year.

### Procurement

A further AS350 could be acquired for VIP duties, although the Bell 412 is also being considered.

### Fleet review

In late 1996, Botswana's air arm acquired its first modern combat aircraft when it bought 13 CF-5A/Ds from Bristol Aerospace in a \$50 million deal that included training.

Type	Active	Stored	Order/Req
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<b>COMBAT AIRCRAFT</b>			
CF-5A/CF-5D	9/5		
PC-7 Turbo Trainer	7		

<b>ISTAR/SPECIAL MISSION</b>			
BN-2A/B Defender	10		

O-2 Skymaster		5	
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## TRANSPORT

C-130B	3		
CN-235	2		
C-212-300	2		
Gulfstream IV	1		
Super King Air	1		
BAe 125-800B	1		

## COMBAT HELICOPTER

Bell 412EP	7		
AS350B/BA	2/5		

## TRAINING AIRCRAFT

Cessna 152	2		
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## BRAZIL

### FORÇA AEREA BRASILEIRA (AIR FORCE)

Establishing effective control of Brazil's huge interior is the main focus of the country's armed forces and the air force has ambitious plans to establish the SIVAM air surveillance network covering the region. Economic problems have slowed modernisation plans.

### Operational activity

Brazil's five Ericsson Erieye radar-equipped EMB-145 regional jets and three remote-sensing EMB-145RSs with synthetic aperture radar and FLIR are now operational and have contributed to several successful intercepts of drug-running aircraft. C-130 and other transport aircraft have helped deploy the Brazilian contingent supporting the UN peacekeeping mission in Haiti.

### Procurement

Brazil's air force procurement effort suffered a significant setback in June 2003 when the government delayed the decision in its F-X BR fighter contest. This saw F-16s, Gripen, Mirage 2000s, Su-35s and MiG-29s all lined up for what could become South America's biggest air force renewal programme. A dozen business jets for VIP transport and a new presidential jet are also under consideration. The CH-X heavylift helicopter contest between CH-47SDs and Mi-26Ts has also been delayed indefinitely. Brazil is trying to acquire 16 ex-Swiss air force F-5E/Fs to bolster its fleet of 46 of the aircraft that are being upgraded by Embraer and Elbit. The companies are also to upgrade 55 of Brazil's AMXs with new avionics, weapons system and navigation equipment, as well as a SCP-01 radar and Link 16 datalinks, under a \$300 million contract.

Linked to the SIVAM programme is the acquisition of 50 single-seat A-29s, armed versions of the Super Tucano trainer with Elbit avionics. Fifty twin-seat AT-29s are also needed to replace Xavantes in the armed trainer role. In August 2001, the Brazilian government finally signed a \$380 million contract for 25 A-29s, 51 AT-29s and 23 options. Deliveries started in 2003. Embraer is also trying to persuade the Brazilian government to order VIP-configured ERJ-135s to replace the BAe 125s.

Eight P-3A/B Orions, along with four spare airframes, have been acquired to replace elderly S-2 Trackers and complement P-95s (derived from the

Bandeirante). Nine P-3Bs are to be updated by EADS Casa under a \$320 million deal. Embraer has also been pushing for the air force to acquire a maritime patrol version of the ERJ-145, which has been sold to Mexico, or possibly the larger EMB-170 regional jet. These would replace the P-95s.

A possible fourth batch of AMXs has been shelved, but could be revived as a mainly two-seat lead-in fighter trainer order if Brazil is unsuccessful in securing more two-seat F-5s. To bolster the transport fleet, Brazil acquired 10 ex-Italian C-130Hs from Lockheed Martin in 2001. Dercos is upgrading the cockpits of Brazil's C-130Es. An Airbus A319 was ordered in 2004 to replace 737 and 707 VIP aircraft. Ten secondhand ERJ-145ERs were bought to replace the HS748 fleet that was withdrawn earlier this year. Eleven EMB-120s are to be bought to replace the C-95s. Learjet 60s, Hawker 800s and ERJ-35s are contenders to replace the BAe-125s. Negotiations are under way with South Africa to buy 22-45 Impalas to supplement the EMB-326CB fleet.

### Fleet review

Some F-5Fs will be used to replace Xavantes, while some single-seaters could be converted to two seaters for the same purpose

Type	Active	Stored	Order/Req
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## COMBAT AIRCRAFT

Mirage IIID/E	4/20		
F-5E/F	42/3	5	15/
AMX/AMX-T (A-1)	55/8		

EMB-314 ALX			
(A-29/AT-29)	20/1		56/51/23

## ISTAR/SPECIAL MISSION

EMB-111A (P-95)	19		
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P-3A/B		1/8 + 3 spare/	
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C/R-95 Bandeirante	81		
EMB-145SA/RS	5/3		
Hawker 800	4		
Learjet 35/36A	9/1		

## TANKER

KC-130H	2		
707-320C (KC-137)	4		

## TRANSPORT

C-130E/H	3/20		
C-295			12/
Learjet 35A	3		
737-200 (VC-96)	2		
707-373	1		
DHC-5A (C-115)	11		
BAe 748/CVC-91		11	
BAe 125 (VU-93)	13		
Brasilia (VC-97)	9		
EMB-121 (VC-9U-9)		6	
EMB-810C (U-7)	9		
Caravan I/II (C-98)	7/6		

A319			1/
ERJ-145ER			10/
EMB-120			11/
U-27A Regente/L-42	30/12		

## COMBAT HELICOPTER

UH-1H	44		
AS332M Super Puma	9		
HB350B/AS355F	25/3		
Bell 206A/B JetRanger 1/2			

## TRAINING AIRCRAFT

AT-26/RT-26	30		
EMB-312(A/T-27)	59/23		
T-25 Universal	101		

## FORÇA AERONAVAL DA MARINHA DO BRASIL (NAVAL AIR ARM)

In 2000, Brazil bought the French navy's Foch aircraft carrier, which has been renamed the *Saõ Paulo*. The navy's previous carrier, Minas Gerais, was decommissioned in late 2001.

### Operational activity

No major operations reported this year.

### Procurement

Brazil embarks 23 ex-Kuwaiti air force A-4s and TA-4s on the *Saõ Paulo*. To provide shipborne AEW, Embraer has teamed with Marsh Aviation to modify ex-USN S-2/E-1 Trackers/Tracers (rather than ex-Brazilian air force S-2s). Sea Skua-armed Super Lynxes were ordered in 1991 and deliveries began in 1996. Earlier