

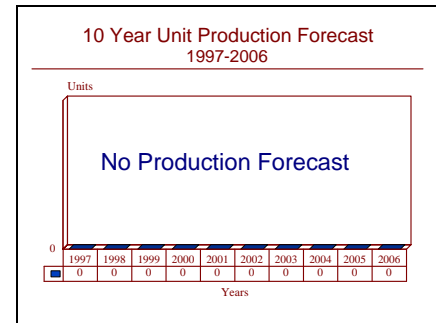
ARCHIVED REPORT

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ELT-263 - Archived 9/98

Outlook

- Numbers declining as platforms withdrawn
- No production likely



Orientation

Description. Maritime electronic surveillance and electronic support measures equipment.

Sponsor

Ministero Della Difesa
Office for Military Production
Via XX Settembre 123
Pal Eserceto
I-00100 Rome
Italy

Contractors

Elettronica SpA
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I-00131 Rome
Italy
Tel: +396 43641
Telex: 611024

Licensee. No production licenses have been granted at the present time.

Status. Production and service.

Total Produced. A total of some 84 systems are believed to have been produced by mid-1994, only 27 of which remain in service. The customers of some systems are unknown. These systems may be held as off-the-shelf items to fulfill any orders received.

Application. ELT-263 is an airborne ESM system designed primarily for use by maritime surveillance/ASW and coastal patrol aircraft including Beech 200T, Learjet, F-27/F-50 Maritime and similar aircraft. The system is primarily suited for installation in light transport/executive jet type aircraft.

Price Range. A price of around US\$250,000 can be assigned based on the known costs of comparable systems.

Technical Data

	Metric	US
Frequency coverage:	E to J band	
Search radius:		
I-band, 2000 ft	77 km	48 miles
I-band, 6000 ft	98 km	61 miles
F-band, 2000 ft	120 km	75 miles
F-band, 6000 ft	186 km	116 miles

Design Features. The ELT-263 is an integrated ESM system which has been cleared for installation on at least eight different aircraft platforms. Main components include four DF antennas, one omnidirectional antenna set, a DF receiver, an IFM receiver, a command and control module, and radar analysis and warning receivers. In addition to detecting and analyzing the suspect radar transmissions, the ELT-263 can determine their origin by triangulation. Information can be transmitted to remote stations, such as other airborne units or naval vessels or central ground control stations.

Variants/Upgrades

The system is modular and can be extended using reprogrammable software. All hardware can be updated module-by-module; this feature will recommend the system to nations that require EW equipment expenditures

to be phased over a number of years rather than incurring a single high cost capital expenditure. Further efforts will be made to qualify the system for installation in other aircraft types.

Program Review

Background. Following its introduction in the early 1980s, the ELT-263 system has been the subject of considerable activity leading to procurement by several nations. Configurations of the equipment suitable for a variety of platforms have been developed, including the Britten-Norman Maritime Defender, Guardian, CASA C-212, Learjet 35A, Fokker F.27 Maritime, Piaggio P.166, the Bandeirante and the Beech 200T.

The first signs of a decline in the significance of the ELT-263 system appeared during 1991. The Royal Thai Navy instituted a program of re-equipping its Fokker Enforcer maritime patrol aircraft with an Argo ESM system in place of the ELT-263. The motive for this is that the Enforcers are seen as being platforms for standoff attacks using Harpoon missiles and the ELT-263 does not provide sufficient bearing accuracy for this purpose. At the same time, Singapore opted for a much more complex and

comprehensive Israeli system, the EL/L-8300. In both cases the decision reflected a widely held perception that the relatively simple ELT-263 could not cope with the demands placed upon it in an environment of growing sophistication.

This decline continued during 1994, with two large users, South Africa and Spain, either eliminating or cutting back their inventories. Other smaller users have also reduced their holdings. However, a number of other operators have requested bids for refurbishment for the appropriate platforms but retained their ELT-263 systems at the time this report was written. The most likely impending candidates for elimination are the Finnish Air Force Learjets and the Indonesian maritime patrol aircraft.

Funding

Development of the ELT-263 was funded by the Italian Air Force.

Recent Contracts

No contractual information has been made publicly available.

Timetable

1982	Information on ELT-263 released
1984	ELT-263 delivered to Thailand on F.27
1991	ELT-263 ordered by Singapore for F.50
1992	ELT-263 replaced by EL/L-8300 on Singaporean F.50

Worldwide Distribution

The following countries are confirmed users of the ELT-263 system:

Algeria (2 on Beech Super King Air)

Finland (3 on Learjet 35A)

Indonesia (16 on Searchmaster)

Spain (2 on CASA-212)

UAE (4 on CASA-212)

In addition, the ELT-263 is cleared for installation on the following aircraft types and could be in service with the associated users.

Aircraft Type	Users
Aeritalia P-68T	No known users
CASA C-212	Jordan (1), Mexico (9), Sudan (5), Venezuela (4)
EMBRAER Bandeirante	Angola (2), Brazil (21), Chile (6), Gabon (1)
F.27 Maritime Enforcer	Angola (1), Netherlands (2), Nigeria (2), Peru (1), Philippines (3), Spain (3)
Falcon 200 Guardian	Norway (3)
GAF Searchmaster	Thailand (4),
Maritime Defender	Cyprus (1), India (18), Oman (6), Philippines (4), Seychelles (1),

Forecast Rationale

The number of ELT-263 systems in service has fallen sharply to 27, as platforms are either withdrawn or modernized with more capable equipment. The main problem with the ELT-263 is that it is limited in its capabilities and at this stage, far more superior systems are available. Technological advances in the field of electronics means that these newer systems can be made available at costs comparable with the older ELT-263, yet offer superior capability.

The market for airborne ESM systems is highly competitive, with French, Israeli, British and US systems competing for the contracts. The Marconi Sky Guardian family of equipment, particularly the Sky Guardian 300, is attracting the most attention as the preferred equipment for newbuild MPA, while France recently introduced an integrated maritime surveillance package which combines

the Ocean Master radar, an optronic surveillance package, and the DR-3000 ESM system.

Another problem lies in the increasing availability of large maritime surveillance aircraft, primarily ex-US Navy P-3s which can now be obtained at reasonable cost. The cost-effectiveness of maritime patrol aircraft is directly related to time-on-station, and thus to platform size. Thus if the capital cost is reduced, a large MPA is a more viable proposition than the smaller aircraft, reducing the appeal of the ELT-263 aimed at that smaller aircraft sector.

It appears probable that the ELT-263 will disappear completely by the end of the century. The next country likely to eliminate the system from its inventory is Indonesia which plans to replace its existing fleet of ELT-263 equipped Searchmasters with CN-235s using

Sky Guardian. No additional sales of this system are expected.

Ten-Year Outlook

No production is forecast.

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