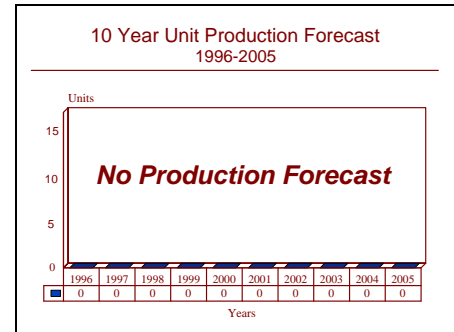


# EL/L- 8230 - Archived 8/96

## Outlook

- In operational service
- No future production is forecast
- System likely to be replaced by more advanced equipment



## Orientation

**Description.** Combined noise and repeater jamming system.

### Sponsor

Israeli Ministry of Defense  
Kaplan Street  
Hakiryia  
IS- 67659 Tel Aviv  
Israel  
Tel: +972 3 212 21920

### Contractors

IAI ELTA Electronics Industries Limited  
Electronics Division  
IS 77122 Ashdod  
Israel

Tel: +972 55 30333  
Telex: 31807

**Licensee.** No production licenses have been granted.

**Status.** In service.

**Total Produced.** Analysis suggests that approximately 310 EL/L- 8230 systems were built by the time production concluded in 1991.

**Application.** The EL/L- 8230 is designed to provide self protection for Kfir and F- 4E aircraft against both surface and air radar threats.

**Price Range.** Costs for systems of similar capabilities would indicate a unit price of about US\$200,000.

## Technical Data

Frequency range: G/J- bands  
Effective radiated power: 1 kW

**Design Features.** A combined noise and repeater jammer designed to protect combat aircraft against airborne and ground radar threats. The system operates against all radars operating in the G to J frequency bands. The system produces noise and repeated RF jamming. The

system is installed in a number of different packages to suit the relevant platform aircraft. However, the basic components of the system do not alter according to platform type. The basic elements are comprised of an RF unit, logic and control circuit unit, power amplifier and antennas. An interface is available for the aircraft radar warning receiver and for the unit to receive power supply from the aircraft.

## Variants/Upgrades

Other than speculation that the capabilities of the system are being progressively upgraded as new and more

advanced systems are introduced, no information on upgraded versions of this system is available.

## Program Review

**Background.** Little information on the development of this system is available. Evidence indicates that it entered Israeli service in the late 1970s with development probably starting shortly after the October 1973 war. The EL/L- 8230 airborne electronic countermeasures system was in production to meet the requirements of the Israeli Defense Force. The system is reportedly operational with the IDF and complements the EL/L- 8231 ECM system.

In 1984, the United States Navy finalized a lease agreement with IAI covering the Kfir C1 aircraft, to provide an interim aggressor squadron to assist in combat training for US naval pilots. Twelve Kfir C1s made up the first batch of aircraft which were designated F- 21 in US service. The F- 21s were based at Oceana Naval Air Station, VA, as USN Squadron 43. It is likely that all Kfir aircraft in US service were delivered with an ELTA EL/L- 8230 and EL/L- 8231 jammers. The lease was subsequently terminated in 1988/89.

According to Israeli sources, export sales of Kfir aircraft were made to the Philippines in late 1991 and to Taiwan early in 1992. These reports claimed the Taiwanese order covered 40 aircraft including six Kfir TC- 7 twin seat-trainers, while the Philippines order was for 18 aircraft including two Kfir TC- 7 trainers. The contractual terms for both groups of aircraft were supposed to specify that IAI will be responsible for "upgrading" the aircraft prior to delivery. This, however, referred to restorative treatment after they had been in storage for some years. As far as is known the onboard avionics of the aircraft, including their internal EW equipment, is not being modified. The EW systems therefore represent a draw-down on existing inventory rather than new production. Investigations carried out by Forecast International with sources in Taiwan and the Philippines strongly suggested that these orders had never been placed and that, while Israel had offered the aircraft, the purchase was never seriously considered by either country.

## Funding

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EL/L- 8230 was developed under an Israeli Government contract. ELTA Electronics is a subsidiary of IAI (Israel Aircraft Industries) Limited, Electronics Division.

## Recent Contracts

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No contractual information has been made publicly available.

## Timetable

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1973	Probable start of development
1978	Probable entry to Israeli service
1982	Information on EL/L- 8230 first available

## Worldwide Distribution

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**Israel** - (310 on Kfir, F- 4E and A- 4)

## Forecast Rationale

EL/L- 8230 has not received even the minimal public profile granted to the complementary EL/L- 8231 system. The likely timing of the project and suggestions from the manufacturer that the system has been in development and production for around 15 years, point to it being a result of experience gained during the October War. EL/L- 8230 is likely to have been extensively used in combat since that time.

Although the EL/L- 8230 is still technically available, it now represents an aged technology and its capabilities have been surpassed by later systems. As with most other Israeli airborne EW systems, marketing attention is now concentrated on the Elisra SPS family of equipment.

Analysis suggests that production of the EL/L- 8230 has now been completed, and that any future platform-related orders will be fulfilled by drawing down on the existing Israeli Air Force inventory.

A careful assessment indicated that production of the EL/L- 8230 was terminated with the final batch of 30 units to complete the re-equipment of the existing F- 4 force. We believe that the system will be dropped and replaced by later and more capable equipment. However, this will be masked by the sale of units from the existing Israeli inventory. No additional production is forecast, and this report will be deleted next year.

## Ten-Year Outlook

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No production is forecast.

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