

# ARCHIVED REPORT

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## Light Fighter/Attack/Trainer Aircraft Design, Development and Inactive Programs - Archived 2/2006

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### Aircraft Programs

There are a number of developmental, inactive, or dormant programs in this market segment that we feel do not warrant inclusion as standard reports. It is our long-standing practice to summarize them here.

Avioane IAR-99/IAR-109. The Romanian manufacturer announced the IAR-99 advanced jet trainer at the 1983 Paris Air Show and delivered 17 units for the Romanian air force through 1994. Avioane then developed the improved IAR-109 derivative for export markets, as well as for the USAF/USN JPATS competition. This model did not enter into production.

In 1998 Romania contracted with Israel's Elbit for the upgrade of four aircraft and, in November 2004, ordered eight new production IAR-99s from Elbit. Deliveries are scheduled for completion by early 2008.

HAL HJT-36. India's Hindustan Aeronautics Ltd (HAL) proposed this as a replacement for about 150 Indian Air Force Rolls-Royce Viper-powered HJT-16 jet trainers, and the New Delhi government authorized a program go-ahead in July 1999.

Current plans call for the procurement of 211 (including 24 for the Navy) aircraft, with deliveries from 2005. A prototype flew in March 2003, about six months behind schedule.

Design goals of the tandem-seat aircraft include a max gross weight of 7,700 pounds, a 33-foot wingspan and a length of about 36 feet. Four underwing hardpoints will accommodate a total of 450 pounds of stores/ordnance. HAL has selected the Turbomeca Larzac 04 to power the single-engine design.

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