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*Interview Rear Admiral Issah Adam Yakubu
Chief of the Naval Staff, Ghana Navy*



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US AND ROYAL DANISH GOVERNMENTS SUPPORT GHANA NAVY SBS

The United States (US) and the Royal Danish governments have commissioned and dedicated a newly constructed mobile camp and other projects and equipment for the Ghana Navy Special Boat Squadron (GNSBS) on Friday, 14 July 2023 at the Naval Training Command (NAVTRAC), Nutekpor. The assembled prefabricated mobile camp donated by the Danish Government will serve as a vital operational base, providing the SBS with the necessary infrastructure and facilities to effectively plan and execute missions. It will also serve as a hub for training, coordination and joint operations, fostering interoperability between the SBS and its local and international partners. On the other hand, the US Government also supported the SBS with two 38ft Defender Class Safe Boats, US Marine Forces Africa SBS Equipping kits and replaced the NAVTRAC Pontoon Pier. Additionally, the US Ambassador to Ghana, Her Excellency Virginia Palmer broke ground for the construction of the SBS boat storage facility and a boat ramp.

The Flag Officer Commanding (FOC) the Naval Training Command (NAVTRAC), Commodore Bright Emmanuel Kojo Atiayao, in his welcome address expressed his appreciation to the United States and Danish Government's for their thoughtfulness towards equipping the command. He said it was not strange that an infantile command such as NAVTRAC would have a number of teething problems and challenges, particularly that of office and residential accommodation. 'However, it was heartwarming that Ghana Navy's developmental partners such as the US Navy and the Danish Navy had come together to rescue the command', he added.

On his part, the Chief of the Defence Staff (CDS), Vice Admiral Seth Amoama acknowledged the US and Danish governments for their unwavering support and assistance towards equipping the SBS into a specialized unit to combat threats within the maritime domain. He reiterated that a 5-year trilateral agreement was signed between the United States African Command (USAFRICOM), Danish Naval Special Warfare Group commonly known as the Frogman Corps, and the Ghana Navy to develop the GNSBS to an elite force capable of tackling the diverse security threats in the maritime domain and as well as develop the SBS into a tier one Special Operations Force by 2026.

CDS said the structures and equipment provided by the US and Danish governments will expand the

operational reach of SBS. "The boats will enable the SBS respond swiftly to maritime challenges and carry out critical operations with enhanced efficiency in the GoG", he said. He assured that the structures and equipment would be utilized to its fullest potential to contribute to a safer and secured maritime domain. He urged all and sundry to bear the responsibility to protect the marine ecosystems, ensure safety of navigation and preserve the precious resources that the ocean offers.

The Danish Ambassador to Ghana, His Excellency Tom Norring, said the joint efforts to combine US and Danish projects to support the Ghana Navy and SBS had been successful and constitutes one of the many examples of the bond between the three (3) countries. He was hopeful that the alliance would continue in the future to reach the maximum output of their efforts. He further commended CDS and CNS on their persistence and willingness to complete projects and developmental works at NAVTRAC to develop Maritime Special Forces in Ghana. "This project along with other projects at NAVTRAC are all important building blocks towards achieving the Navy's aspirations of creating a Centre of Excellence for Maritime education in Ghana, to the greater good of Ghana and the Gulf of Guinea countries", he stated.

In her address, US ambassador to Ghana, Her Excellency Virginia Palmer stated that the gesture symbolized the strong relationship between US and Ghana, whereas the longstanding partnership between both countries is based on shared democratic values and history. She added that the US was concerned about the security, humanitarian, and political crises unfolding in the Sahel. This, she said pose a persistent threat to Ghana's economic growth, adding that it was prudent to support the Ghana Navy to combat and prevent piracy and illegal activities within the GoG. The ambassador further stated that the US Government was committed to invest an amount of \$48 million dollars to retool and fund the Ghana Armed Forces equipment, training and technical support which would boost the bilateral relationship between US and Ghana.



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EMPOWERING YOUR NAVAL PERFORMANCE

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Maritime Security in Africa: Solutions for Protecting Territorial Sea, Costal waters and EEZ

African costal states face several ongoing maritime security threats, including piracy, armed robbery, human smuggling, drug smuggling, and illegal fishing. Each maritime threat has a significant impact on coastal welfare and economic growth. But with limited resources to combat these criminal activities, African coastal states are faced with the dual challenge of prioritizing funding to reduce security threats while simultaneously mobilizing local, regional, and international efforts to overcome maritime security challenges.

A country's territorial Exclusive Economic Zone (EEZ) Waters are highly valuable assets that serve as a source of security and income. The development and exploitation of maritime economical resources also requires improving the security and safety of maritime-based assets,

including the protection of offshore and coastal infrastructure and shipping.

In Africa, after a slow climb up the security agenda, maritime security is becoming a central issue, particularly in the context of the 2050 Maritime Security Strategy. The reasons are complex and intertwined, ranging from overfishing and other environmental threats on both the western and eastern coasts, through piracy, to deep coastal transformation in the wake of mining and energy resources exploration, amid growing evidence of a close relationship between inshore and offshore activities and control. In any case, there is now a growing awareness that neglecting the sea can lead to a loss of economic opportunities and even to serious economic threats.

Maritime patrol is the task of monitoring areas of water. Generally conducted by military and law enforcement agencies, maritime patrol is usually aimed at identifying human activities. Maritime patrol refers to active patrol of an area, as opposed to passive monitoring systems such as sound-detection fixtures or land-based spotters. A patrol consists of a ship, submarine, aircraft, or satellite examining the patrolled area and seeking out activities to be identified and reported. Maritime patrol is critical in wartime situations for navies to locate enemy forces to engage or defend against. Peacetime patrols are important for interdiction of



criminal activities and for ensuring legal use of waters.

Shore and EEZ Surveillance solutions typically include a variety of Sensors (Optical, Radar, Intelligence and more), Broadband Communications Networks, and Command & Control centers, Patrol Boats, Ground Vehicles and Aircraft / UAVs etc.

Maritime surveillance is a key transnational issue in the African coastal states encompassing safety, security and environmental dimensions in a context of increasing pressure with vessels traffic, mass tourism, climate change, illegal fisheries and pollution. A better management of safety, security and marine activities, requires a maritime surveillance system implemented both at national and transnational level to tackle these. However, currently those systems cannot address all the new challenges resulting from increasing pressures and diversified activities at sea and the necessity to consider migration, environmental risks and protection, environment and climate change. It represents a specific challenge on crossing various inputs from many sources, as well as the comprehensive range of the different actors including the different territorial levels and constituencies.

Integrated Maritime Surveillance needs to provide authorities with means, functions and procedures to

exchange information or data as a pledge of, more effective, affordable and accessible systems able to better tackle organizational and integration issues.

In essence, the effectiveness of maritime surveillance is dependent on two critical capabilities—detection and identification. Often, detection by itself is not sufficient. As soon as a ship/trawler is detected, it is important that identification be made, to distinguish it from the other ships detected in the area. This requires the ability to scan a wide area of sea, the provision of high-resolution imagery, and near real-time transmission. These operations would also need to be as economical as possible.

The importance of OPVs has grown manifold in the recent past due to the changing nature of the maritime threat. While frigates form the bedrock of a fleet and are the principal surface combatants in many small to medium navies, OPVs have carved out their own niche because of the range of options they provide which makes them extremely cost-effective force multipliers for a range of operations. The Offshore Patrol Vessel is a highly versatile ship, designed to perform Economic Exclusion Zone management roles, including the provision of maritime security to coastal areas and effective disaster relief. OPVs are long range surface ships, capable of operation in maritime zones with helicopter operational capabilities. Their roles include coastal and offshore patrolling, policing maritime zones, control and surveillance, anti-



smuggling and antipiracy with limited wartime roles. Considering the role Offshore Patrol Vessels can play in securing African nation's maritime area, their Navies and Coast Guards will be requiring these vessels regularly as they can play a highly effective role in combating the low intensity maritime threat. Since the OPVs are considered very flexible in deployment and have the capabilities to act as multi mission platforms, they will be required in large numbers in the coming years. OPVs can be broadly classified into two types. Firstly, high-end war-fighting vessels with expensive weapon systems and C4I suites and more basic patrol vessels, designed for sustained low intensity missions and equipped with basic gun armaments, standard navigation sensors and built to commercial standards. What type of OPV a country chooses depends upon its naval requirements, resulting from its geographic location, political aspirations and intended role of its naval force. However, the majority of OPV programs around the world are of the low-cost, multi-role variety. The OPVs can help meet naval requirement for undertaking ocean surveillance and surface warfare operations to prevent infiltration and transgression of maritime sovereignty and is suitable for monitoring sea lanes of communication, defence of offshore oil installations and other critical offshore national assets.

A patrol boat (also referred to as a patrol craft, patrol ship or patrol vessel) is a relatively small naval vessel generally designed for coastal defence, border protection, immigration law-enforcement, search and rescue duties. There have been many designs for patrol boats. They may be operated by a nation's navy, coast guard, police force or customs. They are commonly found engaged in various border protection roles, including anti-smuggling, anti-piracy, fisheries patrols, and immigration law enforcement. They are also often called upon to participate in rescue operations.

Maritime patrol / reconnaissance aircraft are crucial for nations with long coastlines. Modern patrol aircraft with multirole capabilities are an asset to any naval force. Maritime patrol aircraft are typically fitted with a wide range of sensors to perform wide-area monitoring and search and rescue (SAR) operations. While the demand for modern dedicated maritime patrol aircraft increased, countries are also preferring low-cost upgrade options to obtain added features for their existing aircraft fleets. The increasing threat of terrorism and border issues led the countries to focus on strengthening their maritime surveillance, which may propel the demand for maritime patrol aircraft during the forecast period. Maritime patrol aircraft provides a complete integrated solution specially designed for converting commercial rotary-wing and fixed-wing platforms into military, law enforcement and government aircraft for advanced EO/IR surveillance missions.

Coastal Surveillance Systems (CSS) are mission-critical solutions based on the latest software and equipment. They employ all the features necessary to provide Coast Guards with real-time information on activities occurring within coastal areas. The systems ensure full control over an entire coastline area by providing accurate detection, tracking, and identification of small and high-speed targets that enter the coastal zone under surveillance. CSS guarantee complete shore-based situational awareness, thereby preventing illegal activities while protecting lives at sea, the environment, and critical onshore infrastructures from intruders.

Unmanned and autonomous systems are increasingly becoming part of daily life. Autonomous vessels and aircraft may soon become the norm rather than the exception on the global Maritime Domain. This context raises the question of how the Maritime Surveillance stakeholders might best use these emerging technologies. On shore side centres could monitor autonomous vessels. In spill assessment and response, autonomous systems would provide authorities with a rapid and clear operating picture while simultaneously acting as a force multiplier for responders. Moreover, utilizing autonomous drones can perform SAR patterns at a fast rate with a greater probability of detection. Utilized by cutters and boarding team members for oversight and video evidence during vessel inspections would increase the security of the members on board the vessel being inspected by producing a live video feed directly.

The protection of Territorial Sea, Coastal waters and EEZ of the African coastal states is an extremely difficult and complex task, at the best of times. The organizations responsible for this mission, African Navies and the Coast Guards, should have the requisite resources, ships, aircraft or manpower, to conduct it effectively. Clearly, for the effective maritime surveillance and its consequent impact on enhancing security, additional funds need to be provided to the African Navies and Coast Guards in the immediate period.



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AFRICAN SECURITY MAGAZINE: INTERVIEW WITH REAR ADMIRAL ISSAH ADAM YAKUBU, CHIEF OF THE NAVAL STAFF, GHANA NAVY

The overarching goal of Ghana Navy's future plan is to improve on the security of Ghana's maritime domain. The intention is to position the Navy to be able to continue conducting operations across the spectrum of its roles and responsibilities, within the context of constantly evolving maritime threats. These operations include but not limited to, anti-piracy operations, anti-smuggling, protection of offshore maritime infrastructure, fisheries protection, peace support operations, search and rescue and disaster relief. Ghana Navy should be able to sustain an increased operational tempo and maintain a capability to answer any call to duty.

Rear Admiral Issah Adam Yakubu Chief of the Naval Staff, Ghana Navy in an exclusive interview report on the current state of the Ghana Navy.



**Rear Admiral Issah Adam Yakubu
Chief of the Naval Staff, Ghana Navy**

How would you define the nature of maritime security challenges facing Ghana?

The nature of maritime security challenges in Ghana's maritime domain is diverse and complicated. The significant challenges the nation is dealing with include armed robbery at sea, piracy, kidnappings, illegal smuggling/ trafficking of arms and humans, and Illegal, Unreported, and Unregulated (IUU) fishing. Additionally, environmental challenges due to shore and sea pollution have threatened the safety of the marine environment. Others are illegal bunkering (Ship-to-Ship Transfer) of oil products at sea, often stolen or smuggled to evade taxes, violating maritime exclusion zones and illegal migration. As you might be aware, maritime crimes transcend national maritime boundaries. Hence, any crime committed in a contiguous country threatens the other. The threat of terrorism is also a latent threat we are preparing for.

All these issues at sea have repercussions on land since the perpetrators are land-based. Therefore, any security challenge inland, by extension, strongly influences that at sea. Mostly the security challenges projected from land to sea are transnational in nature and require maritime security stakeholders to collaborate to nip them in the bud. Ghana has a coastline of about 592 km and Exclusive Economic Zone of 64,000 sq miles, equivalent to about 165,000 sq km or about two-thirds of the land area. Protecting the country against these threats require enormous resources and a coordinated policy. Thus, the challenges associated with enforcing laws and maintaining order in such a vast space are indeed enormous.

How does the Ghana Navy's posture interface with the overall Ghana's defence posture?

According to Article 210 of the 1992 Constitution, the Ghana Navy is responsible for defending the territorial seas of the Country. The Ghana Navy is poised and capable of defending the country against seaborne threats. As a national maritime entity, the Navy also assists in enforcing compliance with maritime regulations at sea in support of other state institutions with maritime interests and regulatory responsibilities. For instance, the Ministry of Fisheries and Aquaculture Development relies on the Ghana Navy to enforce fisheries regulation, and so it is for other maritime stakeholders in Ghana.



Ghana Navy conducting a Visit Board Search and Seizure Exercise with Air Support

Therefore, Ghana Navy is a vital enforcement security entity that the Ghana Government exerts for maritime governance at sea. The Navy performs these roles while protecting Ghana's territorial seas and inland waterbodies against invasion or attack. Because of its institutional capacity and function, the Ghana Navy plays a central role in Ghana's national maritime security architecture in synch with other stakeholders. Central to the Ghana Navy's roles in our maritime security strategy is the operational function of conducting continuous patrols to maintain a physical presence at sea to deter, prevent and defeat maritime perpetrators of crime. The Ghana Navy, therefore, has dedicated Fast Patrol Boats (FPBs) for safeguarding Ghana's maritime boundaries.

In addition to security patrols, the Ghana Navy conducts surveillance to gather intelligence for targeted operations supporting commerce, trade, extraction, security, and safety at sea. In ensuring safety at sea, the Ghana Navy performs rescue missions, oil spill control, and maritime assets protection. The Ghana Navy protects Ghana's strategic offshore installations, including Floating Production Storage and Offloading (FPSO), sub-sea gas pipelines and fibre-optic cables.

Currently, the Ghana Navy deploys permanently around Ghana's offshore fields to ensure uninterrupted operations in the oil and gas fields. These strategic national assets, aside from being vulnerable to sabotage, fishermen's activities threaten their safe operations. The Ghana Navy has procured 4 dedicated high-endurance ships that conduct round-the-clock patrols to interface with the nation's overall strategy to protect these valuable offshore assets.

The Ghana Navy is very proactive in protecting the fisheries and shipping industries against pirate threats and armed robbery at sea. Among the methods, Ghana Navy provides escort services for shipping and sometimes deploys armed guards on vulnerable fishing vessels.

Fishing vessels are a vulnerable and easy target for pirates because, by nature, they are primarily restricted in their ability to manoeuvre when fishing with gears. These naval operational postures are integral to the nation's maritime security strategy of securing Ghana's territorial sea to create the enabling environment supporting the Blue Economy.



R/Adm IA Yakubu, CNS and Maj Gen PH Boysen Commander of Special Operations, Denmark debriefing SBS Operatives after an exercise

How does the Ghana Navy fulfil its security missions and other national/international obligations?

The Ghana Navy deploys personnel and the available platforms to fulfil its security missions and other obligation. The naval platforms are either fixed or mobile. The fixed ones are the various Maritime Domain Awareness (MDA) tools, whilst the mobile ones are the ships and boats. Besides, Ghana Navy has drones extending our surveillance reach.

Key among our operational activities is the conduct of sea patrols, offshore surveillance and monitoring, and collaborating with other maritime stakeholders, including international partners. In addition, we collaborate with other services and security agencies in joint operations. For offshore surveillance and monitoring, the Navy relies on technology across the coast at its Maritime Operations Centres (MOCs) to obtain and analyse information for intelligence-led operations. The Ghana Navy has a capable Special Boat Squadron that has enhanced operations, particularly in tackling complex threats. The Navy Special Boat Squadron is a military special force equipped with the expertise to conduct maritime interdiction operations at and from the sea.

Also, we have partnered with regional and international bodies to operate a Regional Multinational Maritime Coordinating Centre (MMCC) Zone F, which monitors suspicious activities at sea and reports to coastal states along the Gulf of Guinea for necessary action. The level of interagency and international collaboration among member states has been vital for pursuing criminals across borders.

Due to the recent piracy incidents across the Gulf of Guinea, the Navy is also collaborating with some international partners to support patrols in Ghana Navy's blind spots vulnerable to pirate threats. This collaboration is essential because the sea is vast, and Ghana has yet to achieve the total naval capacity to cover all comprehensively. This international maritime collaboration explains the presence of several foreign naval vessels in Ghana's waters. To foster solid international cooperation and improve interoperability, the Navy engages in defence exhibitions and conferences to discuss maritime concerns of common interests. We also undertake maritime and special operations exercises with our international partners to build capacity to fulfil our security mission.

What are the key points of the Ghana Navy policy?

The key points of the Ghana Navy's policy are addressed in the strategic priorities: Having total surveillance of Ghana's EEZ, operating a modernised fleet, and leveraging technology to enhance operations and administrative functions. Additionally, we seek to collaborate with land and air forces and civil authorities. Moreover, we strive to strengthen cooperation with regional and international partners and enhance our sailors' welfare.

The policy seeks to gain total sea control to provide a safe and secure maritime domain for genuine businesses to thrive. The Navy achieves sea control by enhanced information gathering, processing and sharing capabilities, deploying effective platforms and building capacity to control the domain. We focus on maintaining a deterrent posture to discourage criminal activities in our waters.

What will be the role of the new OPVs and the Fast Patrol Boats of which the procurement is currently under consideration?

The importance of Offshore Patrol Vessels (OPVs) has grown manifold recently due to the changing nature of maritime threats. OPVs offer a range of options for smaller navies like ours. They are significantly cost-effective force multipliers for a

range of operations. To secure Ghana's maritime domain, adding OPVs into the Ghana Navy Fleet is vital to the success of our operations.

The new OPVs and FPBs will perform the 4 traditional roles of the Navy, which include (1) Military roles, which are mainly wartime roles, (2) Diplomatic roles, which are the use of naval forces in support of foreign policy objectives, (3) Constabulary roles such as policing, security and law enforcement duties to maintain good order at sea, as well as (4) Benign roles which include humanitarian assistance, search and rescue, disaster relief, hydrographic surveys, diving assistance, salvage operations, among others.

Specifically, Ghana Navy intends to use the OPVs to combat the low-intensity maritime threats that have bedevilled the Gulf of Guinea. Since the OPVs are considered very flexible in deployment, they can act as multi-mission platforms. We will deploy these OPVs as long-range surface ships because, by their design, they can operate across the stretch of Ghana's maritime zones, including the oil fields leveraging their helicopter operation capabilities. The Ghana Navy, therefore, needs these OPVs to deliver on the attributes of maritime power to deal with the sophistication and transnational nature of maritime threats and crimes. The OPVs would enhance naval mobility, thus our ability to move forces across operational spectrums with speed and sustained reach. By this, I mean the Ghana Navy can achieve the ability to remain at sea for extended periods at longer distances without resupplies.

Ghana Navy Ships performing Fleet Manoeuvres



Thus, the roles of the new OPVs and FPBs will be to augment the Ghana Navy Fleet in coastal and offshore patrolling, policing maritime zones of Ghana, control and surveillance, anti-smuggling and antipiracy operations, and fisheries protection patrols, among others.

Due to the OPV's high versatility, they will also perform Economic Exclusion Zone management roles, including providing maritime security to coastal areas and effective disaster relief. The vessels will also support diplomatic efforts to project Ghana's foreign policy.

Simulation today provides complete solution in the area of military training. How does the Ghana Navy manage simulation assets in the field of maritime training?

Simulation exercises try to mimic what to expect in real life. It also helps to validate and enhance the Navy's preparedness and response plans procedures and systems for scenarios. Therefore, Ghana Navy takes simulation seriously. Formerly, the Ghana Navy mainly conducted training with real platforms. Sometimes, we relied on tabletop exercises and telephone battles to achieve some training objectives. Unfortunately, using real platforms for training imposes a very high operational cost on the Service. The Ghana Navy, therefore, realises the importance of using simulators to train personnel and has initiated steps to develop that capacity. Currently, there are simulators for training our Special Boat Squadron personnel in their specialised field. We are also constructing a "Ship-in-a-Box" for Visit, Board, Search and Seizure (VBSS) training. This is with the support of the Danish Government through the United Nations Office on Drugs and Crime (UNODC).

Additionally, I am happy to remark that with the support of the Danish Government, I have convened a Technical Working Group that is working towards acquiring a Full Mission Bridge Simulator to train personnel, the first of its kind in the Country. In addition, the Government has plans to procure other simulation solutions for engineering, safety, Damage Control and Firefighting training for the Navy. These will ease the burden on existing systems and equipment and enhance training in the Ghana Navy. It will also go a long way to help locally train some of our personnel at a cheaper cost.

How important is your procurement philosophy to ensure that major Navy purchases produce significant returns for the national interest?

The Ghana Navy procurement philosophy sits squarely within the Public Procurement Act, 2003 (Act 663) as amended (with Act 914) and has played a crucial role in ensuring that major purchases

generate significant returns for national development. The Navy has a centralised procurement philosophy that has, over the years, prioritised local procurement of supplies to maintain and sustain naval logistics. Significantly, our procurement process is done transparently and fairly by considering the best value for money. The Ghana Navy's focus on local procurement has contributed to economic development by building and strengthening defence supplier capacities. An example is the construction of sea boats by our own Naval Dockyard and a local private contractor.

Over the period, local contractors have improved supplies and met the Navy's requirements and specifications for goods, works and services, achieving the best value for public funds. These have been possible through the consistent strengthening of supplier relationships. Overall, this generates significant returns on the judicious use of public funds and enhances the Ghana Navy's posture in meeting its operational requirements.

It is important to note that while prioritising domestic procurement, there is a need for balance, considering quality, technological expertise, and competitiveness. Although Ghana Navy makes significant purchases locally, the Country's procurement laws make provision for overseas purchases of assets and supplies not readily available on the local market. In effect, collaboration with international manufacturers and contractors is still necessary for certain significant acquisitions.

However, striking the right balance between domestic procurement and international cooperation is vital to maximising benefits for the nation. The right balance will, thus, ensure the Navy has access to the latest technologies, materiel and capabilities to meet the increasing operational requirements to support its roles in securing and protecting vital national maritime assets in support of national development. Furthermore, the Navy has established a Directorate of Procurement and Contract Management, which spearheads all our procurements.

What is your vision for the Ghana Navy in the 21st Century?

My vision for the Ghana Navy in this 21st Century is well encapsulated in what I articulated when I was appointed the Chief of the Naval Staff. That is, "To maintain a modern and robust Naval force capable of defending Ghana against seaborne threats and ensuring the safety and security of the maritime domain for the development of the blue economy while maintaining the time-tested traditions of the Navy".

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Israel Shipyards: Pioneering Maritime Excellence in Africa

The African maritime horizon gleams with untapped economic promise. Yet, the realm of ship repair infrastructure in the continent remains hindered by various challenges. At the forefront of turning these challenges into opportunities is Israel Shipyards Ltd., a global beacon of maritime excellence. Their longstanding partnership with the Israeli Navy and proven track record of delivering top-tier vessels worldwide position them uniquely to catalyze transformation in Africa. By harnessing the strengths of this maritime powerhouse, Africa stands to achieve unparalleled maritime safety and economic vitality.

While Africa's maritime industry beckons international players, Israel Shipyards stands out. Their global reputation for ship repair and construction excellence makes them an invaluable partner for Africa. By fostering strategic alliances with African entities, Israel Shipyards can usher in a wave of advanced technology and expertise, turning African ship repair hubs into global maritime magnets.

Israel Shipyards' vast experience extends beyond shipbuilding. They possess a rich legacy in cultivating maritime talent. By partnering with them, Africa can fast-track the development of its maritime human capital. Such collaborations promise not just theoretical knowledge but hands-on training, ensuring the African workforce is on par with global standards.

A dynamic maritime industry is grounded in robust regulatory frameworks. Israel Shipyards, with its extensive knowledge of international best practices, can assist African nations in this arena. The synergy between Israel Shipyards, African governments, and local navies can weave a tapestry of shared knowledge, promoting shared ship repair infrastructure and unparalleled maritime operations.

Israel Shipyards has the expertise to transform African maritime landscapes into specialized ship repair epicenters. By imparting their vast knowledge, they can help Africa identify niche maritime segments and cultivate local supply chains, thus reducing import reliance. Through such initiatives, job creation and technological evolution become an intrinsic part of the narrative.

African Navies, with their intricate understanding of regional maritime nuances, play a pivotal role. Their collaboration ensures ship repair infrastructures are tailor-made to address regional challenges.



Moreover, their expansive global maritime networks can amplify the outreach, making collaborations with entities like Israel Shipyards even more potent.



Moreover, their expansive global maritime networks can amplify the outreach, making collaborations with entities like Israel Shipyards even more potent. Equatorial Guinea's maritime metamorphosis stands as a testament to the prowess of Israel Shipyards. By partnering with them, the nation has redefined its maritime capabilities. Israel Shipyards, with its dedication to knowledge transfer and capacity-building, has transformed Equatorial Guinea into a maritime lodestar, attracting global attention and fostering economic evolution.

Africa's maritime potential is vast, but the key to unlocking it lies in partnerships with global trailblazers like Israel Shipyards. Their unmatched expertise, combined with the strategic might of African Navies, promises a maritime future for Africa that is safe, economically vibrant, and on par with global standards. Embracing this collaborative spirit, Africa can carve its legacy in the global maritime tapestry.

In this age of rapid technological evolution, the maritime industry cannot afford to lag. Israel Shipyards, renowned for integrating cutting-edge technology into its operations, can serve as the catalyst for Africa's digital maritime transformation. By collaborating on projects such as automation, ship tracking systems, and green ship technologies, Africa can position itself as a frontrunner in sustainable and efficient maritime operations.

Safety remains paramount in the maritime realm. With the rich history of Israel Shipyards in maintaining stringent safety protocols and their collaboration with the Israeli Navy, African nations stand to benefit immensely. By adopting and integrating Israel Shipyards' safety measures, Africa can ensure not only the safety of its maritime operations but also instill confidence in global stakeholders and partners.

Cultural Exchange and Mutual Growth

Beyond the technicalities and infrastructural developments, maritime collaboration between Africa and Israel Shipyards can serve as a conduit for cultural exchange. Such interactions can foster mutual respect, understanding, and an appreciation for diverse maritime traditions and histories. This cultural synergy can enrich both entities, leading to holistic growth and stronger international ties.

Maritime operations invariably impact the environment. Recognizing this, Israel Shipyards has always been at the forefront of eco-friendly shipbuilding and repair practices. By joining forces, African nations can adopt and promote sustainable maritime practices, safeguarding their rich marine ecosystems and ensuring their maritime pursuits align with global environmental goals.

The future looks promising. As Africa embraces the expertise and global reputation of Israel Shipyards, the continent's maritime horizons are set to expand exponentially. The convergence of Israel Shipyards' technical prowess with Africa's untapped potential can set new benchmarks in global maritime operations.

By harnessing the strengths of Israel Shipyards and fostering tight-knit collaborations, Africa is poised to not just address its maritime challenges but to redefine them. The vision is clear: a maritime landscape where Africa stands tall, buoyed by partnerships and driven by excellence, innovation, and sustainability. With Israel Shipyards by its side, this vision is not just attainable; it's inevitable.

Israel Shipyards, with its esteemed global reputation, brings more than just infrastructure and technology to the table; it brings innovation. Working alongside African nations, there exists an unparalleled opportunity to create maritime research and development centers focused on the unique challenges and opportunities of African waters. Such centers can lead to breakthroughs in ship design, fuel efficiency, and marine conservation.

Africa's coastline, rich with potential, can be harnessed more effectively with the expertise of Israel Shipyards. Beyond ship repair and construction, the possibility of developing specialized maritime economic zones can become a reality. Such zones would attract global maritime businesses, further strengthening Africa's position in international trade and commerce.

Israel Shipyards' extensive collaborations with navies and maritime entities around the world can open doors for African nations. These networking opportunities can lead to joint naval exercises, maritime trade agreements, and shared knowledge platforms, ensuring Africa's voice is heard and respected on the global maritime stage.

Empowering the Next Generation

It's not just about ships; it's about the people who build and operate them. By collaborating on educational and training programs, Israel Shipyards can help African nations prepare the next generation of maritime professionals. Scholarships, exchange programs, and hands-on training can ensure that the future of African maritime is in skilled and knowledgeable hands.

Every collaboration is built on trust, mutual respect, and shared goals. The partnership between Africa and Israel Shipyards exemplifies this spirit. It's more than a business venture; it's a commitment to mutual growth, prosperity, and a safer, more sustainable maritime future.

Conclusion

The maritime horizon beckons, vast and full of potential.

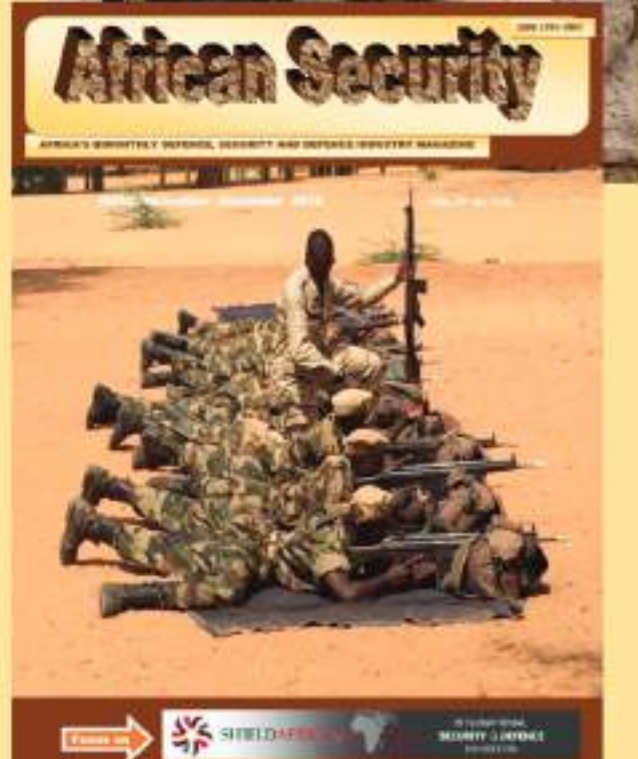
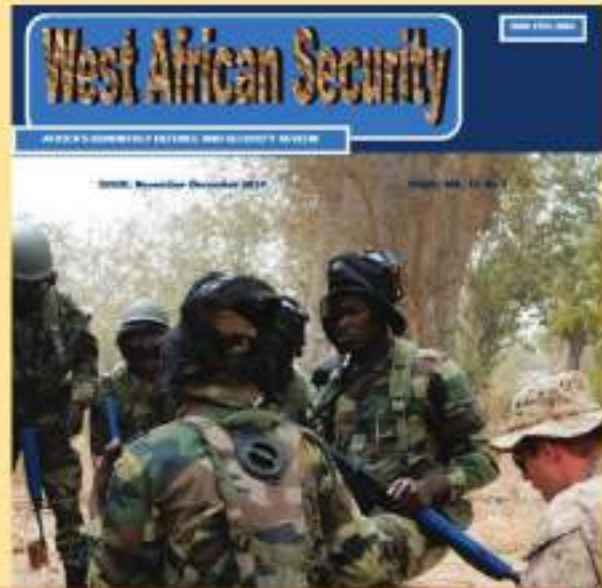
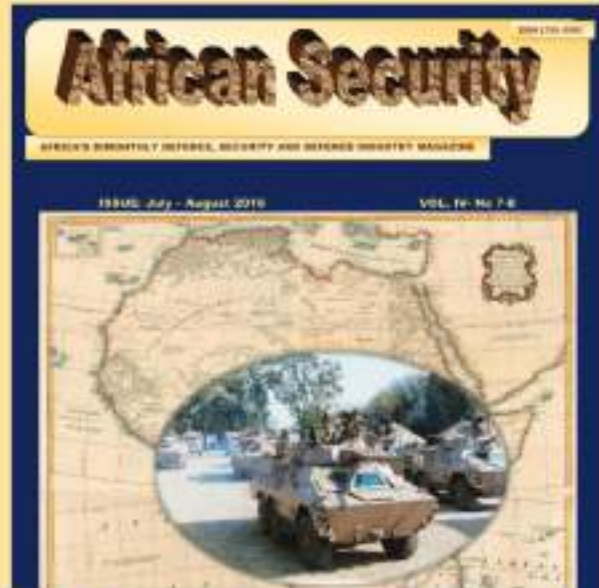
With the collaborative might of African nations and the unparalleled expertise of Israel Shipyards, the future is not just about addressing challenges but about crafting success stories. Africa's maritime renaissance, powered by this unique synergy, promises a future where the continent isn't just a participant but a leader in global maritime endeavors. The journey has begun, and with each wave crossed, the dream of a thriving, sustainable, and globally recognized African maritime landscape comes ever closer to fruition.



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African Security

AFRICA'S BIMONTHLY DEFENCE, DEFENCE INDUSTRY AND SECURITY MAGAZINE



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Nigerian Navy Transformation

The evolution of the Nigerian Navy (NN) in terms of platforms, manpower, organization and capabilities in its almost more than 60 years of existence gives a fair idea of the transformational milestones that has taken place in the Service. To this extent, transformation is not a new concept per se in the NN. However, promulgation of the Nigerian Navy Transformation Plan (NNTP) brought all aspects of NN strategic development aspirations into a single document, with all stakeholders aware of their roles. The NNTP 2011-2020 was revised in Aug 14 and re-named 'Revised Nigerian Navy Transformation Plan(R-NNTP) 2011-2020', to achieve and sustain effective NN capacity to carry out her statutory roles. The R-NNTP 2011-2020 defined appropriate strategic objectives, milestones and requisite activities along identified Lines of Development (LODs), which are the pillars of the NNTP. These are Concept and Organization, Fleet Renewal, Infrastructure and Logistics. Others are Human Resources Management (HRM) and Administration, Training and Doctrine, ICT as well as Inter-Agency and Sub-Regional Cooperation. For easy categorization of completion time frame on each Developmental Objective (DO), the plan is driven on Short, Medium and Long Terms time-frames for completion of individual activities.

To drive this process, the Nigerian Navy Transformation Office (NNTO) was established tasked to develop and coordinate all aspects of NN transformation activities. After 4 years of implementing the NNTP and cognizant of changes in the strategic environment, the NN considered it incumbent to strengthen the structures for the attainment of NN transformation objectives. The responsibilities of NNTB were identified as follows:

- Formulation of strategies for guiding the translation of the transformation pillars into concrete competencies in terms of organizational and personnel efficiency and credible force structure to drive the NN transformation process.
- Development of transformation strategy for the NN and its re-appraisal from time to time.
- Management of the NN transformation plans and processes at all levels of command.
- Conceptualization and development of the CNS Vision.
- Encouraging rapid innovation in response to emerging challenges.
- Conduct of demonstrations or pilot schemes on innovations.
- Advising and updating the CNS on the transformation of the NN.
- Provision of guidance in conjunction with NHQ, NASS, and NDAC on the development and investigation of future operational concepts, technologies and strategies.
- Collaboration with DHQ, the Services and other relevant agencies on transformation matters.

Transformation is not just a one-time reform, nor is it just only about restoring certain values, but a process that involves fundamental restructuring, radical and profound changes which will be a complete departure from 'business as usual'. Transformation is also about internal fundamental change and innovation and this is the context in which the NN transformation process should be understood. The foundation for attaining NN transformation objectives is effective communication of NN Core Values, CNS Vision, Mission and strategic goals. Consequently, the NNTB shall continue to conduct awareness and sensitization lectures, seminars and workshops across NN commands and establishments on a continuous basis to ensure that the personnel understand their roles in the process. This is borne out of the fact that transformation involves managing a change process and not a one-off event. Furthermore, bearing in mind that transformation in itself is only a process towards enhancing the NN operational effectiveness, the NNTB will continue to flag issues such as business transformation priorities, outsourcing basic support services and logistics and encouraging innovation that would substantially lead to reduction in wastages from NN administrative and operational processes. NN transformation initiatives shall also continue to align with the national vision such that the NN will be among the top 20 navies in the world by the coming years.





Rear Admiral EI OGALLA GSS (pc Ho) MSS BSc
CHIEF OF THE NAVAL STAFF

Rear Admiral Emmanuel Ikechukwu Ogalla was born on 20 December 1968 in Enugu Ezike Igbo Eze north LGA Enugu State, Nigeria. He obtained the WASC from the NMS Zaria in June 1987 where he graduated as the best boy in Sciences. He had A1 in all subjects except English language. He is a member of the 39 Regular Course Nigerian Defence Academy Kaduna graduated with a BSc in Maths and was awarded sword of honour as the best naval cadet in his course. He was commissioned Sub Lieutenant 16 September 1992 and rose to the rank of Rear Admiral on 16 September 2021. He completed the Sub Technical Course Nigerian Navy Ship (NNS) QUORRA, Basic Hydrography National Hydrographic School India in May 2000, Junior and Senior Staff Courses Armed Forces Command and Staff College (AFSC) Jaji in November 2001 and July 2006 respectively. He was a participant of National Defence Course (NDC) Course 22 and was awarded fdc (fellow defence college) in August 2014. As part of the Course, he took part in the MSc Strategic Studies programme, University of Ibadan from 2014 to 2015.

The senior officer served on board many ships including NNS AMBE, ARADU, LANA, EKUN, AGU, QUORRA, BEECROFT, DELTA and PATHFINDER. While on board NNS EKUN he took part in the ECOMOG Operations in Liberia in 1996. Also as the Base operations officer in NNS PATHFINDER, he was responsible for coordinating anti-illegal bunkering operations as well the entire policing duties of the base. During the period there was a remarkable reduction in illegal activities in the maritime area within the base area of operations.

The senior officer also served as Instructor, Chief Instructor (CI) and Commandant (Comdt) Nigerian Navy Hydrographic School (NNHS), Staff Officer Grade 1 Survey and Deputy Director Instruments Nigerian Navy Hydrographic Office (NNHO), Assistant Director Combat Policy NHQ, Deputy Director Hydrography, Director Personnel Release NHQ, as well as Directing Staff/Director Academic Research and Analytical Skills (DS/DARAS) NDC and Director Audit, Naval Safety and Standards NHQ. He was the Director Lessons Learnt (DLL), NHQ. During his cumulative 6-year tour of duty in NNHS, he taught geodesy, datum conversion, tidal predictions and analysis, satellite surveying, bathymetry, among others. As Comdt, he linked the School with Teledyn Marines, a reputable OEM in the US, which enabled the NN to procure several survey equipment from the company, leading to improvements in practical training. He was also instrumental to the review of the school's curriculum to align with International Hydrographic Organisation (IHO) requirements. During his tour of duty in the NNHO, the senior officer was instrumental to the localisation of tidal prediction and analysis. He participated in the Food and Agricultural Organisation sponsored Guinea Current Large Marine Ecosystem survey in 2004 and provided professional inputs during the survey and production of the NNHO charts. During his tour of duty at the NDC, he contributed towards the improvement of the College research package and also led the 2018 participants research study tour to China and South Korea. As DLL he was responsible for collating and analysing previous NN Operations and activities with the objective of drawing lessons necessary for doctrinal and operational improvements. The Senior officer is decorated with: FSS (Forces Service Star) MSS (Meritorious Service Star) DSS (Distinguished Service Star) GSS (Grand Service Star) He is a member of the Nigerian Hydrographic Society, Nigerian Institute of Management, the International Earth Rotation Services and also a fellow of the Occupational Safety and Health Association of the UK.



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Armored Personal Carrier in the African Market



Armored Vehicles Manufacturers - related companies in Africa

South Africa is one of the top nations in terms of its production and supply of armoured vehicles to the rest of the world. South African armoured vehicles carry out one of two main roles: either a direct combat role that incorporates a variety of weaponry, or a personnel carrier function that protects troops and delivers them to and from the battlefield.

The most prevalent designs of South African armoured vehicles are,

- * The Rooikat, created by South African defence major Denel, is an armoured reconnaissance vehicle with a primary attack function and fire support role.

- * The Ratel – an alternative word for the honey badger – is known as the first wheeled infantry fighting vehicle to enter military service worldwide. It is currently in use with 13 militaries across Africa and the Middle East. The SANDF has more than 500 Ratels in its arsenal while the Jordanian Armed Forces own around 300 Ratels.

- * The RG-34 is a South African mine-resistant ambush protected (MRAP) light armoured vehicle, which is part of BAE Systems South Africa's RG series.

- * The Casspir developed by South Africa's Council for Scientific and Industrial Research (CSIR) has been in service with the South African Army for more than 30 years, which has around 370 in

service. It is also a popular model with the Indian Army and the US Army.

- * South African defence firm Paramount Group launched the Mbombe mine-protected, high-mobility armoured fighting vehicle in 2010. Mbombe's hull can reportedly withstand a 10kg explosive even if it is placed underneath the hull or wheel arch. It also offers rocket-launched grenade protection and additional modules can withstand up to 50kg of explosives from a range of 5m away. To protect itself, the Mbombe can be fitted with machine guns or an autocannon and has both day and night vision equipment for improved situational awareness. The Mbombe is currently in services with the Jordanian and Kazakh Armed Forces. Paramount Group recently showcased the latest generation Mbombe 4 at IDEX 2019 in Abu Dhabi, the UAE.

- * Denel Land Systems' Badger infantry combat vehicle is part of a new generation of South African armoured vehicles, which is designed to replace the ageing Ratel model within the SANDF. Completion of delivery of 264 Badgers to the SANDF should occur by 2022, according to the Project Hoefyster contract. The Badger is a South African-grown variant of Finland's Patria Armoured Modular Vehicle.

- * Milkor 4x4 is a new armoured personnel carrier (APC) developed by Milkor, a South African defence vehicle manufacturing company. Designed to meet the infantry carrier requirements of armed forces in the African continent, the Milkor 4x4 APC is used for troop transportation, casualty evacuation, and riot control missions.

- * The Mamba is a South African armoured personnel carrier designed for internal security purposes. It was developed during the late 1980s to replace the Buffel in service with the South African military and security forces. The first models were built on a 4X2 Toyota Dyna chassis, which was subsequently replaced in production around 1994 by a more reliable Unimog chassis. All marks of the Mamba were designed to be mine-resistant and blast proof.

- * In the foreseeable future one can also expect closer cooperation between the African companies, such as the development of the ST-100 and ST-500 armoured personnel carriers (APCs) for Egypt's International Marathon United Technology Group (IMUT) by South African Saksa Technologies.

- * As Nigeria's first and only indigenous defence manufacturing company incorporated in 2008, Proforce Land Systems is a specialized manufacturer of personal protection suitable for land systems through the manufacturing of Armoured Personnel Carriers (APCs), Mine Resistant Ambush

Protected Vehicles (MRAPs), Armoured Patrol Boats, Ballistic Helmets and Vests, Civilian Armoured Vehicles and Cash-in-Transits. The ARA or Thunder is 19-ton Mine Resistant Ambush Protected (MRAP) vehicle designed to provide ultimate protection for high-degree threats. Combining an array of latest technology, the ARA is a mission adaptive vehicle that provides superior crew protection and offensive ability. The ARA is integrated with a fully independent suspension system.

* Paramount and Namibia's Windhoek Maschinenfabrik (WMF) are currently engaged in armoured vehicle trials in India. In addition, the United Arab Emirates Army will buy the new Mbombe 4 armoured car from South African company Paramount, marking the vehicles first sale, according to Paramount's founder and chairman, Ivor Ichikowitz.

Latest Armored Vehicles deliveries in the African Armies

Nigeria

In 2022, the Nigerian Army recently took delivery of Streit Group SPARTAN-MAV armoured personnel carriers. In 2021 the Nigerian Army has put into use sixty new Chinese Norinco Type-89 tracked armoured vehicles to boost its ongoing and future offensive in the northeastern region against Islamic terrorist attacks. The Nigerian Army has also announced that it had formalized an agreement with DICON and the Command Engineering Depot on the mass production of the Ezugwu.

Malawi

In January 2020, Malawi Defence Force (MDF) received a new fleet of armoured vehicles from the United Nations (UN) to help the Malawi soldiers in their peace keeping mission in the Democratic Republic of Congo.

Mali

In January 2020, the United Arab Emirates (UAE) is supplied Mali with 30 Typhoon armoured vehicles, for improving Mali's armed forces to fight growing insecurity in the region. The European Union has also delivered another batch of Bastion vehicle.

Ghana

In February 2023, Ghana's president and commander-in-chief Nana Addo Dankwa Akufo-Addo presented the newly acquired vehicles to the Ghana Armed Forces (GAF) in the capital Accra on 1 February. The vehicles include 70 Kamaz trucks, 20 BTR-70 armoured personnel carriers (APCs), 20 Navistar Defence Husky tactical support vehicles (TSVs), and 65 Toyota utility vehicles.

Ghana Army has also acquired Cobra and Cobra II armoured vehicles, produced by the Turkish firm OTOKAR.

Somalia

In August 2020 Turkey donated 12 new armoured personnel carriers to the Somali military to support its fight against al-Qaeda affiliated group al-Shabaab. Somali Defense Minister Hassan Ali Mohamed and Somali armed forces commander Gen. Odawa Yusuf Rageh received the donation at a ceremony held in the capital, Mogadishu.

Tunisia

In January 2020, BMC, one of Turkey's leading defense contractors, is set to produce armoured vehicles for Tunisia as part of a recent deal with the country's Interior Ministry. The contract was signed after the Turkish land vehicle manufacturer won the International Armoured Vehicle Tender for the production of a total of nine 4x4 Medium Class Multi-Purpose Armoured Vehicles (MPAVs).

Kenya

The KDF also received 12 Bastion Armoured Personnel Carriers (APCs) from the United States as a donation to help secure its borders and promote peacekeeping in Somalia, where its troops have been serving under the African peacekeeping mission, Amisom. For the APCs, Kenya bought 12 MD5 diesel engines from France, Sipri says.

Uganda

The Uganda People's Defence Forces (UPDF) will receive 45 South African-manufactured Mamba APCs for assembly at the Armoured Vehicle Manufacturing and Assembly Facility in Jinja, which President Yoweri Museveni opened last August.

In the last two decades, Russia has managed to deepen its connection with Africa and became the biggest arms supplier on the continent. Russian armoured vehicles for moving and delivering special-purpose units and their equipment are most in demand in African countries. In particular, the BTR-80A, BTR-82A armoured personnel carriers, infantry fighting vehicles as well as the Tigr family of armoured wheeled vehicles.



BEECHCRAFT T-6C TEXAN II INTEGRATED TRAINING SYSTEM REVOLUTIONIZES TUNISIAN AIR FORCE PILOT PRODUCTION

On 10 August 2023, Textron Aviation Defense announced the arrival of the eighth Beechcraft T-6C Texan II aircraft in support of Tunisian Air Force pilot production at No. 13 Squadron at Sfax Air Base in Tunisia. Textron Aviation Defense was previously awarded a Foreign Military Sales (FMS) contract for eight T-6C Texan II advanced military training aircraft, in-country field service and logistics support representatives, program management support, interim contractor support for the first year, training for pilots and maintenance professionals, spare engines, spare parts and aircraft support equipment.

The Beechcraft T-6C Texan II is designed and manufactured by Textron Aviation Defense LLC, a wholly owned subsidiary of Textron Aviation Inc., a Textron Inc. (NYSE:TXT) company.

“It’s an honor to celebrate the induction of the Beechcraft T-6C into Tunisian Air Force pilot production,” said Brett Pierson, president and CEO of Textron Aviation Defense. “The world’s most advanced global air forces and pilots trust us to deliver a great aircraft that enables them to make the world a better, more secure place. Our world-class workforce goes above and beyond to design, manufacture, deliver and support the world’s premier military flight trainer. It is an honor that partner nations continue to put their confidence in the Beechcraft T-6 Texan II as the gold standard in training capabilities.”

Speaking at a July 17 event marking the arrival of the first four T-6C aircraft, U.S. Ambassador to the Republic of Tunisia Joey R. Hood said, “Tunisia plays an important role in ensuring not only its own national security but also that of northern Africa and the continent as a whole,” and reiterated the United States’ commitment to supporting Tunisia’s efforts to strengthen the Tunisian Air Force’s capacity to respond both to security and humanitarian needs.

The Beechcraft T-6 Texan II is the world’s premier military flight trainer. To date, the global fleet of more than 1,000 Beechcraft T-6 Texan II aircraft has surpassed 5 million flight hours across 13 nations and two NATO flight schools.

© Delivery of Cutting-Edge Training Aircraft Expands U.S.-Tunisian Security Cooperation (Credit: Tunisian Ministry of Defence)



A vital asset, the T-6 empowers global pilot training across the North Atlantic Treaty Organization (NATO) Flight Training program in Canada, the Euro NATO Joint Jet Pilot Training Program (ENJJPT) at Sheppard AFB, Texas and the U.S. Air Force Aviation Leadership Program as well as the U.S. Air Force, Navy, Marine Corps, Army and Coast Guard, the Hellenic Air Force, the Argentine Air Force, the Israeli Air Force, the Royal Air Force, the Iraqi Air Force, the Royal Canadian Air Force, Mexican Navy, the Mexican Air Force, the Royal Moroccan Air Force, the Colombian Air Force, the Royal New Zealand Air Force, the Royal Thai Air Force and the Tunisian Air Force.

Backed by more than 90 years of experience delivering more than 250,000 aircraft worldwide, the Beechcraft T-6 Texan II's low acquisition, operating and sustainment costs enable global air forces to fast-track pilot production. With an installed base that more than quadruples its closest competitor, the family of Beechcraft T-6 Texan II aircraft has

been the world's number one Integrated Training System (ITS) for more than 20 years.

The Beechcraft T-6 Texan II capitalizes on an active production line with an industry-leading Manufacturing Readiness Level (MRL) rating of 10 as well as a proven supply chain and the affordability of 85 percent parts commonality with the Beechcraft AT-6E Wolverine.

With a legacy of thousands of proven Integrated Training Systems (ITS) and Integrated Weapon Systems (IWS) produced and missionized in America's Heartland since WWII, the family of Textron aircraft equip militaries worldwide with the lowest acquisition, sustainment and training costs on the market. Provider of the world's leading military flight trainer, the Beechcraft T-6 Texan II fleet of more than 1,000 aircraft has logged more than 5 million hours across two NATO military flight schools and thirteen countries worldwide since 2001.

KNS SHUPAVU MID-LIFE REFIT AT MOMBASA SHIPYARD

The Patrol vessel KNS Shupavu has BEEN rededicated to the Kenyan Navy following a local overhaul performed by the Kenya Shipyards Limited. The KNS Shupavu is the first naval ship to undergo a midlife refit in Kenya. The rededication ceremony was held on 29 July 2023, in presence of Kenya's President William Ruto at Kenya Shipyards Limited's (KSL's) Mombasa Shipyard at Mtongwe Naval Base in Mombasa.

The KNS Shupavu is a patrol vessel that was built in the early 1990s. It has served the Kenyan Navy well over the years. The vessel was taken to the Kenya Shipyards Limited, Mombasa for extensive refit work, which included the installation of new equipment and systems, as well as repairs and maintenance works. This demonstrates the high skills and expertise of KSL staff and their commitment to delivering high-quality workmanship.

The vessel received minor works at the Dockyard, with the latest addition being the mounting of a davit crane. A davit crane is a small crane that is commonly used on ships to lift heavy objects or equipment. It consists of a vertical post, a horizontal arm, and a winch that can be used to lift or lower objects. The Davit crane is an essential piece of equipment for any vessel, as it allows for the safe and efficient handling of heavy loads.



© Kenya Shipyards Limited.

The mounting of the davit crane on the KNS Shupavu is an important milestone in the vessel's refit process. It will enable the crew to safely lift and move heavy equipment and supplies, such as life rafts, rescue boats, and other important gear. The refit, which began in November 2021 involved extensive renovations to bring the vessel up to the current technological standards. This included replacing major components such as engines, generators, and other machinery, as well as upgrading the vessel's electrical systems, navigational equipment, and other onboard systems.

In addition to the technical upgrades, the KNS Shupavu was given a fresh coat of paint, and the living quarters were renovated to improve the crew's comfort. The refit was a significant undertaking that required expertise, collaboration, and dedication.

Africa Malaria Task Force focuses on new emerging threats from Africa's top killer

Ghana -- U.S. Naval Forces Europe-Africa (NAVEUR-NAVAF) Force Surgeon held an operational entomology event in support of the Africa Malaria Task Force (AMTF), July 17-21, in Accra, Ghana.

We must continue to leverage each other's expertise, knowledge and the science in order to stay lock-step in eradicating Malaria.

"This was a fantastic week spent among specialists in the fight against Malaria across all disciplines: physicians, researchers, medical technologists," said U.S. Navy Cmdr. Carla Pappalardo, Nurse Corps. "They were able to spend ample time together sharing best practices and lessons learned over the years of study of this particular species, the *Anopheles stephensi*. Its emerging threat is not to be taken lightly, requiring an all hands effort and active involvement from our partner nations in activities such as this."

Hosted by the Ghanaian Armed Forces (GAF), and co-hosted by NAVEUR-NAVAF and the U.S. Africa Command (USAFRICOM) Office of the Command Surgeon, the five-day event brought together more than 70 representatives from 15 African partner nations to include Angola, Benin, Cameroon, Côte d'Ivoire, Gabon, Ghana, Guinea, Kenya, Liberia, Madagascar, Nigeria, Sierra Leone, Tanzania, Togo, Uganda, as well as non-governmental organizations (NGOs), non-profit organizations (NPOs), and the U.S. government.

"What was gained from this week's event was not only collaboration, study, and networking, but a reminder that we are truly in this fight together," stated Pappalardo. "We must continue to leverage each other's expertise, knowledge and the science in order to stay lock-step in eradicating Malaria."

The event included facilitated briefings, break-out sessions and field work, which focused on the emerging threat of the invasive malaria causing species, *Anopheles stephensi*, in Africa. Notable

facilitators included members from GAF, the World Health Organization (WHO), Navy Entomology Center of Excellence, and Centers for Disease Control and Prevention (CDC).

"Malaria prevention is one of AFRICOM's top health priorities," said Col. Tom Eccles, command surgeon, U.S. Africa Command. "As malaria parasites and their mosquito vectors develop new patterns of resistance, there's a continual need for us to update our approach to malaria prevention. AMTF provides a unique forum for exchanging information with our African partners on tools and strategies for protecting our forces and improving population health."

Since its inception in 2011, the task force has brought together scientists and policy makers with demonstrated interest in malaria programs to share resources, strategies and expertise that would ultimately act as a catalyst for change. The African Malaria Task Force complements the U.S. President's Malaria Initiative, focused on malaria prevention in Africa; and the African Partner Outbreak Response Alliance supports global health security objectives for the U.S. and partner nations.

AMTF was designed to strengthen and expand effective malaria programs by providing support for nations, military personnel, their families. NAVEUR-NAVAF and USAFRICOM will continue work with international partners to promote effective military-civilian, country specific and regional African partnerships in infectious disease outbreak detection, prevention and response programs.



© Africom



NAF TO RECEIVE ADDITIONAL PLATFORMS TO BOOST COUNTER- TERRORISM OPERATIONS



The Chief of Air Staff, Air Vice Marshal Hasan Abubakar has disclosed that the Nigerian Air Force (NAF) is expecting 51 additional platforms to boost counterinsurgency and counterterrorism operations in the country. The CAS stated this while addressing officers and men during his maiden operational tour of NAF units in Makurdi, Benue State. He noted that acquisition of additional platforms would bolster training, air power employment and projection. The platforms being expected, according to the CAS, include 2 Agusta 109 Trekker Multi-role helicopters, 2 Beechcraft King Air 360, 3 Diamond DA-62 surveillance aircraft and 6 T-129 ATAK helicopters. Other pending acquisitions include 2 CASA -295 medium airlift/surveillance aircraft, 12 AH-1Z attack helicopters and 24 M-346 attack aircraft. All these acquisitions, according to the CAS, demonstrates the Federal Government's deep commitment to equipping the NAF for the safe conduct of training and agile airpower employment to meet the Nation's security challenges.

Speaking further, Air Vice Marshal Abubakar stated that the NAF would continue to enhance cooperation and jointness as part of a whole-of-nation approach to quickly resolving the security challenges bedeviling the country. "While the NAF augments its airpower measures and approaches, it

will also continue to promote seamless interoperability of equipment and joint force employment by the various services." He therefore enjoined the personnel to cooperate with other services and security agencies to meet the high expectations of Nigerians on the Armed Forces as well as restore peace and security and ensure a safe and prosperous Nation. Air Vice Marshal Abubakar went on to note that though the successes so far recorded were largely due to the renewed cooperation and jointness between the Services and other security agencies, it must be enhanced and sustained.

The CAS also assured the personnel of his commitment to proactively address maintenance and logistics support for all NAF fleet to ensure it surpasses the current average serviceability of over 78 per cent. On training, Air Vice Marshal Abubakar stated that overseas and local training will henceforth be deliberate and targeted to address deficiencies in needed skills and capabilities, just as selection for such courses will be purely merit-based to ensure that only the most qualified are selected to give the NAF value for money.

On welfare, the CAS noted that under his watch, problems of poor electricity and water supply as well as dilapidated accommodation and road infrastructure on all NAF Bases would be given the utmost priority they deserve to ensure personnel and their families live comfortably. While assuring them of prompt payment of all entitlements, he also promised to look into the issue of uniforms and other accoutrements. The CAS also called on the need for the personnel to remain disciplined, diligent and responsible in their conduct in and out of uniforms.



© NAF JF-17 "Thunder"

Turkish drone-maker Baykar signs major export deal with Saudi Arabia

Turkish drone manufacturer Baykar signed the largest defense deal in Turkish history with Saudi Arabia. Haluk Bayraktar, the general manager of the firm, tweeted on Tuesday that Baykar and the Saudi Defense Ministry signed a deal for the firm's combat drone named Akinci. Baykar said in a statement that the agreement was signed by Bayraktar and Halid Bin Huseyin El Bayari, the deputy Saudi defense minister.

Akinci will enter the Saudi army's inventory and the firm will provide technical, logistic, and educational services to the army, Baykar said.

Cooperation will be made on technology transfer and joint production between the two countries in the upcoming period, it added.

Bayraktar also said that the cooperation aims not only to strengthen the ties between the two countries but also to contribute to regional and global peace. The statement added that Akinci has entered four NATO and two EU member countries' inventory so far.



Akinci can carry various payloads and it is equipped with dual artificial intelligence avionics. It is able to conduct operations that are performed with fighter jets, carrying electronic support systems, dual satellite communication systems, air-to-air radar, collision avoidance radar and synthetic aperture radar. It can be used in air-to-ground and air-to-air attack missions as well.

As part of Turkish President Recep Tayyip Erdogan's visit to Saudi Arabia, the two countries signed a series of deals on Monday in various areas including investment, the defense industry, energy, and communications.

© Source: Anadolu Agency

West African leaders make plan for military intervention in Niger

Regional African organization ECOWAS works out potential operation to back up ultimatum to coup leaders. ECOWAS has imposed sanctions on Niger and said it could authorise the use of force if the coup leaders do not restore power to elected President Mohamed Bazoum.

Abdourahamane Tchiani, the 59-year-old coup leader denounced outside interference and said they would fight back. Support for him from other military leaders in neighbouring Mali and Burkina Faso, which are both ECOWAS members, could also undermine the regional response. The two countries have said they would come to Niger's defence. Supporters of the junta burned French flags and attacked the French embassy in Niger's

capital, Niamey, prompting police to fire volleys of tear gas in response. Niger is a landlocked country in West Africa. It is a unitary state bordered by Libya to the northeast, Chad to the east, Nigeria to the south, Benin and Burkina Faso to the southwest, Mali to the west, and Algeria to the northwest. Its predominantly Muslim population of about 25 million live mostly in clusters in the south and west of the country. The capital Niamey is located in Niger's southwest area.

Niger is one of the poorest countries in the world. The economy is concentrated around subsistence agriculture, with some export agriculture in the less arid south, and export of raw materials, including uranium ore. The United States, France and other Western states have troops in Niger and had been working with the previous government to overcome an Islamist insurgency by groups linked to Islamic State and al Qaeda. ECOWAS suspended the membership of Mali, Burkina Faso and Guinea after recent coups in those countries while Mali and Burkina Faso slipped into Moscow's orbit under their juntas, Niger remained something of a pro-Western redoubt in the Sahel, the semiarid African region below the Sahara Desert that is increasingly shaped by state failure and metastasizing insurgencies.

ECOWAS STANDBY FORCE DELEGATION VISITS GAF



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A 5-member delegation led by the Chief of Staff, ECOWAS Standby Force Headquarters (ESF) in Abuja, Nigeria, Brig Gen Mactar Diop has paid a 5-day working visit to Ghana to inspect and assess resources pledged by the government of Ghana to the Standby Task Force. The visit, which commenced on Monday 17 July 2023, was recommended by the Committee of Chiefs of the Defence Staff (CCDS) for the operationalisation of the ECOWAS Standby Force to take stock of issues discussed in previous meetings, ascertain how they would be implemented, and measures to safeguard the collective security of the region.

The Chief of Staff at the General Headquarters, Maj Gen PN Andoh after outlining the measures put in place to safeguard the collective security of the region, stated that it was imperative for ECOWAS to respond swiftly to the growing challenges. Adding that Ghana is poised to collaborate with other countries to crack down on all forms of illegal activities to restore peace in the region. The team, as part of their inspection, visited the 48 Engineer Regiment which forms the nucleus of Ghana's ESF to inspect equipment and troops readiness for deployment. The Delegation also visited the Headquarters of Op KOUNDANLGOU which is co-located with the Headquarters Northern Command at Nyohini Camp in Tamale. They were later taken on a tour of the headquarters to inspect the equipment and other logistics to be used by the headquarters once it is operationalized. They also inspected other equipment/stores at 3 Field Ordnance Company at Kamina.

Operation KOUNDANLGOU is composed of personnel from Benin, Burkina Faso, Cote D'Ivoire, Faso, Ghana, Mali, Niger, Nigeria and Togo. The Multi-National Joint Task Force would seek to dismantle and incapacitate Terrorist Armed Groups and Violent Extremist Groups operating along the borders of the aforementioned countries.

CONVENTION WITH PILOTS



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The Chief of the Air Staff (CAS), Air Vice Marshal (AVM) Frederick Asare Kwasi Bekoe has held his maiden convention with Air Force pilots at the Air Force Base Accra on Wednesday 2 August 2023. The convention was aimed at creating a platform to foster collaboration, inspire innovation and to exchange ideas which will invariably shape the future of the Ghana Air Force. Delivering the opening remarks, the Base Commander Air Force Base Accra, Air Commodore Eric Agyen-Frempong commended the pilots for their dedication and professionalism over the years in delivering airpower to meet national security objective. He said the Ghana Air Force was committed to providing its pilots with the best of training and resources hence hinted of the Military High Command's resolve to improve their capacity and increase the air assets.

The Director Air Operations at the Air Force Headquarters, Group Captain David Nkansah commended the pilots for their continuous dedication to duty over the period and outlined a number of achievements. Key amongst them being the continuous support for Internal Security and humanitarian operations, training of pilots and the implementation of policies to build capacity and improve flight safety. During the convention, participants also had the opportunity to share their experiences and outline some of their challenges to Command. In delivering his remarks, the Chief of the Air Staff, AVM FAK Bekoe expressed his delight at the maiden convention and shared his experiences as a young pilot. He noted that there would always be challenges in career progression and advised the pilots to be patient, steadfast, persevere and never give up. He stated that his agenda was to prioritize training to build capacity, increase the number of platforms taking into cognizance the welfare and career planning of all personnel. He enumerated some plans and programmes including organising an Air Show and celebrating an Air Force Day to showcase the Ghana Air Force. AVM Bekoe encouraged all to seek guidance from senior colleagues when challenged and that he would be with them every step of the way to weather through every storm and challenge.

The South African National Defence Force (SANDF)



The South African National Defence Force (SANDF) comprises the armed forces of South Africa. The commander of the SANDF is appointed by the President of South Africa from one of the armed services. They are in turn accountable to the Minister of Defence and Military Veterans of the Defence Department. The military as it exists today was created in 1994, following South Africa's first nonracial election in April of that year and the adoption of a new constitution.

The 2015 Defence Review endeavours to establish the direction of South Africa's defence and foreign policy for the next 15 years. The Defence Review Committee (DRC) was established in 2011 and mandated to look critically at South Africa's defence policy, given the rapid and fundamental changes that have occurred in the strategic environment over the last number of years. The objective of the review is to create a balanced, flexible and modern force, which uses advanced technology in response to the changing nature of the defence function globally. It was also intended, in the short-term, to provide a robust platform for the Minister to argue the defence case.

Ms Thandi Modise was appointed as the Minister of Defence and Military Veterans on 5 August 2021. She was the Speaker of National Assembly of the Republic of South Africa from 22 May 2019 to 5 August 2021.

The approach followed by the DRC was to develop a future trajectory to achieve a sustainable defence

capability appropriate to South Africa's international status, strategic posture and its inescapable continental leadership role. As first order guidelines, the following critical milestones⁴⁹ were proposed to assist in such planning, namely:

- Planning Milestone 1: Arrest the decline in critical capabilities through immediate and directed interventions.
- Planning Milestone 2: Reorganise and rebalance the Defence Force as the foundation for future growth.
- Planning Milestone 3: Create the sustainable Defence Force that can meet ordered defence commitments (interim end-state of the Defence Review).
- Planning Milestone 4: Enhance the Defence Force's capacity to respond to emerging threats (final end-state of the Defence Review).
- Planning Milestone 5: Defend the Republic against an imminent or dire threat.

In particular, the 2015 Defence Review emphasises that:

- Security objectives include the defence of the sovereignty, territorial integrity and political independence of the South African state, and the promotion of regional and continental security in Southern Africa.
- The struggle for a better life in South Africa is intertwined with the pursuit of a better Africa in a better world. Regional and continental integration is the foundation for Africa's socio-economic development and political unity, and essential for South Africa's prosperity and security.

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- Africa is at the centre of South Africa's foreign and security policy. South Africa must therefore continue to support regional and continental processes to respond to and resolve crises, strengthen regional integration, significantly increase intra-African trade, and champion sustainable development and opportunities in Africa.

Over the medium term, South African MOD will focus on sustaining South Africa's defence capabilities, safeguarding the country's borders and territorial integrity, supporting peace on the continent, and providing support to the South African Police Service when required to ensure national security and internal stability.

During FY 2022/23, the DOD's Baseline Appropriation of R49,1 billion was increased with R2,5 billion to R51,6 billion through the Adjusted Estimates of National Expenditure. The unaudited actual expenditure as at 31 March 2023 was R54,6 billion (105,8%).

Regional Security

The SANDF continued to participate in various Regional Security initiatives, such as:

- Contributing to the UN Peace Mission in the DRC, including in the robust Force Intervention Brigade.
- The SANDF continues to execute border safeguarding in 5 Provinces in an endeavour to safeguard and maintain the integrity of the country's borderline.
- Maritime coastal patrols were conducted.
- Various SANDF Force Structure Elements remain on continuous standby as a contingency to deter possible acts of violence and criminality; as well as to deter possible threats to critical infrastructure across the country.

- The SANDF is on continuous standby to render humanitarian aid, disaster relief and assistance of all sorts in all Provinces. Examples were the Kwa-Zulu Natal Floods and the adverse weather in Coffee Bay.
- Leading the fighting element of the SADC Mission in the Republic of Mozambique (SAMIM).

The defence industry plays a key role in assisting the SANDF to discharge its constitutional mandate of defending the sovereignty and territorial integrity of South Africa and to secure our nation. By ensuring security and stability, the SANDF, in turn, helps to create an enabling environment for economic growth and development. Through our peacekeeping missions, we are similarly contributing to peace, stability, and prosperity on our continent. In 2021 the South African defence industry exported R3.3 billion worth of weapons, ammunition and military equipment to 67 countries around the world according to the figures from the National Conventional Arms Control Committee (NCACC).

In November 2021, South African Army purchased more than 20,000 rounds of Rheinmetall's a new medium-velocity (MV) 40mm ammunition. These include a mixture of high explosive, high explosive dual-purpose, practice ammunition, practice tracers, red phosphorous smoke rounds and orange target marker ammunition. In total, Rheinmetall have nine different MV ammunition types, with a range of up to 800 metres. The SAF plans to spend R1 billion upgrading its six Hercules C130BZ fleet and will utilise the services of a UK contractor, Marshall Aerospace, to do the upgrades. Industry players are of the view that Denel Aeronautics could do the job at a much cheaper price than what is being quoted by Marshall Aerospace. Denel Aeronautics and Aselsan have recently entered into an agreement to collaborate on the avionics modernization of the Rooivalk attack helicopter. This agreement follows a memorandum of understanding that was announced at the Africa Aerospace and Defence (AAD) exhibition last year. The Warrior-class inshore patrol vessel is a class of multi-mission inshore patrol vessels (MMIPVs) built for the South African Navy and are intended to replace by 2024 the maritime coastal patrol function currently executed by the obsolete Offshore Patrol Vessels (OPVs) SAS Isaac Dyobha and SAS Makhanda.. All three vessels are named after historical South African 'warriors' who had a significant impact on the development of the country.



Namibian Defence Force



Defence Minister, Hon. Fran Kapofi

The Namibian Defence Force was established in 1990 by the Namibian Constitution, Chapter 15, Article 115, and the Defence Act 20 of 1990 as amended. The President is the Commander-In-Chief of the Namibian Defence Force. It was created when South West Africa gained full independence from South Africa in 1990. The constitution of Namibia defines the role of the military as "defending the territory and national interests."

Namibia's military was born from the integration of the formerly belligerent People's Liberation Army of Namibia (PLAN), military wing of the South West African People's Organization, and the South West African Territorial Force (SWATF) – a security arm of the former South African administration. The British formulated the force integration plan and began training the NDF, which consists of five battalions and a small headquarters element. The United Nations Transitional Assistance Group (UNTAG)'s Kenyan infantry battalion remained in Namibia for three months after independence to assist in training the NDF and stabilize the north. Martin Shalli and Charles 'Ho Chi Minh' Namoloh

were involved in the negotiations that allowed the Kenyan infantry battalion to remain for that period.

The Defence Amendment Act (Act 20 of 1990) sets out a variety of legal requirements for the composition and organisation of the NDF. The Defence Policy Paper approved by the National Assembly in March 1992 presents policy guidelines for the development of the MOD and the NDF.

The British Military Advisory Training Team (BMATT) effort in Namibia has been directed towards developing a programme for creating and training the army prior to its assuming deployment tasks. The programme timings have been generated by the need to deploy formed units to Namibian Navy

The People's Liberation Army of Namibia (PLAN) was an armed wing of the South West Africa People's Organization (SWAPO) of Namibia which had waged a protracted liberation war to free the Namibian people from colonial oppression by the then, South African Racist Regime. During the liberation struggle, SWAPO had been waging the struggle on three fronts, namely, Political, Diplomatic and Military front.

The main roles of the Namibian Defence Force are to ensure the sovereignty and territorial integrity of the country by guarding against external aggression, both conventional and unconventional; prevent violation of Namibia's territorial integrity; and provide assistance to civil authorities in guarding and protecting government buildings and key installations as provided in the Defence Act.

The Chief of Defence Force is the highest-ranking officer and exercises overall executive command of the force. Service Chiefs are two-star General Officers, Air Officers and Flag Officers in command of their respective arms of service. NDF directorates are led by one-star General Officers, Air Officers and Flag Officers. The exception however is the Joint Operations Directorate whose head is a Major General, who also doubles up as the GOC Special Forces. The Joint Operations Directorate is responsible for Force deployment in the Military.

The central priority for the MOD is to develop the management plan and strategy to implement and monitor the policy presented in the defence policy and to provide the equipment and resources necessary to its implementation. The structure and organisation of MOD will be kept under review.

In addition, the MOD will actively participate in defence and security aspects, including contribution to Government crisis management and contingency planning (including co-operation with other interested ministries).

Apart from these central issues, specific management priorities are also identifiable. These include the determination of force levels, equipment requirements, training, recruitment and deployment policy; career planning, the refinement and review of the concept of operations; the effective management of resource allocation and distribution; and the articulation of the defence programme into a detailed long-term financial plan (a long-term costing).

An overriding policy objective will be to align accountability with responsibility and authority as closely as is practicable. The MOD is prepared to share its experiences with other countries whose Defence Forces are developing or restructuring.

Namibian Army

The Namibian Army was established on the 3rd of September 1990. The Namibian Army has experienced a systematic growth and development. Over the years, the force has successfully and effectively conducted missions through Mandume ya Ndemufayo Operation, Operation Atlantic in the Democratic Republic of Congo and UN Peacekeeping Missions in Cambodia, Angola and Liberia. The mission of the Namibia Army is to defend the territorial integrity of the Republic of Namibia, its people, their properties and National Interests. Vision// To be well trained, motivated, discipline, equipped, highly mobile and effective in command and control over its formations and units.

Namibian Air Force

The Namibian Air Force has gone through transformation since its establishment in 1994 as NDF Air Wing. The Air Force drastically grew in terms of personnel and equipment. At the formation of the Air Wing, two squadrons were established namely: VR-1 SQN and Helicopter SQN. These squadrons formed up the basic operational structure of the Air Wing. The Air Wing was commissioned into the Namibian Air Force by His Excellency Dr. Sam Shafiishuna Nujoma, the then President of the Republic of Namibia and Commander-In-Chief of the Namibian Defence Force on the 13 March 2005 with retrospect to 23 June 2002. The mission of the Namibian Air Force is to defend the territorial air space of Namibia, ensuring that it is respected at all times, participate in land and naval operations, and render support to Civil Authorities and Civil Power in peace and war time. Vision// To project air power that is on par with the best in the region.

Namibian Navy

The history of the Namibian Navy started in 1994, when the agreement on naval cooperation between the Federative Republic of Brazil and the Republic of Namibia was signed. This agreement provides for the training of both officers and ratings in different

fields. As a result, the group of Headquarters Staff and Ship Captains graduated at the 'Admiral Wandenkolk Instruction Centre' (CIAW) in Rio de Janeiro. The Maritime Wing was established on the 11th September 1998 and commissioned on the 7th October 2004 as the Namibian Navy by Hon. Erikky Nghimtina, the then Minister of Defence. The mission of the Namibian Navy is to defend Namibia's territorial water, conduct naval operations in defence of the Republic of Namibia, and conduct operations other than war in support of the national interests.



African Union, EU push Niger junta to end regime



© General Abdourahmane Tiani, who was declared as the new head of state of Niger by leaders of a coup, arrives to meet with ministers in Niamey, Niger July 28, 2023. (Reuters Photo)

African Union and the European Union called on Niger's military junta to end their regime. The AU demanded Niger's military "return to their barracks and restore constitutional authority" within 15 days. The EU intensified pressure on the coup leaders by suspending security cooperation with the terrorist-hit country. General Abdourahmane Tiani, head of the Presidential Guard since 2011, appeared on state television on Friday to declare himself the troubled West African country's new leader. His forces have confined democratically elected President Mohamed Bazoum to his official residence in the capital Niamey, in a putsch Tiani presented as a response to "the degradation of the security situation" linked to terrorist bloodshed. Niger's neighbors Mali and Burkina Faso have both undergone two military coups since 2020, fuelled by anger at a failure to quash long-running insurgencies by terrorists linked to the Daesh terrorist group and al-Qaida.

Namibia Air Force celebrated twenty (20) years of protecting the Namibia Air space



On 23 June 2023, the Namibia Air Force celebrated twenty (20) years of protecting the Namibia Air space. Teofelus Shaende, the Air Force Commander highlighted the importance of fulfilling the Service mandate. In his address, he honoured the veterans and pioneers who laid the foundation since 1994 the year which the Air Wing was established and subsequently gave birth to the Air Force in 2003.

General / Mohamed Zaki, Commander-in-Chief of the Armed Forces, Minister of Defense and Military Production, meets with the Minister of Defense of the Republic of Serbia.



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On 7 August 2023, General / Mohamed Zaki, Commander-in-Chief of the Armed Forces, Minister of Defense and Military Production, met with Mr. Milos Vucevic, Deputy Prime Minister and Minister of Defense of the Republic of Serbia, and his accompanying delegation, who is currently visiting Egypt on an official visit that lasts for several days.

An official reception ceremony was held for him at the headquarters of the General Secretariat of the Ministry of Defense. Military music played the national anthems of both countries.

The meeting discussed several issues of common concern in light of the areas of military cooperation and the transfer and exchange of experiences between the Egyptian and Serbian Armed Forces.

The Commander-in-Chief of the Armed Forces expressed his pride in the partnership relations between the Egyptian and Serbian Armed Forces in various military fields, stressing the keenness of the General Command of the Armed Forces to increase cooperation in various military fields between both friendly countries.

For his part, the Minister of Defense of the Republic of Serbia expressed his full appreciation for Egypt's active role in its regional and international environment, hoping that the next stage will witness support for new horizons in the fields of military cooperation between both countries.

CS DUALE VISITS DRC WHERE KDF HAS DEPLOYED TROOPS UNDER EACRF



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The Cabinet Secretary for Defence Hon. Aden Duale who is on a working tour to the Democratic Republic of Congo (DRC) held a consultative meeting with his Congolese counterpart Hon. Jean Pierre Bemba Gombo in Goma. Hon. Duale affirmed that, as an anchor State in the region, Kenya continues to promote shared aspirations towards achieving peace, stability and prosperity in our region. During the substantive engagements, he received a comprehensive brief of the security situation in DRC and the various milestones achieved by the East African Community Regional Force (EACRF) where Kenya alongside other partners deployed troops last year. To strengthen the bilateral bond, the CS noted that the two countries signed a Defence Cooperation Agreement in April 2021 that led to the establishment of Kenya Military Assistance Training Team (KMATT) to enhance the military capacity of the Armed Forces of DRC (FARDC) and the Kenya Defence Forces (KDF). The CS highlighted that, riding on the goodwill from the two friendly countries, the initial batch of the Infantry Brigade of KMATT deployed to the DRC in February 2023 successfully completed 13 weeks of rigorous training in June setting the stage for the second batch whose selection is underway.

He expressed his gratitude for the relative calm in the country but acknowledged there's an enormous task ahead and implored Hon. Bemba to consider extending the EACRF mandate beyond the September deadline to consolidate the gains made by the sacrifice of the Force. Afterwards, the CS visited EACRF Headquarters to familiarize himself with the day-to-day operations of the Force as they work round the clock to protect the civilians in the Eastern part of DRC. Also present during the tour of duty was the North Kivu Governor Lieutenant General Ndima Ngoma Constant, the Vice Chief of the Kenya Defence Forces (VCDF) Lieutenant General Jonah Mwangi, EACRF Force Commander Major General Muthuri Kiugu and other senior military officers from the two countries.

KDF JOINT TRAINING WITH THE BRITISH ARMY



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Kenya Defence Forces and the British Army Training Unit-Kenya (BATUK) troops integrated to a specialised training exercise in Lolldaiga Ranch Laikipia County. The joint training follows the Defence Cooperation Agreement ratified by the two nations, which provides shared training platforms for soldiers from both countries to assume high readiness tasks as well as build good military relations. The objective of the training is to equip the troops with relevant combat skills and techniques as a prerequisite for effective planning and execution of future tasks, noting the changing character of war.

Zambia Peacekeepers return home



A total of 160 Zambia Army troops have safely returned home after 12 months of working on peace keeping mission in the Central African Republic (CAR).



MNJTF FORCE COMMANDER VISITS SECTOR 3 MONGUNO-NIGERIA



The Force Commander of the Multinational Joint Task Force (MNJTF), Major General Ibrahim Sallau Ali, on 10 August 2023 visited Sector 3 Monguno in Nigeria to familiarise and assess the progress of the operations against Boko Haram terrorists. During his visit, the Force Commander commended the sector for its exceptional efforts in achieving the MNJTF mandate, praising the troops for their dedication and hard work.

Emphasizing the importance of remaining vigilant and steadfast in their mission, Major General Ali charged the troops to continue their efforts to eliminate the remaining Boko Haram terrorists. He highlighted that the recent mass surrender of Boko Haram fighters is an indication that the war against the insurgent group is nearing its end. The Force Commander advised the officers to maintain a positive mindset while carrying out their duties, stating that their efforts have significantly contributed to the progress made in the fight against the terrorists. The Force Commander expressed his gratitude to the “Civilian Joint Task Force” for their invaluable support. He recognized the crucial role played by the local communities in providing vital information and assistance in the fight against Boko Haram. The Force Commander stressed that the cooperation of the civilian population is essential in bringing an end to the reign of terror caused by the terrorist group.

While welcoming the Force Commander to the Sector, the Sector 3 Commander, Major General Peter Okoye thanks the MNJTF Headquarters for its support and prompt response to the sector’s requests. He assured the Force Commander of his troops readiness to dominate its Area of Responsibility in order to clear remnant terrorists marauding in the area. As the visit concluded, Major General Ali assured the troops that their hard work and sacrifices have not gone unnoticed. He pledged to continue providing them with the necessary resources and support to carry out their tasks effectively. The visit of the Force Commander served as a morale boost for the troops, reaffirming their commitment to eliminating the remnants of the Boko Haram terrorist group and restoring peace and stability to the region.



COMMANDER KENYA AIR FORCE PARTICIPATES IN PARIS AIR SHOW



Commander Kenya Air Force (KAF), Major General John Omenda, joined Air Chiefs and industry leaders from around the world at the 54th edition of the International Paris Air Show held this month. The biennial event serves as a platform for established and emerging aviation industry players to come together, fostering an environment of collaboration, discussion, and the showcasing of current and future innovations. Over the course of the four-day event, the Commander KAF was engaging in discussions with individual exhibitors, exploring static displays, and witnessing awe-inspiring aerial demonstrations, enabling the identification of both immediate and future requirements for the Kenya Air Force.



Botswana

Lesotho Defence Force Chief of Defence Staff Lieutenant General Mojalefa Letsoela accredits Colonel Marks Nkgapha of Republic of Botswana as Lesotho Defence Advisor



ORIZZONTE SISTEMI NAVALI SIGNS CONTRACT FOR NEW ITALIAN NAVY OPVs

As part of the Italian Navy OPV (Offshore Patrol Vessel) acquisition programme Orizzonte Sistemi Navali (OSN), the joint venture between Fincantieri and Leonardo, with respective stakes of 51% and 49%, has signed a contract with the Italian Secretariat General of Defence and National Armaments Directorate for the construction of three next generation patrol vessels, with the options for a further three units and infrastructural upgrades required for the naval bases in Augusta, Cagliari and Messina, where the vessels will be based.

The overall value of the contract for the first three units is euro 925 million, including the related integrated logistics support. Over the coming days, OSN will finalize the sub-contracts with Fincantieri and Leonardo, with a value respectively of around euro 540 and 255 million. The one for Fincantieri constitutes significant related party transactions defined in compliance with the applicable legislation. For Leonardo the above supply agreement, to be concluded between Leonardo and OSN, is a related party transaction of “lesser importance”, taking into account the contract value and the applicable relevance indexes.

The transactions benefit of the exemption from the procedural regime provided for transactions with (even jointly) subsidiaries, pursuant to current regulations and respective procedures adopted.

The OPV program addresses the need to ensure adequate capabilities for presence and surveillance, maritime surveillance, merchant traffic control, protection of lines of communication and the exclusive economic zone, as well as activities to protect against threats from marine pollution, such as spills of toxic liquids.

With a length of about 95 meters, a displacement of 2,300 tons and the capacity to accommodate 97 crew members on board, the new patrol vessels will be marked by their high concentration of technological solutions, as well as high standards in terms of automation and maneuverability, making them suitable to operate in a wide range of tactical scenarios and weather conditions.

One of the most innovative features is the “naval cockpit”, developed for the Italian Navy’s Multipurpose Offshore Patrol Vessels (PPAs), on the basis of a truly revolutionary requirement: an integrated workstation was designed, co-produced by Leonardo and Fincantieri MedTech, which allows the ship and aeronaval operations to be controlled by only two operators, the pilot and copilot, who fulfil the duties of officer of the watch on the bridge and commander. Indeed, from this station, located in the command bridge, it is possible to manage the machinery, rudders and platform systems as well as some of the functions of the combat management system.

Roberto Cingolani, CEO of Leonardo, said: “This contract rewards and brings together the best of Italian technology. Leonardo and Fincantieri, through OSN, are able to offer state of the art solutions for national security. This is the fruit of a solid and prospective synergy. The Navy is guaranteed the garrison of a long-term capability”.

According to Pierroberto Folgiero, CEO of Fincantieri: “The signing of this contract marks a significant achievement on a commercial level, given that the OPVs belong to the FCX family, the cornerstone of Fincantieri’s new global Defence offering. It also confirms the managerial capabilities of the Group to take on the role of strategic partner to our Navy, one of the most advanced in the world. Last but not least, the program, through the relaunch of Orizzonte Sistemi Navali, further strengthens our collaboration with Leonardo, allowing us to focus on our ship system integration expertise and, in a broader sense, reaffirming the value of our national economic system”.

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Turkish Aerospace showcased its new products at IDEF 2023

TAI, among others, showcased at this year's International Defence Fair, IDEF 2023, the Anka drone, Hurjet advanced training jet and KAAN, which is Türkiye's locally produced fifth generation combat aircraft.

For the first time, Turkish Aerospace has showcased the T-925. Turkish Aerospace CEO Temel Kotil said "It completes our range. This (T-925) is the final piece of the puzzle. It is the big sister of Gökbeş. It can carry 20 people and has a weight capacity of 10 tons. It has a ramp at the back and can accommodate a Jeep inside." The T-925 helicopter will make its first flight in a year and will be in the inventory in 2026, he added.

Turkish Aerospace also signed agreements with foreign such as the agreements with Malaysia's G7 Aerospace Sdn Bhd over the logistics of three Anka drones by the Malaysian government in May this year, and Azerbaijan's Ministry of Defence Industry for cooperation in the KAAN project.

In the "Defense News Top 100," based on defense sales of the previous year and considered the world's most prestigious defense industry list, which

publish annually by the United States-based military publishing organization Defense News, Turkish Aerospace has ascending rankings by nine which takes place from 67th to 58th place in 2022. Additionally, it marked a significant success as the 15th company with the highest percentage change in turnover among 100 companies.

With the recently completed first flights of HÜRJET Advanced Jet Trainer and ATAK II Multirole Heavy Combat Helicopter, the ongoing ground tests of the KAAN Turkish Fighter, which will meet the sky in December, Turkish Aerospace is rapidly climbing higher ranks in the league of the world's most valuable companies of defense industry. Turkish Aerospace has increased its turnover by 14% in 2022 compared to 2021, thus reached a turnover of 1 billion 483 million dollars.

The President and CEO of Turkish Aerospace, Temel Kotil shared his thoughts and said, "With the experiences we have gained from ANKA and HÜRKUŞ, we are also bringing our indigenous projects to life in recent years. In addition, we manufacture our platforms with special needs for our Forces, sales agreements with many countries abroad we make, and collaborations with the world's leading companies in structural manufacturing, we are increasing our revenues every year. We will continue our efforts with the same determination to be among the top 10 companies in the world. I would like to express my gratitude to our President Recep Tayyip Erdoğan, the Defense Industry Presidency, our valuable stakeholders, and all my colleagues who contributed to this success."



HAVELSAN Showcases its Defense Technologies at IDEF 23

HAVELSAN, one of the global defence technology leaders impressed the audience at IDEF 23 with a remarkable display of its advanced defense technologies, reaffirming its position as a pioneering power in the industry. The event that started on 25th July witnessed HAVELSAN's commitment to continuous innovation and excellence, as it unveiled an array of impressive products that underline the company's expertise in the defense sector.

* Introducing its Digital Troops and launching for the first time HAVELSAN's Submersible Kamikaze Unmanned Surface Vehicle

Drawing widespread attention, HAVELSAN once again fortified its leader position around Digital Troops technology which encompasses the strategic integration of unmanned air, land, and sea vehicles with autonomous capabilities. This groundbreaking initiative confirmed HAVELSAN's forward-thinking approach, leveraging autonomous systems for enhanced coordination and operational efficiency.

A highlight of this technology is the introduction of HAVELSAN Kamikaze as the latest member of the HAVELSAN's Digital Troops family. HAVELSAN Kamikaze exemplified the company's dedication to pushing the boundaries of unmanned systems and garnered significant interest from industry experts and attendees.

* Emphasizing Dominance in Holistic Defense Solutions:

Not surprisingly, HAVELSAN's network enabled Naval Combat Management system ADVENT, garnered widespread attention at the first day of the event. Besides ADVENT, other solutions ranging from Integrated Border Security Solutions, DOOB-Joint Command & Control Information System to Critical Facility Security solutions. This wide array of competencies strengthened HAVELSAN's reputation as a key player in delivering reliable and effective holistic defense solutions.

* Global Engagement and Networking:

On the inaugural day of IDEF 23, HAVELSAN welcomed more than 30 high-profile delegations and esteemed representatives of public and private institutions besides national and international media members from several countries. These interactions provided an opportunity for the company to showcase its cutting-edge technologies and solutions, fostering international cooperation and reinforcing valuable global partnerships. Anticipation for the Days Ahead:

HAVELSAN's participation at IDEF 23 continues to generate great excitement and anticipation. As the event progresses, the company eagerly looks forward to engaging with visitors and showcasing a diverse range of innovative solutions designed to address the evolving challenges of the modern defense landscape. Commenting on the success of the first day, Mr. Şevket Ünal, Vice President of International Business Development & Marketing at HAVELSAN, expressed, "We are delighted with the overwhelming response to our technologies at IDEF 23. Our commitment to innovation and excellence drives us to develop solutions that empower and protect nations. We eagerly anticipate the opportunity to continue sharing our vision with esteemed visitors throughout the event."



ROKETSAN Unveils for first time the Short-Range BURÇ Mobile Air Defense System

ROKETSAN, unveiled the BURÇ mobile air defense system, which it developed against unmanned aerial vehicles and loitering munitions, which have recently begun to pose a serious threat in modern warfare, for the first time at the International Defense Industry Exhibition, IDEF 2023, held in Istanbul. The new system was exhibited mounted on the Turkish armored vehicle manufacturer FNSS's PARS IZCI 8X8 Tactical Wheeled Vehicle.

BURÇ is a short-range mobile air defense system designed to defend mobile/fixed units and facilities in the battlefield and in the rear against modern threats such as unmanned aerial vehicles, according to the information shared by Roketsan General Manager Murat İkinci.

Roketsan also unveiled new variants of its Mini Akıllı Mühimmat (MAM) smart micro munition MAM-L IIR and MAM-T IIR, and dual seeker variants, designated as MAM-T Dual Seeker (MAM-T DS), developed for use from unmanned aerial vehicles (UAVs) and light-attack aircraft.

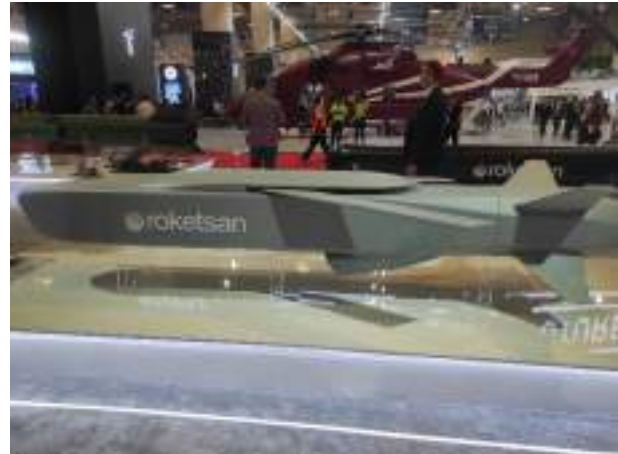
LEVENT System which is based on Roketsan SUNGUR Missile which provides close air defence to surface vessels, was also displayed. The system is produced in two versions: The first configuration uses the electro-optic and radar systems on the ship, the second one uses head for the target through the electro-optic and radar systems of its own.

Roketsan also presented its latest Long-Range Anti-Tank System – Future Combat System (Uzun Menzilli Tanksavar Sistemi – Geleceğin Muharebe Sistemi: UMTAS-GM) anti-tank guided missile (ATGM) which is a long-range dual-seeker weapon system. It is an improved, heavier variant of UMTAS, and features imaging-infrared (IIR) and semi-active laser (SAL) seekers and a bidirectional radio frequency (RF) datalink.

Developed to meet the operational needs of surface warfare, ATMACA is a high-precision anti-ship missile that can be integrated into assault boats, frigates and corvettes. According to Roketsan the system is autonomous, has a low radar cross section, can operate in all weather conditions, and features resistance to countermeasures. The company also boasts a 3D mission planning capability as well as target-update and mission-abort features via data link.



The Atmaca can fall between 4.3 meters and 5.2 meters in length. It weighs 750 kilograms and has a range of 220 kilometers. The system's warhead weighs 220 kilograms.



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STM presented in IDEF'23 its naval platforms, tactical mini-UAV systems and numerous other innovative solutions

Playing a critical role in Türkiye's defence sector with its successful export drive, STM Savunma Teknolojileri Mühendislik ve Ticaret A.Ş. is continuing its efforts to showcase its advanced technologies to a wide audience.

Türkiye's first national frigate, TCG İSTANBUL (F-515), which was designed and built under the main contractorship of STM recently started its sea trials

At the fair, STM exhibited its MILGEM I-Class frigate and its STM500 – Türkiye's first small-sized national submarine, the construction of which was launched last year.

Türkiye's first national corvette, the Ada-Class MILGEM, the Pakistan Navy Fleet Tanker, the STM-MPAC Multi-Purpose Attack Craft, offering high speed-maneuverability and capable of firing surface-to-surface guided missiles, and STM's coastguard ships were also introduced to exhibition's visitors.

From among STM's tactical mini-UAV systems, KARGU, Türkiye's first national attack UAV that has been exported to nearly 10 countries on three different continents to date; Mini UAV BOYGA with Mortar Payload, which was added to the Turkish Armed Forces (TAF) inventory last year; and TOGAN, a national surveillance and reconnaissance UAV, the Smart Loitering Munition System ALPAGUT and the fixed-wing Loitering Munition System ALPAGU, were also displayed at the STM stand.

STM's Through-the-Wall Radar system, which was used to locate more than 50 survivors of the 6 February earthquakes in Kahramanmaraş who were subsequently pulled from the rubble, and STM ThinkTech, Türkiye's first technology-oriented think tank were also displayed in IDEF.

STM is engaged in collaborations, technology transfer and business development activities in more than 20 countries, from South America to the Far East. As part of its design, construction, and modernization activities, STM produces flexible indigenous engineering solutions for the surface and submarine platforms of Türkiye – a NATO member with one of the most active navies in the world – and for the navies of friendly and allied nations, addressing specific needs and ensuring more effective mission performance. The systems in active use within the Turkish Navy are being exported overseas by STM as quality, affordable and modern engineering solutions, while its long-term service support and indigenously developed weapon systems render the products and capabilities of STM available to the navies of nations that may be subject to embargoes.



LEONARDO'S KRONOS GRAND MOBILE HIGH POWER RADAR MAKES ITS INTERNATIONAL PREMIERE AT LE BOURGET

At the Paris Air Show, Leonardo showcases the latest version of its multi-function radar family for air and anti-ballistic missile defence, designed to meet the market's new requirements.

Enhanced performance through AESA electronic scanning technology and high tactical mobility with optimised deployment times

The global market for air and missile defence radars will be worth around 102 billion euros over the decade from 2023 to 2032. Asia Pacific and Europe lead the way, followed by North America and the Middle East

Current and future operational scenarios require increasingly advanced surveillance and protection capabilities against air and missile threats. To meet evolving operational and market requirements, building on the experience gained with the Kronos radar family, Leonardo has developed Kronos Grand Mobile High Power, an enhanced version of the sensor. The system made its public debut at an international trade fair, the Paris Air Show, which is currently in progress.

Supported by Active Electronically Scanned Array (AESA) technology, the multi-function, multi-mission C-band Kronos Grand Mobile High Power (GMHP) radar focuses mainly on surveillance and air defence in land and coastal environments. Its primary mission is detecting and precisely tracking ballistic missiles, even in complex and highly disturbed environments, alongside target designation and missile guidance. The sensor's compact design ensures high tactical mobility, fast deployment times, and a 300 km-plus aerial surveillance range.

The latest evolution of the Kronos family provides greater power and reliability, with its new gallium nitride 'GaN' components - developed in-house in Leonardo's 'foundry' – featuring in the thousands of Transmit Receive Modules (TRMs) comprising the antenna.

The Greek Air Force recently selected Kronos GMHP as its primary sensor for the NATO missile test range based in Crete. Italy also chose it as the surveillance and engagement radar for its version of the latest-generation SAMP/T surface-to-air missile system built by the Eurosam consortium (MBDA 66.6% - Thales Group 33.3%). The Kronos radar family, of which the latest GMHP version is a member, is designed for land and sea domains. Kronos radars, available in fixed and mobile versions, can perform several functions simultaneously and different types of operational missions. Many countries in Europe, the Middle East, Asia Pacific and South America already use these systems as the central sensor of Integrated Air and Missile Defence (IAMD) architectures. There are over 40 Kronos radars in service worldwide.

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