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DECEMBER 2024



**Another African Air Force
acquires A-29 Super Tucano**



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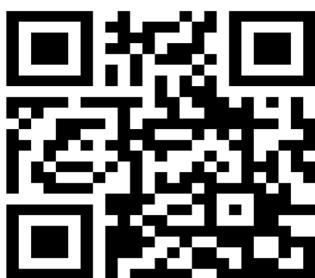
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FEATURED

Sixth African country signs for Super Tucano

Embraer has closed out the year with another order for its A-29 Super Tucano light attack and advanced trainer aircraft, this time to an undisclosed customer on the African continent.

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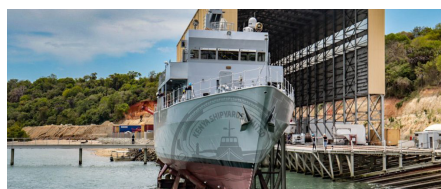
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Reflecting on 2024: A Year of Growth and Achievement

Dear Friend,

As the year draws to a close, we at Military Africa would like to take a moment to reflect on the journey we've embarked on together throughout 2024. It has been a year of significant growth, valuable connections, and remarkable achievements, and we are grateful for your continued support and partnership. This year, Military Africa has strengthened its position as the leading defence media in Africa. It is dedicated

to helping the defence industry and the military connect, engage, and discuss for mutual strategic gains. Despite facing challenges, we have persevered and achieved notable milestones.

Our Highlights for 2024:

Growth in Audience: We have seen our monthly views soar from 40,000 to over 100,000, and our impressions have grown from 1.4 million in 2023 to an impressive 2 million in 2024.



Expanding Our Reach: Our subscriber database has more than doubled, increasing from 3,000 to over ~8,000 subscribers.

LIFETIME TOTALS	7,945	LAST 90 DAYS	28.38%	7.90%	69,234	TODAY	4,935
	TOTAL SUBSCRIBERS		AVG OPEN RATE	AVG CLICK RATE	EMAILS SENT		NEW SUBSCRIBERS

Engagement at Events: We attended six defence events and exhibitions, interacting with high-level defence, security, and military individuals across Africa. These events have been instrumental in fostering meaningful connections and discussions.



Content Creation: We published 12 magazine issues this year, distributing over 2,500 printed copies to defence, military, and security officials across the continent. Our commitment to providing valuable insights and information remains unwavering.



Strategic Partnerships: We have partnered with 11 defence companies, up from five in 2023. These partnerships have driven mutual growth and innovation within the defence sector.

Social Media Growth: Our social media followings have seen substantial growth, allowing us to engage with a broader audience and share our expertise more widely.

Valuable Liaisons: We have closely liaised with multiple defence leaders, diplomats across several embassies, and high-level military and security personnel, strengthening our network and influence within the industry.

These successes would not have been possible without your trust and collaboration. As we look forward to 2025, we are excited about the opportunities that lie ahead and are committed to continuing our mission of connecting and empowering the defence community in Africa.

Thank you for being an integral part of our journey. We wish you a joyous holiday season and a prosperous New Year filled with new possibilities and continued success.

Warm regards.

Chad's growing military power: A slow but steady modernization drive



Chad has implemented several reforms to boost its army's combat capabilities.

Chad is gradually enhancing its military might by acquiring new equipment and modernizing legacy systems across all its service branches. This modernization effort follows significant losses, including half of its air force in a hurricane in 2015 and several defeats at the hands of terrorists. Despite these setbacks, Chad's military has historically been known for its formidable fighting capabilities, using limited resources to achieve remarkable battlefield victories.

Historical Context: The Toyota War

Turkish Hurkus light attack and trainer aircraft was notably demonstrated during the Chadian-Libyan War (1978-1987), where Chadian forces successfully routed a much larger Libyan force for control of the Aouzou Strip. The conflict, also known as the Toyota War, derives its name from the Toyota pickup trucks, such as the Toyota Hilux and Toyota Land Cruiser, used by Chadian troops for mobility and as technicals. The 1987 war ended in a heavy defeat for Libya, which lost one-tenth of its army, with 7,500 men killed and US\$1.5 billion worth of military equipment destroyed or captured. In contrast, Chadian forces suffered 1,000 deaths.

Modernization and Current Suppliers

Chad has historically relied on unconventional fighting tactics, especially in the arid desert environment. The country's main arms suppliers include Russia, China, the United States, France, Turkey, and Israel. Recently, Chad attempted to shift entirely to Western suppliers to replace its traditional Russian and Chinese partners. However, this endeavor did not yield significant results due to political reasons.

Chad's military equipment from Eastern bloc suppliers has suffered considerable attrition in recent battles with the FACT rebels. The decision to seek Western arms may be partly aimed at reinforcing the legitimacy of General Itno Déby's regime. Nevertheless, the West did not supply new equipment, prompting Chad to revert to its traditional arms suppliers.

Enhancing the Army

Chad has implemented several reforms to boost its army's combat capabilities. These reforms include increasing troop numbers, improving infantry kits, and enhancing training. Early this year, the UAE deployed troops to train Chadian soldiers in warfare and in op-

erating supplied equipment. The UAE has also provided medical assistance and arms to fighters in the Sudanese civil war, based in a remote town in Chad.

In August 2023, the UAE sent military vehicles and security equipment to Chad to support its capabilities in combating terrorism and enhancing border protection. The UAE previously supplied armored vehicles, including an order for sixty vehicles in June 2021 to handle rebellion in Chad. The EU also considers Chad a key partner in the Sahel region, supporting the G5 Sahel Joint Force, a regional security mechanism comprising Chad, Burkina Faso, Mali, Mauritania, and Niger. The EU provides funding and training for Chadian forces.

Chadian ground forces, including special forces, have adopted modern assault rifles such as the IWI Galil ACE, IWI Tavor, and FAMAS bullpup rifles, alongside Soviet AK-patterned and Chinese Type 56 rifles. Recent armored vehicle acquisitions include the NIMR Calidus MCAV-20, Nigerian-made Ara II MRAP, Turkish-made Yörük APC, and EJDER YALÇIN 4x4 armored Vehicle, as well as Terrier from the UAE, and David armored vehicles from the United States.

In 2019, the Chadian government signed a contract with Nigeria's Proforce Defence for the sale of twenty improved Ara (Ara 2) mine-resistant ambush-protected (MRAP) vehicles with an option for a hundred more.

Chad has also modernized its legacy anti-aircraft and artillery weapons and recently acquired PHL-81 multiple rocket launchers from China. Its amphibious forces have acquired several Epenal boats from Nigeria.

The country recently acquired 30 heavily upgraded Type 59G main battle tanks from China to supplement the outdated Russian-made T-55 main battle tanks in use on the frontline. It also modernized its T-55 medium tanks, while France supplied several ERC-90 Light tank, and also acquired doz-

ens of WMA-301 tank destroyers from China.

In the same vein, early in 2021, France delivered at least nine ERC-90 Sagaie light tanks to Chad, to be used in its peacekeeping and counter-terror operations. The ERC-90 Sagaie are armed with a 90 mm main gun and two 7.62 mm machine gun.

Strengthening the Air Force

The Chadian Air Force has improved its tactical airlift capabilities by acquiring C-27 Spartan aircraft and refitting its sole C-130 Hercules transport aircraft. The small fleet of tactical transports has been actively airdropping paratroopers and supplies to front lines and during training. Chad took delivery of two Alenia C-27J Spartans in 2013-2014.

In 2015, several aircraft and helicopters were damaged in a storm at N'Djamena International Airport, exacerbated by fabric hangar coverings. Losses included three helicopters, a PC-12, a MiG-29 fighter, and two Su-25 attack planes. Recently, Chad overhauled and upgraded its Mi-24/35 Hind attack helicopters in Georgia and its Mi-17 Hip transport and assault helicopters. The Chadian Air Force has repaired its remaining MiG-29s and revamped its Su-24 close air support aircraft. Additionally, the air branch acquired Turkish Hurkus light attack and trainer aircraft.

America also donated two Cessna 208 ISR-configured aircraft in 2018, as well as a state of the art

command and control (C2) Centre to aid and coordinate the ongoing counter terror operations.

Chadian Air Force Su-25s have participated in operations against Boko Haram in neighboring Cameroon, Central African Republic, and Nigeria. To further enhance its surveillance and strike capabilities, Chad has acquired Aksungur and ANKA drones from Turkey.

Addressing Threats

Security

Chad faces severe security threats from jihadist insurgencies linked to groups like Boko Haram and Islamic State affiliates, particularly in its southern and northern regions bordering Nigeria and Libya. The purchase of modern military gear is part of an ongoing effort to upgrade Chad's military capabilities to combat these challenges.

On October 28, around 40 soldiers were killed in an attack on a military base in Chad's Lake region. President Mahamat Idriss Deby was in the area to launch an operation to track down the assailants.

Chad's deliberate and steady modernization drive will significantly enhance its fighting capacity while improving the safety and security of its citizens.

If the effort is sustained, in the next few decades, Chadian military capacity will be greatly transformed, and will be markedly different from what it was during the Toyota Wars of '87.



Chadian air force Turkish-made Hurkus light attack and trainer aircraft

Sixth African country signs for Super Tucano

Embraer has closed out the year with another order for its A-29 Super Tucano light attack and advanced trainer aircraft, this time to an undisclosed customer on the African continent

Staff Writer



There have been more than 290 A-29s ordered and according to the company these aircraft have completed more than 570,000 flight hours and 60,000 of those hours have been in combat. (Credit: Embraer)

Embraer's A-29 Super Tucano continues to accumulate orders in Africa, capturing a large share of the light attack and manned intelligence, surveillance and reconnaissance (ISR) market.

The Brazilian aircraft maker announced that it has signed a contract for the sale of four A-29 Super Tucano light attack and advanced trainer aircraft to an undisclosed customer in Africa.

Embraer made the announcement
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today, stating that an "undisclosed customer will become the sixth operator of the A-29 Super Tucano in the African continent."

These aircraft will perform a wide spectrum of missions such as border surveillance, intelligence, surveillance and reconnaissance (ISR), close air support, counter-insurgency, and advanced flight training.

"The A-29 Super Tucano is an extremely versatile aircraft that is able to carry out the most chal-

lenging missions under the most demanding conditions. It is the world leader in its category as it combines a combat-proven track record with advanced technology," said Bosco da Costa Junior, President and CEO of Embraer Defense & Security.

One likely country would be Ghana, which has long been seeking an order for the Super Tucano. Ghana earlier in June 2015 announced an order for five Super Tucanos, but the contract never went through. The total value of

the contract was \$88million with a loan from BNDES, which also includes logistics support and training for pilots and mechanics in Ghana.

Mark Owen Woyongo, at the time Minister of Defense, first said in March 2014 that the acquisition of 6 Super Tucanos was under consideration, for use at a flying school to be built in Tamale, Ghana's 3rd city. President John Dramani Mahama then confirmed in November 2014 that the country would buy an unspecified quantity of Super Tucanos, along with Chinese Z-9 helicopters, more M-17 Russian helos, and an additional C-295 tactical transport.

Subsequently, confirmation came on 18 February from President John Dramani Mahama, indicating that five Super Tucanos will be purchased, along with the Z-9s and other equipment.

In February, the Ghana Air Force hosted an event to promote the A-29 Super Tucano light attack aircraft to the defence minister and other senior officials and officers on 19 February. Embraer demonstrated the A-29 at the Accra Air Base, but there have been no known developments since then.

In his speech, Air Vice-Marshal Frederick Asare Kwasi Bekoe said the demonstration would "provide a platform for collaboration and negotiations between Sierra Ne

vada Corp and Embraer Defense & Security for future acquisition".

He added that the Ghana Air Force considers the Super Tucano to be an "appropriate platform to enhance our deterrent and offensive posture within the sub-region". Noting that the Super Tucano is rugged, versatile, and relatively cheap to operate, he said it could be used for countering terrorists, insurgents, and pirates, as well as for border security.

Minister of Defence Dominic Nitiwul responded that "it is plain from the speech of the chief of the air staff that our air force has fallen in love with this aircraft, and I am sure that negotiations to buy this aircraft will start in earnest".

As a multi-mission aircraft, the A-29 Super Tucano provides great versatility for armed reconnaissance, close air support, light attack, and advanced training missions on a single platform, which exponentially increases the aircraft's availability and operational flexibility. Its robust airframe is capable of operating from unpaved runways in harsh environments.

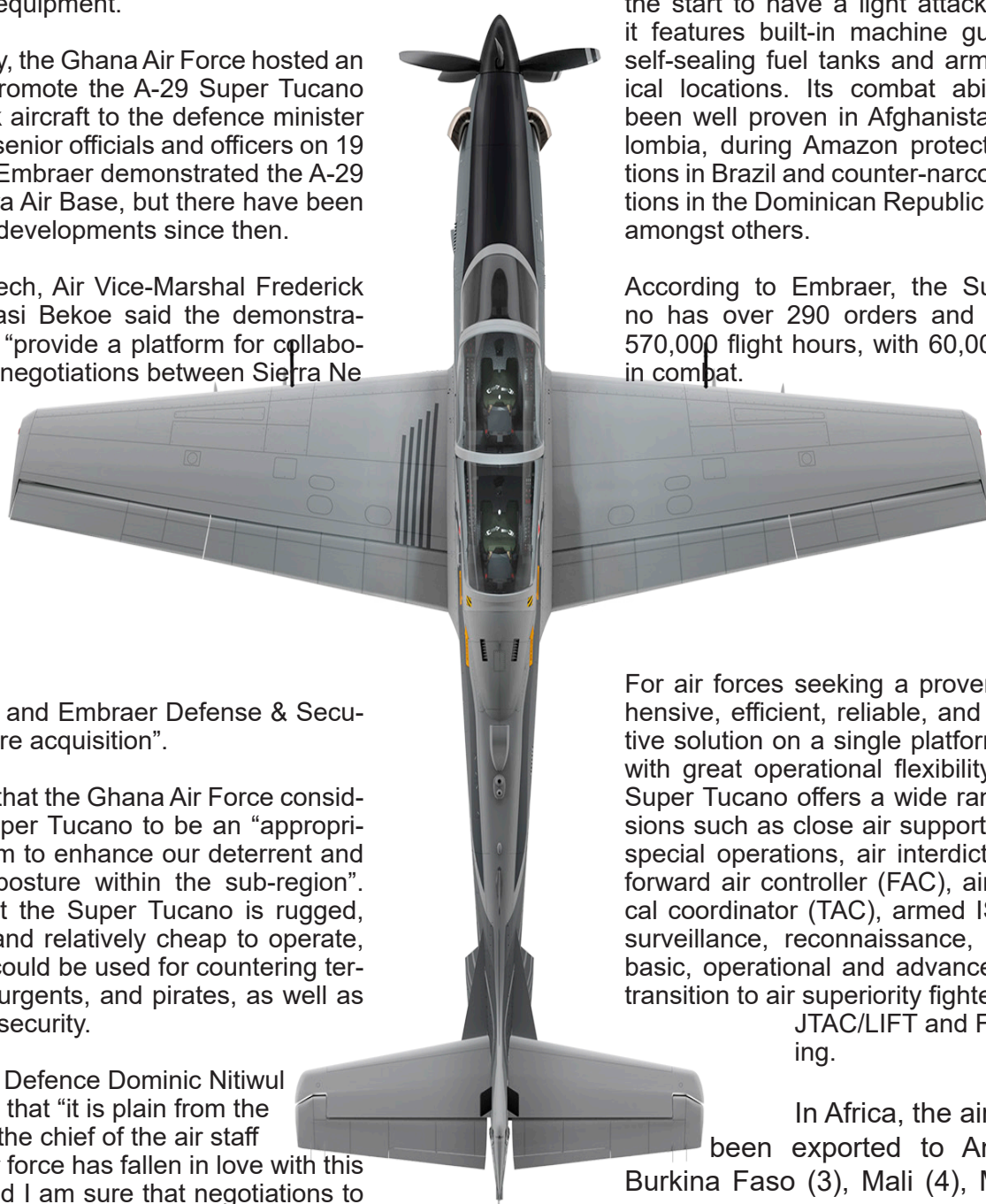
Armament comprises one 12.7 mm machinegun in each wing. Five hardpoints can carry a maximum external load of 1 550 kilograms. Weapons options include gun pods, bombs, rocket pods, and (on the two outboard stations) air-to-air missiles.

As the Super Tucano was designed from the start to have a light attack capability, it features built-in machine gun mounts, self-sealing fuel tanks and armour in critical locations. Its combat abilities have been well proven in Afghanistan and Colombia, during Amazon protection operations in Brazil and counter-narcotics operations in the Dominican Republic and Brazil, amongst others.

According to Embraer, the Super Tucano has over 290 orders and more than 570,000 flight hours, with 60,000 of those in combat.

For air forces seeking a proven, comprehensive, efficient, reliable, and cost-effective solution on a single platform, coupled with great operational flexibility, the A-29 Super Tucano offers a wide range of missions such as close air support, air patrol, special operations, air interdiction, JTAC, forward air controller (FAC), air and tactical coordinator (TAC), armed ISR, border surveillance, reconnaissance, air escort, basic, operational and advanced training, transition to air superiority fighters, JTAC/LIFT and FAC training.

In Africa, the aircraft has been exported to Angola (6), Burkina Faso (3), Mali (4), Mauritania (4), and Nigeria (12).



SOFEMA to deliver additional Alpha jets to Nigeria

Ekene Lionel



Alpha-Jet NAF 476

Nigerian Air Force Alpha-Jet seen departing Manchester after a fuel stop whilst on a delivery flight from the USA. 04/12/2018.

The Chief of the Air Staff (CAS), Hasan Abubakar, says the Nigerian Air Force has procured 12 pre-owned A-Jet aircraft from the French Air Force through SOFEMA (Société Française d'Exportation de Matériel Militaire et Aéronautique), which specialises in the acquisition and refurbishment of French military hardware.

France has been replacing the Alpha Jet with the Pilatus PC-21 for training, leaving surplus aircraft available for sale.

All 12 aircraft are ready for shipping. It is anticipated that six will be restored to operable status, with the remaining six used as spares to support the Alpha Jet fleet.

Mr Abubakar made this known at the NAF Training, Operations and Safety Seminar for the year 2024, on Wednesday in Abuja.

He said the NAF had witnessed a remarkable renaissance, evident in the renewal of its aircraft fleet and enhanced operational readiness with the support of President Bola Tinubu.

The Alpha jets series of planes was a combined France-Germany initiative to create an innovative tactical trainer aircraft with close-air support warfare abilities. The Alpha jets are a top European de-

sign. It was designed and built by Dassault-Breguet in France and Dornier in Germany, companies are aircraft makers.

Alpha jets are an important part of the Nigerian Air Force Air power, they are capable of carrying a variety of weapons, including bombs, rockets, and missiles. It is also equipped with a gun pod that can be used for close air support missions.

The Nigerian Air Force acquired its fleet of Dassault-Dornier Alpha Jet aircraft in the early 1980s. The first 24 Alpha Jets were delivered in 1982, and they were used for both training and light attack missions. In 2011, four of the Alpha Jets were upgraded with new avionics and weapons systems.

Alpha jets based in Yola and Maiduguri are flying combat missions in their own country against bandits, terrorists, and insurgents.

In 2013, the Nigerian Air Force began to take measures to refurbish 13 of its Alpha jets. Two were sent to Niamey, Niger to support a

multi-national peacekeeping force there. But one crashed fatally in an accident that May of that year.

Four additional unarmed Alpha jets were acquired in 2015 by the Goodluck Jonathan-led administration from the United States. In 2020, nine more Alpha Jets were reactivated after being mothballed for several years. As of 2023, the Nigerian Air Force has 11 Alpha Jets in service.

In July 2023, Sofema, which specialises in reconditioned military equipment, began studying a plan to rehabilitate French Alpha Jets for the Nigerian Air Force.

Sofema is already supplying spare parts to five ageing aircraft that are still being used by the Nigerian Air force, and recently visited a French air force base to select four or five more Alpha Jets they could recondition and sell to the NAF. Sofema is thus determined to quickly double the NAF's fleet of Alpha Jets within six months to one year.

The French company also main-

tains neighboring Cameroon's Alpha Jets since 2015. Although all but two of its 27 Alpha Jet MS2 are working, with only 12 now in service.

Since 2021, the Nigerian Air Force have been carrying out Periodic Depot Maintenance (PDM) on the Alpha Jet fleet to further its sustained efforts to boost Air Power employment capability against insurgency and other security challenges.

The in-house PDM, apart from being cost-effective when compared to the overseas option, also affords NAF technicians the opportunity to build better technical capacity.

The Nigerian Air Force has lost a number of the Alpha jets due to crash likely as a result of the stress of rigorous operations over the years. The Alpha jets of the Nigerian Air Force which have been flying for several decades have started showing their age, with several crashing in quick succession.

Although vastly upgraded, the Alpha jets are not designed for tactical close air support, since they have to fly close to the ground and within the firing envelope of ground-based anti-air weapons to deliver unguided bombs. An Alpha jet supporting troops with close air support was shot down by bandits in July 2021. This particular aircraft was subsequently recovered almost a year later.

Although the Alpha Jet had no built-in armament, it could be fitted with a belly cannon pod. Luftwaffe cannon pods accommodated a single Mauser BK-27 27-millimeter cannon, while AA cannon pods accommodated a single DEFA 30-millimeter cannon with 150 rounds. Both French and German Alpha Jets were fitted with a gun-sight.

The Alpha Jet could be fitted with twin stores pylons under each wing for a total of four pylons, with a total external load capability of 2,500 kilograms (5,500 pounds), impressive for the small size of the air-

craft. Possible external stores included unguided rocket pods; iron bombs and cluster munitions; and two external tanks, with a capacity of 310 liters (82 US gallons) or 450 liters (119 US gallons) each. The Alpha Jet could carry heat-seeking air-to-air missiles (AAM) for self-defense, but it lacked a radar and so could not carry radar-guided AAMs. It could carry laser-guided bombs, though laser targeting had to be provided by ground forces or a spotting aircraft. The French qualified a film-camera pod, and the type could be used as a target tug.

With this new modernization and acquisition process by Sofema, the Nigerian Air Force may be signaling it's intention to keep the Alpha jet flying into the next decade alongside the newer M-346 Masters aircraft.

Meanwhile, the Nigerian and Egyptian air forces pledged to enhance cooperation and collaboration between their Air Forces, particularly in pilot training and Research and Development (R&D), particularly concerning NAF's Alpha jets.

The NAF is also acquiring 24 M-346 light attack aircraft from Italian firm Leonardo, but this deal has not yet been finalized. In the meantime, the NAF can rely on its fleet of 12 A-29 Super Tucano aircraft delivered by Washington to retaliate against Boko Haram's insurrection in the northeast.



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Egypt plans local production of light combat and trainer aircraft

Darek Liam

Egypt's Arab Organization for Industrialization (AOI) is positioning itself as a pivotal player in the global aerospace arena, with ambitious plans to establish a local production line for modern light combat and trainer aircraft. Major General Mukhtar Abdel Latif, Chairman of AOI's Board of Directors, recently highlighted these aspirations during a series of press statements.

AOI is collaborating closely with Egypt's armed forces and international partners to design and produce advanced military training aircraft domestically. Central to AOI's success is its Helwan Aircraft Factory, a facility instrumental in delivering various aircraft models tailored to Egypt's defense needs. The factory has produced the K-8E military trainer, with an impressive production run of 120 aircraft for the Egyptian Armed Forces. These aircraft are based at El Minya air base and assigned to the 201 Training Wing with 28sq and 29sq fast jet training squadrons. El Minya also houses the K-8E equipped Silver Stars display team.

However, Egypt's ambitions extend beyond the K-8E. The Egyptian Ministry of Defense recently issued an international tender to procure 36 advanced training aircraft, aiming to replace the aging fleet of Alpha Jets, which have served the Egyptian Air Force since 1982. This significant modernization effort has attracted major global aerospace manufacturers. South Korea's Korea Aerospace Industries (KAI) has proposed its F-50 Golden Eagle and T-50 trainer aircraft, while Italy's Leonardo is competing with its M-345 and M-346 platforms. China's CATIC has entered the fray with its L-15 aircraft, and additional players like Turkey's TAI and



Korea Aerospace Industries' T-50 jets assembly line in Sacheon, South Gyeongsang. By Byun Sun-goo

the Czech company Aero may join with their respective offerings.

In December 2022, AOI entered a cooperation agreement with Korean Aerospace Industries (KAI) to localize the manufacturing technology of the T-50/FA-50 Golden Eagle advanced trainer jet and light combat aircraft. This agreement aims to replace Egypt's aging Alpha Jet and K-8 jet trainers with 100 new jets, of which 70 will be manufactured locally. KAI is pushing to sell its FA-50/T-50 Golden Eagle jet to Egypt, with plans for exporting the aircraft to third parties.

According to Major General Tarek Abdel Fattah, chairman of the Helwan Aircraft Factory, AOI is keen on ensuring that any deal includes a robust transfer of production technology. Speaking at the Egypt International Air and Space Exhibition, he emphasized that AOI aims to establish a domestic production line for the selected trainer aircraft, ensuring that Egypt benefits from localized manufacturing and greater self-sufficiency in defense.

Egypt's military-industrial complex has enjoyed substantial growth in the last decade due to sustained

government support and the need to keep military forces modernized. Cairo needs export customers for its growing defence industry.

Establishing a domestic production line for light combat and trainer aircraft would provide significant strategic, economic, and industrial advantages for Egypt and the broader African region. From a national defense perspective, this would enhance Egypt's self-reliance in maintaining and upgrading its air force. By producing these aircraft domestically, Egypt could reduce its dependence on foreign suppliers, ensuring a steady and predictable supply of airframes, spare parts, and technical support.

Regionally, a domestic production capability would position Egypt as a key supplier of light combat and trainer aircraft to African nations, many of which face challenges in modernizing their air forces. A cost-effective, domestically produced aircraft tailored to regional needs could find a strong market, strengthening Egypt's role as a defense partner on the continent. This could also enhance Egypt's diplomatic influence, as defense cooperation often translates into closer bilateral ties.

Namibian Air Force acquires Shaanxi Y-9 transport aircraft from China

Patrick Kenyatte

The Namibia Defence Force (NDF) has added two newly acquired Shaanxi Y-9 transport aircraft to its Air Force fleet. The aircraft were commissioned by President Nangolo Mbumba at a ceremony held at Grootfontein in the Otjozondjupa Region.

The Y-9 aircraft, manufactured by Shaanxi Aircraft Corporation in China, were purchased on November 11 and made a stopover in seven countries before arriving in Namibia on November 17. The Y-9 (Yun-9) is a medium-sized, medium-range turboprop multi-purpose transport aircraft. It is an evolution of the Y-8 (An-12 Cub) transport aircraft, featuring improved engines and modern avionics, including a 'glass' cockpit. The Y-9 is considered comparable to the U.S. Lockheed Martin C-130J in terms of general performance.

The Y-9's cargo bay measures 16.2 meters in length, 3.2 meters in width, and 2.3 meters in height, with an internal volume of 155 cubic meters. It boasts a maximum payload capacity of 20 tonnes and can carry 98 paratroopers, nine international standard pallets of 108" x 88", or eight 125" x 96" pallets. The cargo bay is equipped with cargo handling rollers and tie-down rings for efficient logistics operations.

Equipped with modern avionics, including ground proximity warning and collision avoidance systems, the Y-9 also features an electro-optical turret with forward-looking infrared (FLIR) and TV sensors for day/night, all-weather operations. The aircraft is powered by four WJ-6C turboprop engines, each rated at 5,100 horsepower, and features six-bladed JL-4 propellers.

President Mbumba highlighted the strategic importance of the acquisition, stating, "The acquisition of these medium transport aircraft will go a long way in improving and enhancing the Namibian Defence Force's operational capacity and readiness to respond at short notice to any situation that might require the involvement of our soldiers, both during peacetime and wartime emergencies."

Air Vice Marshal Teofilus Shaende echoed these sentiments, noting that the aircraft would significantly boost the Air Force's capabilities and operations. "With this aircraft in our arsenal, it will greatly enhance the Air Force's abilities to take on various military airlift and air transportation operations and subsequently to carry out state missions for non-military purposes, especially considering that the Republic of Namibia is geographically large and characterized by different types of terrain; these aircraft are crucial to reach all corners of the country," he said. He also emphasized the role of the aircraft in humanitarian missions, such as delivering drought relief items and food during yearly droughts.

Lyu Li, Vice President of China National Aero-Technology (CATIC), praised the acquisition, stating, "This accomplishment stands as a testament to the exceptional reliability and robust performance of the aircraft. Moving forward, CATIC remains resolutely committed to honoring its cooperative obligations by delivering comprehensive after-sales services. We will spare no effort to ensure the efficient operation and sustained reliability of aircraft throughout their lifecycle, thereby enabling the Namibia Air Force to utilize them with absolute assurance and satisfaction."



The aircraft bear the registrations NAF 1990, to commemorate the year of Namibia's independence, and NAF 1962, the birth year of the nation's defence chief, Martin Kambulu.

The newly acquired aircraft bear significant tail numbers: NAF 1990, representing the year Namibia gained independence, and NAF 1962, honoring the birth year of the incumbent Chief Defence Force Air Marshal Martin Kambulu Pinehas, in recognition of his contributions to the growth of the Air Force.

The addition of the Shaanxi Y-9 aircraft to the Namibian Air Force fleet represents a significant enhancement in the country's defense and humanitarian capabilities, positioning it to better respond to both military and non-military challenges.

The Y-9 will join other Chinese and Soviet-built aircraft in the Namibian services which includes a single Antonov An-26, and two Harbin Y-12.

Bulgarian Kalandor to arm Nigeria's T-129 ATAK helicopter

Ekene Lionel

Bulgarian arms dealer Kalandor has been tasked by the Nigerian Air Force to source for Turkish weapons systems and ammunition for its new T-129 attack helicopters.

In October, the Nigerian defence ministry headed by Mohammed Badaru Abubakar and the head of the army General Christopher Musa led a drive to find new ammunition suppliers for Abuja.

Thus, the Nigerian Air Force awarded a contract worth \$21m to the Bulgarian arms broker, Kalandor, for the supply of rockets.

The contract, which is expected to

last 14 months, includes the delivery of 5,000 70mm rockets and 50 CIRIT laser-guided rockets.

A report by Africa Intelligence, stated that Air Vice Marshal Abubakar Sule awarded the contract to Kalandor. The report also noted that the Bulgarian arms broker would facilitate the delivery of 200,000 rounds of 20mm x 102 calibre ammunition for the Nigerian Air Force. As part of the business, Turkish firm MKE may deliver the first batch of rockets and the second will be manufactured by missile expert Roketsan, also Turkish.

Kalandor had already supplied the Nigerian Army with light weapons, adding that it was presently trying to create ties with the Defence Industries Corporation of Nigeria. Nigeria and Bulgaria already have



an existing defence cooperations. In August 2021, a MoU between the Federal Republic of Nigeria and the Republic of Bulgaria was signed between the then Minister of Defence Maj Gen Bashir Salihi Magashi (rtd) and the Bulgarian ambassador to Nigeria, Yanko V. Yordanov.

US to sell AIM-120C-8 missiles and GBU-39B guided bombs to Morocco

Darek Liam

With the goal of strengthening a key partner in North Africa, the US government has authorized the possible sale of new AIM-120C-8 AMRAAM air-to-air missiles to equip the Moroccan Air Force's F-16 Block 72 fighters and GBU-39B Small Diameter Bombs. The prime contractor will be RTX Corporation located in Tucson, AZ.

The Kingdom of Morocco has requested to buy up to 30 AIM-120C-8 Advanced Medium Range Air-to-Air Missiles (AMRAAM), one AIM-120C-8 AMRAAM guidance section and 500 GBU-39B Small Diameter Bombs I (SDBI); and two (2) GBU-39 (T-1)/B inert practice bombs with fuse.

The GBU-39/B Small Diameter Bomb (SDB) that was also request by Morocco is a 110 kilo (250 lb) precision-guided glide bomb that

is intended to allow aircraft to carry a greater number of smaller, more accurate bombs. Using the BRU-61/A rack they can be carried in sets of four. The SDB I has a circular error probable (CEP) precision of 1 meter (3ft.).

Included in the Air-to-Air Missile package are AMRAAM telemetry kits, control section spares, and containers; Common Munitions Built-in-Test Reprogramming Equipment (CMBRE); ADU-891 Computer Test Set Adapter Groups; munitions support and support equipment; classified software delivery and support; spare parts, consumables, accessories, and repair and return support; transportation support; classified publications and technical documentation; studies and surveys; U.S. Government and contractor engineering, technical, and logistics support services; and other related elements of logistics and program support. The estimated total cost is \$88.37 million.

In the Small Diameter bomb package the following will be included: GBU-39 tactical training rounds; containers, weapons system support, and support and test equipment; spare parts, consumables and accessories, and repair and return support; publications and technical data; personnel training and training equipment; warranties; transportation support; site surveys; U.S. Government and contractor engineering, logistics, and technical support services; and other related elements of logistics and program support. The estimated total cost of that package is \$86 million.

The proposed sale will improve the Kingdom of Morocco's capability to meet current and future threats by ensuring it has modern, capable air-to-air munitions to meet its mission in securing its borders and territorial waters, countering terrorism and illicit trafficking, and using its newly acquired F-16 Block 72 fleet.



Nigerian Army buys Hulk Armoured Vehicles from Proforce

Ekene Lionel

The Nigerian Army has strengthened its military fleet by acquiring five Hulk armoured vehicles from Nigerian manufacturer Proforce Defence. The contract for the purchase of these mine-resistant armoured personnel carriers (MRAPs) was recently finalized, showcasing the latest addition to Proforce's range of military vehicles. The PF Hulk, which was introduced to the market in July, is based on the Russian Spartak armoured vehicle.

Proforce Defence unveiled the PF Hulk MRAP in July, describing it as a versatile vehicle designed to transport personnel or military supplies while providing necessary protection. The PF Hulk supports the installation of weapon systems and specialized equipment and can tow trailed assets, making it an adaptable asset for various military operations.

The PF Hulk is either a licensed production or a direct copy of the Russian project AMN-590951 Spartak armoured vehicle, indicating its robust design and proven capabilities.

Nigerian Army's Investment The acquisition of the Hulk armoured vehicles is part of a broader strategy by the Nigerian Army to enhance its operational capabilities. Through its investment arm, Nigerian Army Welfare Limited by Guarantee (NAWLG), the Nigerian Army acquired a 15% shareholding in Proforce Limited, reflecting its commitment to supporting domestic defense manufacturing.

Proforce's Proven Track Record Proforce Defence has a well-established track record of supplying combat-proven vehicles, particularly from its Ara series of mine-resistant and ambush-pro-

tected vehicles (MRAPs). The Ara MRAP was first unveiled at the African Aerospace and Defence exhibition in 2016. Subsequently, during the Nigerian Army Day celebration in July 2018, the Nigerian Army inducted ten Proforce Ara MRAPs into service, marking a significant milestone in enhancing its capabilities. The Ara II, an improved and heavily modified derivative of the original Ara, offers significant enhancements, including a fully monocoque hull.

In April 2019, Proforce delivered five improved Ara II MRAPs to the Nigerian Army, which are now deployed in northeast Nigeria to support operations against the Islamic terror group Boko Haram. The Ara II vehicles are equipped with an indigenous 'snake' turret capable of housing various heavy machine guns, including 12.7mm, .50 cal, 14.5mm, and 23mm cannons.

US approves Egypt's tank refurbishment program

Darek Liam

The U.S. State Department has approved a potential Foreign Military Sale to Egypt for the refurbishment and upgrade of 555 M1A1 Abrams tanks, transforming them into the M1A1SA configuration.

The deal, estimated at \$4.69 billion, underscores Egypt's efforts to modernize its military capabilities while strengthening its strategic partnership with the United States.

The package includes a range of equipment and services, such as Driver Vision Enhancer (DVE-A) Kits, Thermal Imaging System Gunner's Sights, AGT-1500 tank engines, X-1100 transmissions, smoke grenade launchers, and spare parts. The refurbishment will be conducted at the Egyptian Tank Plant in Cairo, with General Dynamics Land Systems serving as the primary contractor.

Egypt remains the only nation outside the United States that produces the M1A1 Abrams tank. This refurbishment program is expect-

ed to enhance Egypt's main battle tank fleet, enabling it to address modern threats and align its capabilities with U.S. and allied forces. The program also supports the U.S. goal of bolstering the security of Major Non-NATO Ally countries in the Middle East.

In a statement, the DSCA emphasized that the proposed sale would "contribute to the modernization of Egypt's main battle tank fleet, enhancing its ability to meet current and future threats." Additionally, the program is expected to reduce obsolescence, improve logistics efficiency, and ensure long-term interoperability with U.S. and allied military forces.

The program will leverage economies of scale by maintaining a steady flow of M1A1 components and parts from the United States, benefitting not only Egypt but also the Department of Defense and other U.S. security partners. The refurbishment effort is projected to positively impact Egypt's logistics supply chain.

The Egyptian Tank Plant in Cairo will serve as the central hub for the refurbishment and upgrades. U.S. government and contractor personnel are expected to make semi-annual trips to Egypt over

the next decade to oversee the program, including refurbishment, fielding, and training efforts.

Egypt has around 1,130 M1A1 Abrams tanks. The country also produces the M1A1 Abrams under license through a joint venture with the United States. The first batch of M1A1 Abrams tanks was delivered in 1998. The Egyptian Defense Company Tank Plant has produced around 1,200 M1A1 Abrams tanks. The M1A1 Abrams is armed with a 120 mm smooth-bore M256 armament. The main cannon of the Egyptian M1A1 is also produced in Egypt. Egypt plans to upgrade its M1A1 Abrams tanks to the standard M1A2.

The Egyptian Army operates a vast number of M1A1s MBTs which were assembled between 1984 and 2019, as well as substantial numbers of legacy Soviet T-54, T-55 and T-62s and US M60s.

The older MBTs in Egypt's inventory had been projected to reach the end of their useful service life in the 2020s but this upgrade extends the life of the first M1A1s which rolled out of the factory four decades ago and is a substantial boost in capability.





"Son of Ratel" Jorsin Unveils Tau 4x4 IFV

SARAH LESEDI

South African defense company Jorsin has introduced its latest innovation in armored personnel carriers (APCs) with the unveiling of the Tau 4x4 Infantry Fighting Vehicle (IFV). The Tau made its public debut at the Africa Aerospace and Defence (AAD) exhibition held in late September 2024 at Air Force Base Waterkloof in Pretoria.

A New Era in Armored Mobility

Although the Tau may initially appear to be a 4x4 version of the renowned Ratel infantry combat vehicle, it is, in fact, an entirely new design. According to defenceWeb, the prototype was completed just in time for its AAD 2024 appearance.

The Tau can accommodate up to thirteen crew members, with ten in the rear crew compartment and positions for a driver, a commander, and a gunner in an optional turret. The vehicle features a horizontal double rear door that functions as a flip-up/drop-down ramp, facilitating easy entry and exit. Additionally, roof-mounted hatches provide alternative access points, while side-mounted armored glass windows with integrated shooting ports offer excellent visibility.

Advanced Design and Capabilities

Mirroring the Ratel's central driver placement, the Tau avoids the need for left or right-hand drive configurations. This placement offers full frontal visibility through armored glass, significantly enhancing off-road

maneuverability. A dedicated hatch provides easy access for the driver.

The Tau is powered by a Cummins 157 kW (210 hp) turbocharged and intercooled diesel engine, which drives an Allison six-speed automatic transmission through a Meritor two-speed transfer gearbox. This configuration allows the vehicle to reach a maximum speed of 115 km/h and a range of over 800 km. The Meritor fully independent suspension provides enhanced off-road mobility and superb on-road stability, eliminating the wobble that the Ratel is known for. With a ground clearance of 600 mm in front and 570 mm below the belly, the Tau sets class-leading parameters.

The vehicle's power pack is designed to be modular and easily replaceable. It is fitted to a frame that can be rolled in and out, allowing the engine to be changed within 30 to 60 minutes. Quick connect fuel and hydraulics lines facilitate this process. A collapsible rail/frame, carried with each vehicle, can be assembled in minutes, enabling the complete power pack to be rolled out to the side without requiring a crane.

Robust Protection and Armament

Weighing in at 9,500 kg, the Tau utilizes a monocoque hull made from 8 mm armored steel to provide ballistic protection to NATO STANAG Level II standards, capable of stopping up to 7.62x39 mm armor-piercing rounds. The vehicle can accommodate a

turret weighing up to 1,500 kg. At AAD 2024, the Tau was displayed with a 20 mm Ratel cannon turret weighing 1,160 kg, although other turret options can be fitted. The Tau can accommodate a full-size Ratel turret basket, making it compatible with a variety of Russian-made turrets available in the African context.

Designed for Simplicity and Reliability

Development of the Tau began last year with a focus on simplicity and reliability, making it well-suited for the African market. The APC is designed without complex electronics to ensure fewer points of failure, enhancing its operational reliability.

Jorsin is targeting the Tau at countries seeking a vehicle similar to the Ratel but with more modern features. While the vehicle does not yet have a launch customer, there is significant interest from potential clients in Africa who are looking for a modern successor to the Ratel.

This initiative also highlights the potential for local defence industries to innovate and provide solutions that meet national defence needs.

With decades of experience maintaining the Ratel and other armored vehicles, Jorsin has been awarded multiple contracts from the South African Army for Ratel maintenance and repair. This expertise positions Jorsin to effectively support the Tau and ensure its success in the market.

US to supply Javelin ATGM to Tunisia

The United States will deliver a large number of Javelin FGM-148F missiles anti-tank guided missiles to Tunisia.

According to a statement by the Defense Security Cooperation Agency, the program support for an estimated cost of \$107.7 million. The Defense Security Cooperation Agency delivered the required certification notifying Congress of this possible sale on Tuesday, December 3.

The Government of Tunisia has requested to buy one hundred eighty-four (184) Javelin FGM-148F missiles (includes four (4) fly-to-buy missiles); and thirty (30) Javelin Lightweight Command Launch Units (LWCLU). Also in-

cluded is missile simulation round System Integration and Check out (SICO); Javelin Restricted Interactive Electronic Technical Manual (IETM); Javelin operator manual and Technical Assistance (TAGM); tools; spare parts; indoor/outdoor trainers; Javelin gunner training; Ammunition Technical Officer (ATO) training; Javelin maintenance training; and other related elements of logistics and program support. The total estimated cost is \$107.7 million.

The prime contractors will be the

Javelin Joint Venture between Lockheed Martin, located in Orlando, FL, and RTX Corporation, located in Tucson, AZ.

The FGM-148F Javelin ATGM will join BGM-71 TOW mounted HMMWV with some assumed equip M901 ITV, and MILAN in Tunisian Army service inventory.

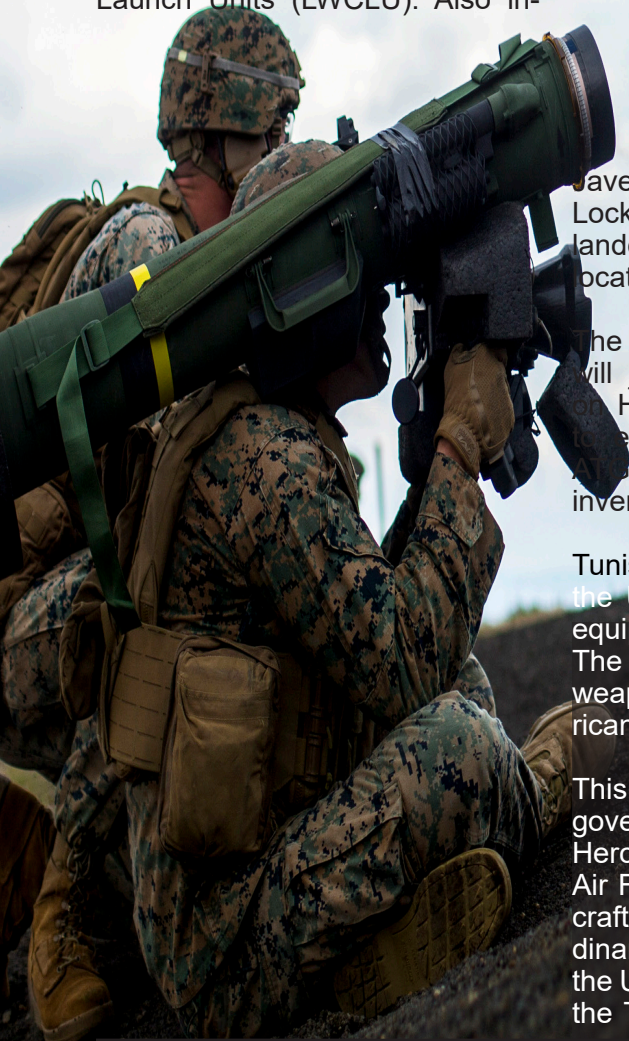
Tunisia continues to rely greatly on the United States for its defence equipment and training needs. The has provided a number of weapon systems to the North African nation.

This November, the United States government delivered a C-130H2 Hercules aircraft to the Tunisian Air Force. The delivery of this aircraft, valued at 36 million Tunisian dinars (\$12 million), underscores the U.S. commitment to expanding the Tunisian Air Force's air trans-

port capabilities. The C-139 joins four other in Tunisia's inventory.

Similarly, in September, the Tunisian Air Force significantly enhanced its intelligence, surveillance, and reconnaissance (ISR) capabilities with the acquisition of four Textron Aviation C-208B Grand Caravan EX aircraft from the United States.

Likewise in August, the United States' State Department approved the sale of 65-foot Archangel boats to Tunisia, valued at \$49.3 million.





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Modernisation plan for Kenya's navy

Patrick Kenyatte

Speaking at the country's Navy's 60th anniversary, Kenya's President William Ruto committed to increasing support for the force through investment in advanced technologies and modernisation of the fleet.

Highlighting the need to bolster the skills and operational capacity of navy personnel, he said; "Our singular focus will be on maintaining a high state of readiness to ensure that we respond swiftly and effectively to an increasingly dynamic security environment."

"Over the past six decades, the Kenya Navy has evolved into a respected force, known for its discipline and excellence. Our naval officers and sailors have shown remarkable patriotism, dedication, and courage, often under difficult circumstances," President Ruto stated adding that the importance of the Navy cannot be overstated.

"By investing in maritime infrastructure and enhancing its security, we not only improve our naval capabilities but also create opportunities for wealth generation and job creation," he said as he commended the synergy between the navy and the Kenya Coast Guard Service, which formed the cornerstone of Kenya's National Maritime Defence Strategy.

He stated that the two institutions protect the country's coastline, combat illegal activities, secure maritime resources and safeguard sea lanes of communication and trade. "Their collaboration exemplifies the spirit of multi-agency synergy and the whole-of-government approach that is essential to our national security," he said.

"By working together as one team, we will overcome any challenge, transcend every obstacle, navigate the uncertainties of the future and continue to make the Kenya Navy a source of pride for our nation," he added.

As Kenya needs to provide a secure passage for ships passing through its waters, it acquired two Shupavu class large patrol boats (the Shujaa and Shupavu) from Spain in 1997 to replace and supplement its older designs.



The President also underscored the Navy's critical role in enhancing Kenya's national defence capacity, citing the establishment of Kenya Shipyard Limited as an example. This initiative aligns with Kenya's Blue Economy development, contributing to the country's transformation.

Defence Cabinet Secretary Soipan Tuya said Kenya Navy's contribution to the blue economy has boosted the actualisation of the Bottom-Up Economic Transformation Agenda. She also commended the Kenya Navy's collaboration with defense partners, which has strengthened Kenya's diplomatic ties through joint exercises, training programs, and coordinated maritime operations. "These collaborations have not only enhanced our maritime security but also contributed to regional stability and peace," she said.

Also present at the function were Senate Speaker Amason Kingi, Prime Cabinet Secretary Musalia Mudavadi, Cabinet Secretaries John Mbadi (Treasury), Salim Mvurya (Trade), Margaret Nyambura (ICT), Governors Abdullswamad Nassir (Mombasa), Fatuma Achani (Kwale) and MPs.

"I extend my deepest gratitude to all men and women of the Kenya Navy, both serving and retired, for your dedication, bravery, and sacrifice," General Kahari said. He also acknowledged the successful synergy between the Navy and organizations such as the Kenya Coast Guard Service, which forms the foundation of Kenya's National Maritime Defence Strategy.

"The collaboration between these institutions is key to protecting our coastline, combating illegal activities, securing maritime resources, and safeguarding our sea lanes of communication and trade," he added.

"The future of the Kenya Navy lies in embracing cutting-edge technology and capabilities that will maintain our competitive edge and readiness in the ever-evolving maritime security environment," Commander Kenya Navy, Major General Paul Otieno said.

The celebrations featured displays, including formations by Kenya Navy ships, multi-agency boats, and F-5 fighter jets. A sail sequence, showcasing the skills of the elite Special Boat Unit (SBU) in high-speed operations and rescue missions, was also demonstrated. The event was capped by a 21-gun salute from Kenya Navy Ship Jasiri as well as a fireworks and pyrotechnics display.

As a backgrounder, last year, Kenya's President William Ruto officially rededicated the Kenya Navy's patrol ship KNS Shupavu on July 29th, in a ceremony that marked a major milestone for the East African country's investment in a new shipyard.

The 60-meter ship received an extensive overhaul at Kenya Shipyards Limited's (KSL) Mombasa Shipyard, which was built at Mtongwe Naval Base with the help of the Dutch shipyard Damen and officially opened in December 2021. Shupavu was already inside one of the two new sheds when the shipyard was completed.

In July 2018, the Kenyan patrol ship KNS Shujaa returned from a 21-month midlife refit and training voyage. The refit was carried out in the Netherlands by Damen Shipyards, and was received by Cabinet Secretary for the Ministry of Defence Raychelle Oromo in Mombasa. The vessel is one of two Shupavu class large patrol boats built by Gondan shipyard in Spain – the sister ship is the KNS Shupavu. They were acquired in 1997 and both are armed with 76 and 30 mm guns.



Germany rethinks sale of attack submarines to Egypt following Israeli pressure

The Egyptian Navy is undergoing a significant period of capability growth, particularly in its naval warfare capabilities. As part of its modernization efforts, Egypt has been seeking to replace its aging Romeo-class submarines with more advanced models. Historically, France, Germany, and Italy have been the primary beneficiaries of Egypt's naval procurement orders.


Modernization Efforts and Submarine Acquisition
 Egypt's journey towards modernizing its submarine fleet began in earnest in 2011 when it signed a contract with ThyssenKrupp Marine Systems (TKMS) for two Type 209/1400mod submarines. This contract was later expanded in 2015 to include two additional submarines. The first submarine, S41, was delivered to the Egyptian Navy in December 2016, followed by S42 in August 2017, S43 in April 2020, and the final unit, S44, in July 2021. These acquisitions significantly enhanced the capabilities of the Egyptian Navy.

Strategic Response to Regional Challenges
 Egypt's investment in a modern submarine fleet can be considered a strategic response to regional challenges and threats. Submarine warfare has traditionally been a weak point for Cairo, as evidenced during the Six-Day War and the Yom Kippur War, where Egyptian and Israeli warships attempted to intimidate each other without actual engagement.

Israeli Concerns and German Rethink
 Recently, Israel's extensive lobbying efforts have led Berlin to reconsider the sale of two Type-209 attack submarines to Egypt. According to the German weekly Der Spiegel, although Israeli Prime Minister Benjamin Netanyahu and the Defense Ministry had been aware of the deal since the previous year, senior government officials in Jerusalem raised concerns in Berlin earlier this month. They cited Israeli security concerns and the need to preserve Israel's military edge in the Middle East.

German Government's Response
 The German government has agreed to reconsider the deal and discuss it again in the Federal Security Council. The council, whose meetings are secret,





would withdraw its previous approval if the Egyptian government pursues a policy hostile to Israel. German Chancellor Angela Merkel personally assured Netanyahu of this during a conversation following the November meeting of the Federal Security Council.

On November 28, Germany's Federal Security Council had approved the deal, in which Germany would sell Cairo two Type-209 attack submarines. The German government had presumed that these submarines, being less efficient than the Dolphin-class submarines Berlin provides to Israel, would not pose a significant concern for Israel. However, Israel's lobbying efforts have prompted Berlin to reassess the situation.

Israeli Lobbying and Diplomatic Efforts

The planned sale of the Type-209 submarines to Egypt has caused friction between Israel and Germany. Israeli media reported that Jerusalem sought to torpedo the deal. On Sunday, Israel's lobbying efforts appeared to bear fruit when German Foreign Minister Guido Westerwelle, during a visit to Jerusalem, promised that Berlin "will acknowledge Israel's security interests" before making a final decision on the Egyptian deal.

Jerusalem also reportedly demanded to have a say in all future German arms exports to the region, a request that Berlin found unacceptable as it would constitute an end of German sovereignty in military issues.

Egypt's Naval Strategy

On April 19, 2017, during the commissioning of the Type-209/1400 (S-41) submarine, Rear Admiral Khaled Hassan Said, Commander-in-Chief of the Egyptian Navy, stated that the Navy was working to enhance its combat capacities to ensure full control over Egypt's coasts and safeguard its territorial and economic waters.

Regional Implications

As Egypt builds up its submarine warfare capability, it has attracted attention from neighboring countries, particularly Israel. In 2017, Cmdr. (res.) Eyal Pinko of the Israeli Navy noted that the advanced weapon systems on board Egypt's submarines could pose a significant threat to the Israeli Navy offshore, deep under the surface, and even on land.

Meanwhile, Egypt is considering new submarine acquisitions amidst growing naval capabilities. The potential contenders for this new submarine class include France, Germany, and South Korea.

The German government's decision to reconsider the sale of Type-209 attack submarines to Egypt following Israeli pressure highlights the complex dynamics of regional security and international arms deals. As Egypt continues to modernize its naval capabilities, the geopolitical landscape in the Middle East remains intricately balanced, with ongoing diplomatic efforts to address the security concerns of all parties involved.

Paramount to deliver converted Maritime Patrol Aircraft to Pakistan in 2026



Sarah Lesedi

The Pakistan Navy is set to enhance its maritime patrol capabilities with the acquisition of the first Embraer Lineage 1000 aircraft, modified by Leonardo and Paramount Aerospace Systems, for the maritime patrol role. Admiral Naveed Ashraf, Chief of Naval Staff of the Pakistan Navy, confirmed that the aircraft will be delivered in 2026.

Contract and Modification Details
In mid-2021, Pakistan contracted Leonardo to convert three Embraer Lineage 1000 aircraft into long-range maritime patrol aircraft as part of its long-term plans to replace the aging P-3C Orion fleet. A year later, Paramount Aerospace Systems announced its involvement in the pre-conversion maintenance, repair, and overhaul of the aircraft. Leonardo is responsible for acquiring two additional aircraft to join the single Lineage 1000 already in Pakistan, followed by the design, modification, installation, and integration of an anti-submarine warfare and maritime patrol package.

The \$190 million contract, signed between the Pakistani Ministry of Defence Production and Leonardo in June 2021, followed three months of technical discussions. The conversion is expected to add advanced features such as electronic support measures/electronic intelligence (ESM/ELINT) sensors, an electro-optical turret, active electronically scanned array (AESA) radar, satellite communications, chaff/flare dispensers, and torpedo/sonobuoy/depth charge launchers.

Enhancing Maritime Patrol Capabilities

Admiral Naveed Ashraf expressed his enthusiasm for the addition of the Lineage 1000 maritime patrol aircraft to the Fleet Air Arm. "The



Pakistan Navy's long-range maritime patrol aircraft, Sea Sultan. (via Twitter)

induction of the Lineage 1000 maritime patrol aircraft into the Fleet Air Arm is a remarkable addition to our maritime patrol capabilities," he told defenceWeb.

"The aircraft is presently being modified in South Africa and is expected to be delivered in 2026, with subsequent deliveries planned over the coming years as part of a phased approach to modernize our naval aviation. With its state-of-the-art technology, the Sea Sultan will complement our existing platforms, such as the older P-3C Orion and ATR 72 aircraft, while offering superior performance in terms of range, endurance, anti-submarine warfare, and anti-surface vessel capabilities," he added.

The Pakistan Navy plans to ultimately replace its P-3C Orion fleet with ten converted commercial jets. The first Lineage 1000 was inducted in September 2021 at a ceremony at Pakistan Naval Station Mehran in Karachi, where it is currently used for crew training in its unmodified state.

Collaboration with South African Companies

Apart from Paramount, other South African companies are involved in the Sea Sultan project. Aerosud, an aerospace engineering and manufacturing company, has been contracted to supply two sets of interiors. After an 18-month design phase, Aerosud began manufacturing interior components for the special mission configuration in May, with a planned completion date of mid-2025. These configurations include specialized components such as galleys, observer tables, class dividers, and equipment stowages.

Aerosud highlighted the significance of this contract, stating, "This contract not only highlights Aerosud's technical capabilities but also underscores its strategic approach to collaboration and project execution. By partnering with Paramount Aerospace Systems, Aerosud continues to expand its portfolio of projects, reinforcing its position as a trusted supplier in the aerospace industry."

French weapons systems violates UN arms embargo in Sudan

Abdul Kazim

The Galix defense system, developed by Lacroix Defense and KNDS France, is being used in Sudan in a way that may violate the UN arms embargo. Military equipment built in France is being used in Sudan on armored vehicles supplied by the UAE, in “violation of the UN arms embargo” on the Darfur region, Amnesty International said Thursday.

Armored personnel carriers (APCs) built and supplied by the United Arab Emirates and spotted by Amnesty in Sudan were fitted with Galix defence systems — made in France by companies KNDS and Lacroix. Amnesty International has identified the Galix system on armored vehicles imported from the United Arab Emirates (UAE) and used by the Rapid Support Forces (RSF) in Sudan. The RSF is a paramilitary group that’s fighting against the Sudanese Armed Forces (SAF) in the civil war that broke out in April 2023.

“Our research shows that weaponry designed and manufactured in France is in active use on the battlefield in Sudan,” Amnesty’s Secretary General Agnes Callamard said in a statement.

The Galix system is a defense system for land forces that uses decoys, smoke, and projectiles to counter close-range threats. It’s designed to protect vehicles, main battle tanks, and APCs.

Fighting has intensified in recent weeks in Sudan’s civil war, which pits the country’s army under Abdel Fattah al-Burhan against the paramilitary Rapid Support Forces (RSF) led by General Mohamed Hamdan Daglo, a former ally. The



The Galix system on APCs in Sudan (Amnesty International)

UN has had an arms embargo in place on Sudan’s Darfur region since 2004. Amnesty International says that using the Galix system in Darfur would be a clear breach of the embargo. Both sides have been accused of war crimes, and more than 11 million people have been forced from their homes in what the UN calls the world’s worst displacement crisis.

The conflict in Sudan has nevertheless been overshadowed internationally by wars in Ukraine and the Middle East. The French-made Galix system has been spotted mounted on Nimr Ajban APCs supplied by the Emirates to the RSF, Amnesty said, also providing pictures of destroyed vehicles fitted with the system.

Galix is made up of sensors connected to a battery of launchers which can be loaded with ammunition such as smoke, decoys or projectiles, Lacroix says on its website. “The Galix suite is not only for the purpose of self-defence (passive action) but also to actively neutralise hostile personnel,” the company states.

“Any use (of Galix) in Darfur would be a clear breach of the UN arms embargo,” Callamard said, calling on Paris to “immediately stop the supply of this system to the UAE”

by the manufacturers.

Galix is fitted to more than 5,000 military vehicles worldwide, including some used by the French army.

A United Nations arms embargo has been in place on Sudan’s Darfur region since 2004. Amnesty International is calling on the French government to ensure that Lacroix Defense and KNDS France stop supplying the Galix system to the UAE. They’re also calling for the UN Security Council to expand the arms embargo to the rest of Sudan.

“If France cannot guarantee through export controls, including end user certification, that arms will not be re-exported to Sudan, it should not authorise” exports to countries such as the UAE, the group said.

The United Nations Security Council (UNSC) has adopted a resolution demanding an immediate cessation of hostilities in Sudan. The resolution, known as 2724, was adopted with an overwhelming majority, signaling the international community’s grave concern over the ongoing conflict that has led to a severe humanitarian crisis.

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PROJECT GUARDIAN

Nigeria Acquires 43 Turkish Drones to Enhance Security

It is clear that military drones are becoming an increasingly important tool for African armed forces.

Ekene Lionel

The Nigerian government has significantly bolstered its military capabilities by procuring 43 drones as part of Project Guardian, aimed at addressing security challenges in the North-West region. It is believed that the drones are Bayraktar TB2s, known for their advanced surveillance and strike capabilities.

Brigadier General U.G. Ogeleka, Commander of the Nigerian Army Space Command, announced the development during a ceremony held to recognize 46 personnel trained in the operation and maintenance of the drones. The specialized training program, conducted in Turkey between May and September 2022, prepared 35 officers and 11 soldiers in various aspects of drone operations, including piloting, mission operations, avionics, and maintenance.

Among the trained personnel, 14 are multi-piloted aircraft pilots, seven are mission operators, and 23 are engineers and technicians. Twenty-two of them were officially certified at the ceremony, while the others have already been deployed for active duty.

The acquisition of these drones is part of a broader trend of increasing UAS adoption by armed forces globally, including in Africa. Nigeria has been actively investing in drone technology, procuring systems from various countries like China, Israel, and the United States, and also developing its own indigenous UAVs.

The acquisition of these drones is part of a broader trend of increasing UAS adoption by armed forces globally, including in Africa. Nigeria has been actively investing in drone technology, procuring systems from various countries like China, Israel, and the

United States, and also developing its own indigenous UAVs.

Military drones have become a key operational tool for 21st-century armed forces, providing real-time information from various locations. Their cost-effectiveness and versatility make them valuable assets for military, counter-insurgency, peacekeeping, and peacemaking missions.

Nigeria, at the forefront of this new arms race, has been using drones for surveillance and reconnaissance operations against Boko Haram in the north-east. The country has acquired drones from China, Israel, the United States, and has developed its own UAVs, including the Gulma and the Tsaigumi.

The Nigerian military's collaboration with Turkey began in 2021 when both countries pledged to strengthen military relations to tackle terrorism. This was followed by further talks on defense collaboration and the acquisition of various military hardware, including attack helicopters and armed drones.

Leading Turkish defense companies pitched their hardware to the Nigerian military leadership, resulting in Nigeria adding the Turkish Songar UAV to its growing drone fleet. In August 2022, Fly Bvlos Technology, a subsidiary of Coşkunöz Holding operating in Gebze Technical University Dronepark sold thirty of its Delta Small Unmanned Aircraft to Nigeria.

By September 2022, Nigeria had acquired armed Bayraktar TB2 military drones from Turkey, with personnel receiving training in Turkey. In August 2023, STM, a Turkish defense company, exported its TOGAN unmanned aerial vehicle to Nigeria.



Kenya receives Bayraktar TB2 drones from Turkey

Patrick Kenyatte

The Kenyan armed forces have recently received at least six Bayraktar TB2 drones from Turkey. These advanced unmanned aerial vehicles (UAVs) were spotted in a military hangar in Kenya, displaying the Kenyan flag on their inverted V stabilizers.

The delivery follows a successful training program for Kenyan operators at the Baykar Flight Training Center in Keşan, Turkey. On August 23, 2023, Baykar, the manufacturer of the TB2 drone, announced on social media that Kenyan trainees had completed their training and graduated. This indicates that Kenya is now equipped with these cutting-edge drones, which can carry lightweight, laser-guided bombs and fly for up to 27 hours at a time.

It is not yet certain how many TB2s in total Kenya acquired.

The Bayraktar TB2 drones, priced between \$2-\$5 million each, are produced by Baykar, a defense company belonging to the family of Selcuk Bayraktar, the son-in-law of Turkish President Recep Tayyip Erdoğan. Bayraktar serves as the company's chief technical officer.

Kenya joins a growing list of African nations that have acquired or expressed interest in the Bayraktar TB2, including Burkina Faso, Djibouti, Ethiopia, Togo, Niger, Morocco, Nigeria, Tunisia, Mali, and Angola. The drone's affordability and effectiveness make it an attractive option for countries with limited defense budgets.

The acquisition of the Bayraktar TB2 drones marks

a significant step in Kenya's efforts to modernize its military forces and enhance its defensive capabilities. With these drones, Kenya aims to bolster its surveillance and defense operations, particularly in the face of increasing security threats in the region.

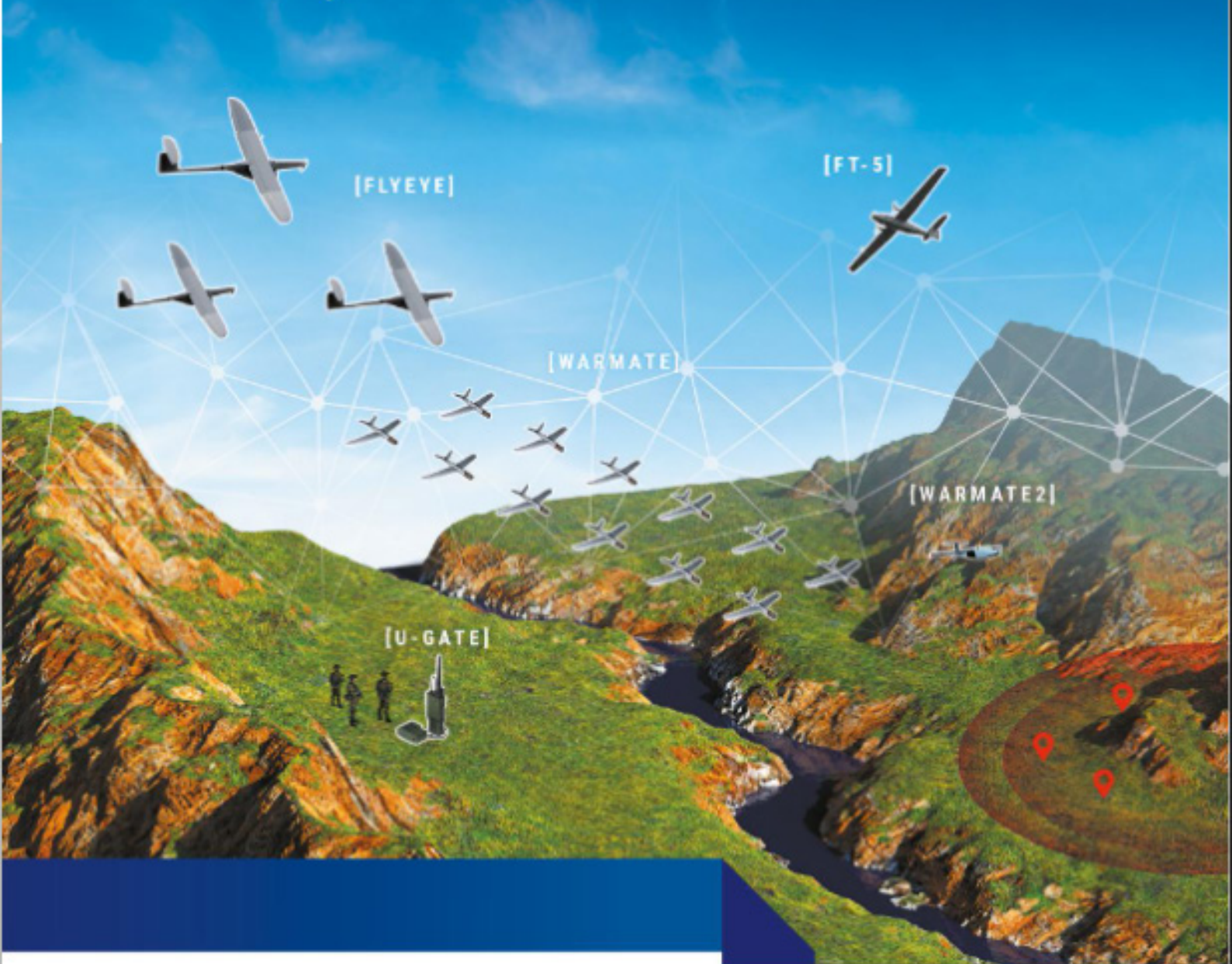
According to Military Africa's Drone Procurement Dataset, Kenya operates a number of tactical and long-range drones, including three Turkish Aerospace Anka-S MALE drone acquired in 2015, six Unmanned Aeronautics GhostRay drone, five Boeing Insitu Scan Eagles, and eight AeroVironment RQ-11 Raven acquired in 2012.



Bayraktar TB2 Drone

W2MPIR

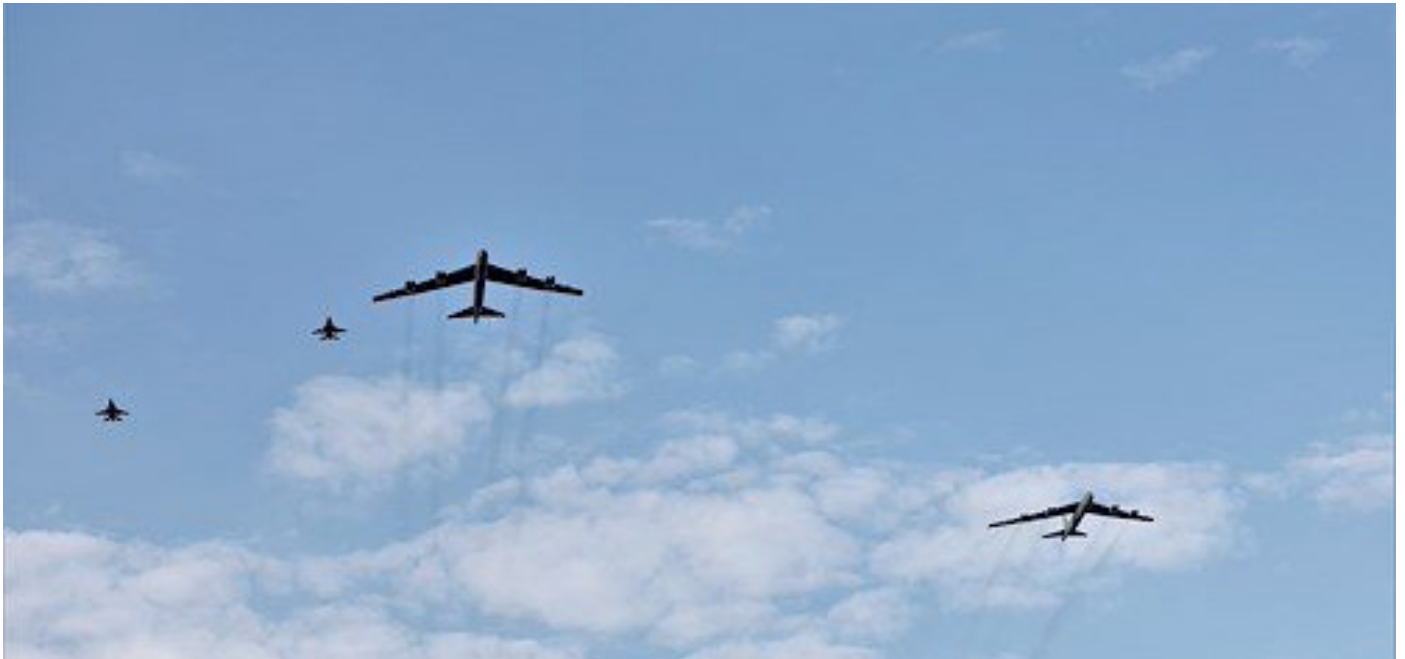
Multi-mission Intelligent SWARM A2/AD Breaching Unmanned Aerial System



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Royal Moroccan F-16s Conduct Interoperability Exercise with USAF B-52H Stratofortress



B-52Hs from Barksdale AFB, La. and F-16s from Morocco flew a training run in support of Joint Tactical Air Controller training for USSOCAF and members of the Moroccan Armed Forces. Nov. 22.

Darek Liam

The collaboration demonstrated seamless integration during long-range missions, highlighting the strength of the expanding partnership between the 20th EBS and the Moroccan Royal Air Force. Moroccan and U.S. Special Operations Joint Tactical Air Controllers (JTACs) coordinated live munitions drops, guiding the bombers to release two 500-pound Joint Direct Attack Munitions (JDAM) on target. These operations underscored the U.S.-Morocco interoperability capacity and the longstanding relationship between the two countries, strengthening regional security and mutual trust.

Major General Claude Tudor, Africom Director of Operations, emphasized the significance of such missions. "Our ability to conduct these long-range missions across multiple combatant commands in cooperation with our partners on the continent highlights our partnership, continued military-to-mil-

itary engagements, and training when working with continental partners. These missions reinforce our commitment to African partners and allies while helping support regional and African security," he said.

The B-52s flew from RAF Fairford in the United Kingdom to Morocco as part of a bomber task force mission, reinforcing the U.S.'s ability to project strategic reach, long-range strike capabilities, and provide reassurance of collective defense and security to partners and allies, Africom stated.

This exercise coincided with a visit by U.S. Marine Corps General Michael Langley, Africom commander, to Djibouti, Somalia, and Kenya from November 21 to 28. During his meetings with Djibouti's Minister of Defence, Hassan Omar Mohamed Bourhan, and the Chief of Defence, General Zakaria Cheikh Ibrahim, Langley discussed current regional security atmospher-

ics and shared security interests, particularly maritime security. Similar discussions were held with Somali President Hassan Sheikh Mohamud, acting Minister of Defence Abdulkadir Mohamed Nur, and Chief of Somali National Armed Forces General Odawa Yusuf, alongside U.S. Ambassador to Somalia Richard H. Riley IV.

In Kenya, Africom's commitment to counterterrorism operations and regional security was emphasized during meetings with President William Samoei Ruto, Minister of Defence Soipan Tuya, Chief of Defence General Charles Kahariri, and Chargé d'Affaires Marc Dillard.

These coordinated efforts and engagements highlight the U.S.'s dedication to enhancing security partnerships and promoting peace and stability in the region through collaborative training and strategic alliances.

Amphibious Exercise Crocodile Lift 2024 underway

Ekene Lionel

The Nigerian Navy has commenced the 2024 edition of Exercise Crocodile Lift, a collaborative effort with the French Navy, which has brought a Mistral-class amphibious warfare vessel to participate. The three-day exercise was officially launched by Rear Admiral Shehu Gombe, the Flag Officer Commanding (FOC) Naval Doctrine Command, at Naval Base Apapa.

Exercise Crocodile Lift follows closely on the heels of Exercise Grand African Nemo (4-12 December), which was also organized with significant input from the French Navy. Rear Admiral Gombe highlighted the different focuses of the exercises, stating, "While Ex Grand African Nemo primarily focused on Visit, Board, Search, and Seizure (VBSS) operations and legal resolutions, Crocodile Lift is designed to enhance amphibious warfare capabilities. This aligns with our vision of fostering a safe and secure region for shared prosperity and development."

The exercise provides an invaluable

platform for participating units, ships, and formations to achieve their objectives. Rear Admiral Gombe emphasized that the exercise also presents an opportunity for partners with a shared understanding of security objectives to deploy African-led solutions to transborder threats and enhance regional security.

He reiterated the Nigerian Navy's commitment to combating maritime crimes, stating, "The Nigerian Navy remains resolute in the sustained fight against crude oil theft, piracy, illicit trafficking, and other maritime crimes, which is part of our policing role. Furthermore, being the nation's maritime sentinel, we remain relentless in the task of fostering a safe and secure maritime environment that engenders a thriving blue economy for enhanced prosperity for all Nigerians."

Rear Admiral Monday Oamen, Flag Officer Commanding (FOC) Western Naval Command (WNC), stated that the objective of this year's exercise is to create a safe and secure maritime domain through

the simulation of amphibious operations aimed at safeguarding the Gulf of Guinea against piracy, sea robbery, crude oil theft, and other forms of criminality.

During this year's exercise, the Nigerian Navy will conduct a combined amphibious operation in collaboration with the French Navy. The Nigerian Navy will deploy two ships (NNS Kada supported by DB Abuja), two Special Boat Service detachments, and two helicopters. The French Navy has also committed to the exercise with the participation of the Mistral-class amphibious assault ship and helicopter carrier, Dixmude, which arrived in Lagos on 21 November.

Exercise Crocodile Lift 2024 represents a significant step in enhancing the amphibious warfare capabilities of the Nigerian Navy and strengthening international cooperation to secure the maritime domain of the Gulf of Guinea. The exercise underscores the commitment of both the Nigerian and French Navies to ensuring maritime security and stability in the region.



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AL BATTAAR

LASER GUIDED BOMB
RANGE 8 KM

BURQ

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Senegal asks France to close military bases

Ekene Lionel

Senegalese President Bassirou Diomaye Faye has called for the closure of all French military bases in the country, asserting that their presence is “incompatible” with Senegal’s national sovereignty. Faye, who came to power in the March elections, made this announcement on Thursday, emphasizing the need for Senegal to assert its independence.

Faye’s statement comes in the wake of French President Emmanuel Macron’s acknowledgment of France’s responsibility for the 1944 massacre of Senegalese soldiers. While Faye hailed Macron’s admission, he stressed that allowing French military bases to remain in Senegal undermines the country’s sovereignty. “Senegal is an independent country, it is a sovereign country and sovereignty does not accept the presence of military bases in a sovereign country,” Faye said in an interview at the presidential palace.

Asserting Sovereignty

Despite the move to close French military bases, Faye clarified that this decision does not sever ties with France. Unlike other West African nations that have expelled French forces in favor of Russian military support, Senegal aims to maintain its relationship with France. “Today, China is our largest trading partner in terms of investment and trade. Does China have a military presence in Senegal? No. Does that mean our relations are cut? No,” Faye remarked.

The directive to close French military bases comes as the 80th anniversary of the Thiaroye massacre approaches. In an interview with AFP, Faye reiterated that the French military presence in Senegal



is incompatible with the country’s sovereignty. He emphasized that Senegal’s decision is part of a broader shift in West Africa, where countries like Mali, Burkina Faso, and Niger have expelled French forces.

Faye’s comments also reflect a broader context of changing dynamics in West Africa. French government sources recently revealed plans to reduce its African military presence, including cutting troops in Senegal from 350 to 100. While France remains a key partner in trade and investment, Faye acknowledged that France’s apology for the Thiaroye massacre marked an important step forward.

Faye received a letter from French President Macron admitting responsibility for the 1944 massacre, where at least 35 Senegalese soldiers were killed after protesting delayed pay. “I received today a letter from President Emmanuel Macron in which he acknowledges that it was a massacre, very clearly, unambiguously on the terms,” Faye said. He called Macron’s acknowledgment a “great step” but also expressed his intention to seek further reparations. “To recognize that a massacre has been committed must obviously have the effect of making amends, we think that naturally this is what must follow,” he added.

Meanwhile, France had pledged to reduce its military footprint in Africa, first, in the Summer of 2020, President Macron had said that France would reassess and restructure its Barkhane force by the end of the year. The troops draw-down will make France focus on its Special Operations Task Force “Takuba” commitments.

And then in February 2023, Macron announced “noticeable reduction” of French troop presence in Africa, as anti-French sentiment is running high in some former colonies and countries like Russia are vying for greater influence.

According to a plan currently under discussion with African partners, France is planning to drastically reduce its so-called “pre-positioned” forces in Africa.

France will keep only around 100 troops in Gabon in Central Africa, down from 350 today and around 100 in Senegal, in West Africa, down from 350.

Nigerian Air Force deploys airpower to combat new terror threat in the North



The Nigerian Air Force (NAF) launched airstrikes in Alawa Forests, located in Shiroro Local Government Area of Niger State, killed of several terrorists and the destruction of weaponry.

Ekene Lionel

The Nigerian Air Force (NAF) has deployed two of its new Turkish Aerospace T-129 Atak helicopters, ISR, and drones to a new base at Katsina's Umar Musa Yaradua Airport, it was revealed on 18 November when Minister of Defence Mohammed Badaru Abubakar visited the facility.

The two helicopters, two Alpha Jets, and two King Airs were seen in media coverage of the visit that the Ministry of Defence (MoD) said was to the Air Component of Sector 2 of Operation 'Fansan Yamma', which was recently established to counter criminal gangs in the northwest of Nigeria.

Abubakar told journalists at the base that unmanned aerial vehicles (UAVs) had also been deployed, although these were not displayed.

The MoD identified the facility as the NAF's 213 Forward Operating Base (FOB) when Abubakar vis-

ited it in June while it was being used to support the now-superseded Operation 'Hadarin Daji', although no aircraft were shown at that time.

In his latest tour of the northwest, Abubakar also visited Sokoto International Airport, 267 km to the west, where he said an annex is being established and some aircraft involved in 'Fansan Yamma' will be based. "One of the platforms is here and we will bring some more as promised," he said.

The NAF previously did not have a base capable of supporting aircraft in Nigeria's four northwestern states, with the closest being at Kaduna, 270 km south of the new FOB in Katsina and 355 km southeast of Sokoto International Airport.

Last month, the Nigerian Defence Headquarters declared a so-called herders are now "a new terror group" affiliated with jihadists in the Sahel, a region that accounts

for sizable chunks of global terrorism deaths.

"The terrorists took advantage of the gaps in cooperation between both countries and exploited the difficult terrains to make incursions in remote areas in some North-western states to spread their ideology," said Edward Buba, the Director of Defence Media Operations.

The military, therefore, declared nine members of the group wanted. They are Abu Khadijah, Abdurrahman, Dadi Gumba a.k.a Abu Muhammed, Usman Shehu, Abu Yusuf, Musa Wa'a, Ibrahim Suye-ka, Ba Sulhu and Idris Taklakse. Now, the police have claimed that the terrorist group operates in areas like Tangaza, Gudu, Ilela, Binji, and Silame, and is believed to have entered the border communities from countries like Niger, Chad, and Mali.

Following their incursion about six years ago, the roving Lakurawa criminal organisation established camps — which it called Darul Islam — around the Gwangwano, Mulawa, Wassaniya, and Tunigara areas along Nigeria-Niger border areas. The sect has grown from less than 50 members to over 200, with young men aged 18-35. It embraces unorthodox practices and esoteric interpretations of the Qur'an.

The Lakurawas were herders who suddenly turned militant in the wake of the Malian crisis. Their presence in the communities along the Nigeria-Niger border in Gudu and Tangaza areas of Sokoto goes beyond the search for food and water for their cattle which they had been doing for years. Around October 2018, about 200 jihadists arrived in the Gudu and Tangaza area of Sokoto from across the border in Niger. Locals say they're "herders, light-skinned, speaking Arabic and Fulfulde languages" from Mali.







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