IAI news
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IAI Unveils Micro & Mini UAVs

IAI at Eurosatory 2004 Land Defense Exhibition in Paris

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IAI Accelerates Arrow Missile Production Rate for Israel Air Force

Boeing will use Foreign Military Funds to manufacture Arrow missile components in the U.S. under a $78 million Contract

The Boeing Company will manufacture components for the Arrow Anti Ballistic Missile System under a $78 million contract. The supply of components will continue until the year 2006 and will include an option for additional production until the second quarter of the year 2008. This agreement will increase Arrow missile production rate thereby allowing for faster supply to the Israel Air Force (IAF).

The agreement with Boeing was made in order to utilize special American Foreign Military Funds (FMF) that were allocated during the time of recent reductions in the Israel defense budget.

As part of this current agreement, Boeing will employ a number of American companies as sub-contractors, and will be responsible for the production of some of the missile systems, including different electronic systems, radome, motor cases, missile accelerator, sustainer (second stage engine), as well as the missile canister. IAI, which will serve as the main contractor for this project, will be responsible for the integration of the system components and for the final assembly of the Arrow missile in Israel.

ST Aero and IAI Sign Licensing Agreement with Boeing for 757-200SF Follow-On Program

Singapore Technologies Aerospace Ltd. (ST Aero), through ST Mobile Aerospace Engineering, Inc., and IAI's Bedek Aviation Group (Bedek) signed a licensing agreement with The Boeing Company to convert Boeing 757-200 passenger aircraft to freighter configuration for worldwide customers.

Under this agreement, Boeing will license to ST Aero and IAI, the data relating to the Boeing 757 freighter production package and the Boeing 757-200 Special Freighter Supplemental Type Certificate (STC). This STC was originally developed for the successful conversion programme of 34 DHL airplanes, done by both ST Aero and Bedek. ST Aero and IAI will build upon their engineering knowledge and experience gained from converting the DHL aircraft, and will develop their own STC for variants of the freighter for new customers.

ST Aero and IAI will perform the ensuing aircraft modifications at their modification facilities. The first Boeing 757 freighter conversion under the new STC is expected to be ready for induction by third quarter 2005. Both teams are presently in active discussions with customers for Boeing 757-200 passenger to freighter modifications.

David Arzi, IAI's Corporate Vice President and General Manager of Bedek Aviation Group, said: "This Boeing 757 conversion program adds another important product to our long line of cargo conversion products. The cooperation with ST Aero and Boeing adds significant value and will assure a high quality product and a successful programme that will benefit our customers for many years to come."

Both ST Aero and Bedek specialize in airframe heavy maintenance and modifications on Boeing commercial aircraft.

Approximately 250 Boeing 757-200 aircraft are predicted to be converted in the next 20 years as the world air cargo traffic has picked up significantly during the past two years.

Mi-17 helicopter on display at the HEMUS Exhibition

IAI's Lahav Division Displayed Upgraded Mi-17 Helicopter at the HEMUS Exhibition in Bulgaria

IAI's Lahav Division has displayed its upgraded Mi-17 helicopter at the recent HEMUS exhibition in Plovdiv, Bulgaria (May 26-29, 2004). The IAI Mi-17 upgrade, the only Mi-17 upgraded helicopter that was displayed at the exhibition, is a proven solution for enhanced pilot awareness and mission performance, and to date, is the most advanced concept to meet existing and future challenges.

IAI's upgraded avionics system provides enhanced mission capabilities for day/night/adverse weather military and civilian missions. Key features include:

- Easy and optimized operation of the helicopter and its systems
- Accurate navigation system and digital moving map
- Cockpit layout designed by active pilots for pilots
- Clear tactical situation picture for rapid monitoring of the helicopter and its surroundings
- Enhanced safety

The Mi-17 is a multi-role helicopter, featuring a high "thrust-to-weight" ratio. It carries up to 26 passengers, 12 stretchers, or 4,000 kg of internal cargo and utilizes an electrically operated hoist for ground/sea rescue. For attack roles, the Mi-17 can carry a wide array of weaponry, including a gun pod and rockets.

IAI/Lahav is one of the few companies that has successfully upgraded different types of helicopters, including those in the Bulgaria helicopter program, and will use the proven approach of working with local industry and the Russian helicopter manufacturer/design authority. IAI Lahav will transfer know-how and establish infrastructure enabling local implementation of the entire serial upgrade.

Shimon Eckhaus, IAI's Corporate VP for Marketing & Business Development, said at the exhibition: "IAI has displayed the results of its extensive capabilities in upgrading Eastern aircraft and helicopters at this important Bulgarian exhibition. IAI has delivered upgraded Mi-17 helicopters to other customers."

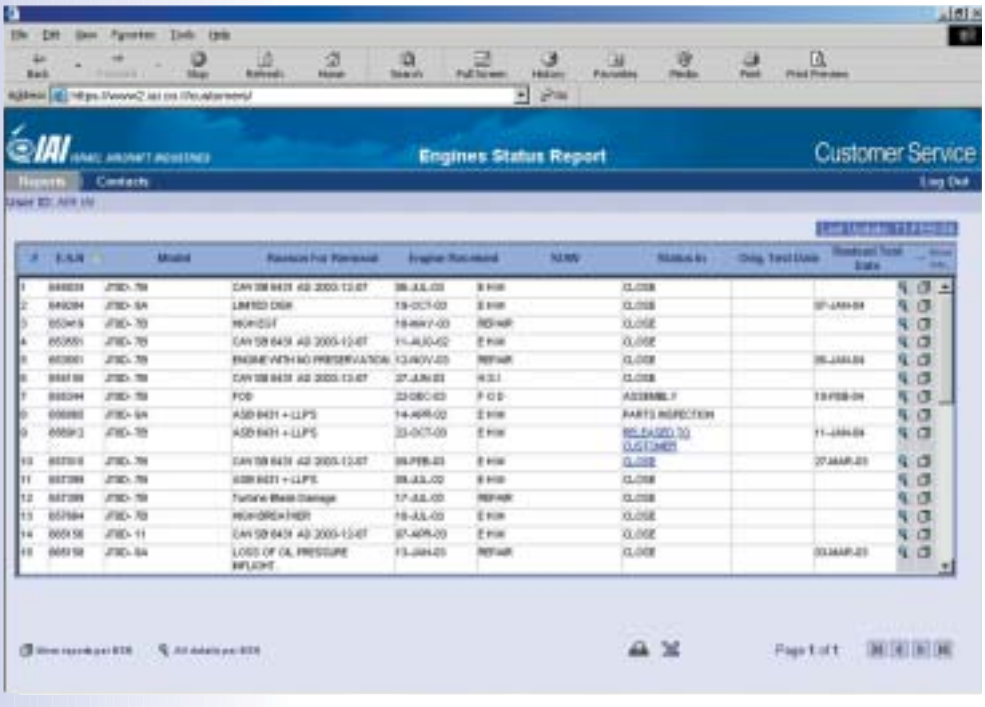
"I believe", added Eckhaus, "that the Bulgarians were convinced that a solution to meet their requirements exists at IAI."

IAI Lahav's recent avionics upgrades include extensive knowledge transfer programs enabling the implementation of aircraft/helicopter upgrades using the customer's local industry to achieve independent in-country capability. Current programs include the Spanish and Turkish Air Force's F-5B, F-4 and F-5 upgrade programs. Lahav has also been selected by Hindustan Aeronautics Limited (HAL) as a supplier for HAL's Advanced Light Helicopter (ALH) "DHRUV" based on performance, technological capability and cost effectiveness.

IAI's booth at the exhibition

Website Provides IAI Customers with "Work in Process" Status Reports

Information Transparency is Catalyst for Quality Improvement



IAI has established a website that allows its customers to monitor work status and will update each stage of the work process. The site is an excellent tool for communication between IAI's various Divisions and its customers.

Haim Pardo, Websites Development Department Manager at Maman Division - IAI's Information Technology (IT) Center, who leads this project, says: "this website provides complete transparency for our customers for the status of their programs, and improves commercial relationship with our customers".

Pardo explains that projects transparency is not important just for IAI customers, but also for its employees. It increases the efficiency of IAI's employees and the quality of their work. "The moment an employee within the production chain knows that everything he does is open to constant review by his customer," stated Pardo, "he will feel a personal commitment and have increased responsibility for the task in hand. Knowing the customer is looking 'over his shoulder' on a daily basis, is definitely a catalyst for performance improvement, which leads to a higher level of quality."

Haim Pardo

IAI customers who use the website can monitor daily work execution, estimated completion dates, reports on work in progress, availability of parts and price lists for off the shelf products or services. "If there are any problems or difficulties," added Pardo, "customers can comment, rectify or change whatever is ▶

Haim Pardo: "IAI's Management strongly believes that the more information its customers have on their programs, the better the long term relationships will be. Information transparency is a tool that works both ways to improve performance"

necessary to correct the problem and do it in real time. This will save unnecessary work and unneeded costs for both the customer and IAI."

A customer using the website established by the Aircraft Division at the Bedek Aviation Group, for example, can receive a daily updated graph representing work progress. Engines Division customers can use the website to receive detailed reports on repair findings, including photographs of engines' faults found.

"We placed special emphasis on the website design. We wanted it to be simple and convenient for intensive use by our customers," said Pardo. After accessing IAI's home page at www.iai.co.il and selecting the "Customer Service" menu, the user reaches the site's main page, which contains an overview and detailed instructions on how to use the site.

Deeper access into the site requires user access code and a password, thus allowing only authorized customers to receive updates on their particular projects. The display contains a list of contact persons working directly on the customer's program and instructions on how to contact them personally by telephone or E-mail.

Updating the site is an integral part of the production floor process. Each workstation is obliged to update information on work in progress. Then, a data gathering process is applied to the different systems and the data is uploaded to the website.

"IAI's Management strongly believes," concluded Pardo, "that the more information its customers have on their programs, the better the long term relationships will be. Information transparency is a tool that works both ways to improve performance."

Maman – IAI's Information Technology Center

Maman, who was assigned the responsibility for developing and implementing the customer website, has accumulated more than 40 years of know-how and expertise in software development, operation, maintenance and implementation to support IAI's vast scope of activities. From business and financial infrastructure to design and production facilities and maintenance services, Maman meets all of IAI's information services requirements and ensures continuous automation and maximum productivity. Maman is operating as an independent Information Technology Center within the IAI environment.

Haim Pardo: "If there are any problems or difficulties, customers can comment, rectify or change whatever is necessary to correct the problem and do it in real time"

IAI's Bedek Aviation Group to Sponsor the Third Biennial International Passenger to Freighter Aircraft Conversion Conference in Beijing, China

The third Biennial International Conference dedicated to discuss a variety of issues connected to converting passenger aircraft to cargo configurations, and the involved financing issues, will take place in Beijing, China, at September 8th - 10th, 2004.

Representatives from various companies in the aircraft industry are scheduled to be among the key speakers. The companies include: GECAS, DHL, ST Aero, SAC, China Southern and others.

Conference subjects include presentations by leading aviation executives on:

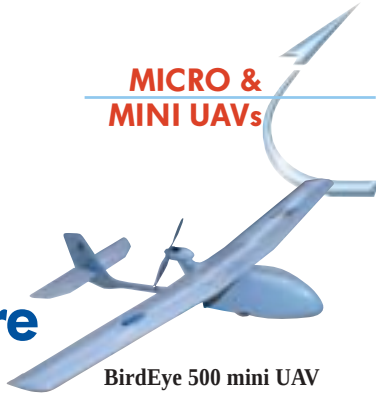
- B737, B767, B757 & B747-400 conversion programs
- Economic packages/solutions, and combined contracts
- Tailor-made conversions among others
- MRO (Maintenance, Repair & Overhaul)
- Engines
- Conversion as a stabilizer

The conference is being sponsored by IAI's Bedek Aviation Group, which sponsored two previous successful cargo conversion conferences in Beijing, China. Bedek is a one-stop full service provider for maintenance services for aircraft, engines and components, specializing in aircraft conversions.

Persons interested in attending the conference should contact Ms. Ariela Leib, Conference Coordinator. Tel: 972-3-935-8265, Fax: 972-3-935-5593, Email: aleib@iai.co.il

Micro UAVs: The Future is Already Here

IAI is Working on Second Generation



BirdEye 500 mini UAV

One of the most famous World War II fighter airplanes was the British Mosquito. It was appropriately named because it was small and highly maneuverable, making it ideal for a variety of missions.

Forty years ago, it was difficult to imagine that engineers could produce a flying vehicle closer in size to a real mosquito than a World War II fighter plane. But reality has grown beyond imagination; a micro Unmanned Aerial Vehicle (UAV), the size of a human hand, is taking shape at IAI's Engineering Division.

Mosquito 1.5 micro UAV

The first IAI micro UAV prototype, aptly named Mosquito 1, made its first flight on January 1, 2003. It weighted 250 grams (0.551 Lb), had a 30 cm (0.98 Ft) wingspan and was equipped with a video camera. "It was manually propelled into the air and began to function properly," said Shlomo Tsach, Director of Flight Sciences at the Engineering Division of IAI's Commercial Aircraft Group. "It immediatly began to transmit images that were clearly received and displayed on the ground control computer screen," added Tsach.

IAI has long been a leader in developing and producing UAVs and it was recognized that smaller type of UAVs were needed to support small fighting units, such as a squad or a platoon. But in order to achieve their design goals, developments in miniaturization technologies had to be available. IAI was already working on mini UAVs, but micro UAVs were even more challenging.

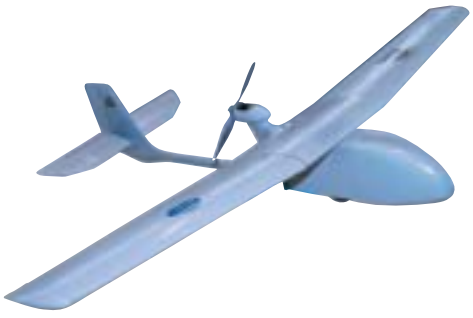
The micro UAV concept was initially put forward years ago by the United States' Defense Advanced Research Projects Agency (DARPA). Israel's Ministry of Defense (IMOD), has also recognized the importance of a micro UAV system operating over a future battlefield.

"We already had miniature electric model airplanes, computers the size of memory cards and tiny surveillance cameras," stated Tsach. "We were confident that we could combine these existing components into a micro UAV that could provide video images just like IAI's full scale or mini UAVs. The success of the Mosquito 1 flight tests demonstrated that we can design and built a working micro UAV. Now we had to move forward and develop a micro UAV that matches the requirements of an actual operator."

The next generation of IAI's micro UAV, called Mosquito 1.5, will be slightly heavier (about 400 grams / 0.882 lb), have greater durability in adverse weather conditions, have improved video camera stability, increased survivability, and a more sophisticated ground control.

One of the greatest challenges facing the engineers was to convert the model airplane into an aircraft that could function autonomously without the need to be maneuvered by the radio control that is used by commercial model planes. This includes enabling the micro UAV to fly on its own, to reach its target, and perform the pre-defined tasks, including changes communicated while the UAV is still in the air. "We can program the computer in the UAV in advance with the necessary parameters - direction, distance, altitude and routing, and ensure that it will automatically return to the launch-

Shlomo Tsach: "The success of the Mosquito 1 flight tests demonstrated that we can design and built a working micro UAV. Now we had to move forward and develop a micro UAV that matches the requirements of an actual operator"



BirdEye 500 mini UAV

er's hands," says Tsach.
"Our initial design objectives are to make sure we are maximizing the use of the available technology. Once that is accomplished we will enter into dialogue with potential customers to refine the designs and final performance," concluded Tsach.

Mosquito 1.5 Specifications

- Over-the-hill intelligence
- Totally independent, autonomous flight with reference point control
- Low acoustic and visual signature
- Designed for durability and survivability

Shlomo Tsach: "Our initial design objectives are to make sure we are maximizing the use of the available technology. Once that is accomplished we will enter into dialogue with potential customers to refine the designs and final performance"

Reality has grown beyond imagination; a micro Unmanned Aerial Vehicle (UAV), the size of a human hand, is taking shape at IAI's Engineering Division

Mosquito 1.5 micro UAV

- Launched from the hand
- Top quality daytime camera
- Continuous transmission
- Weight - less than 500 grams (1.1 lb)
- Operation range - 1.6 km (0.994 mi)
- Operational altitude - 91.44 m (300 feet)
- Maximum wingspan - 400 mm (1.31 ft)
- Maximum flight time - up to one hour

BirdEye 100 mini UAV

Two IAI Mini UAVs Unveiled at IDF Exhibition

IAI's Malat Division has recently presented new models of mini UAVs at a Low Intensity Conflict (LIC) exhibition held in Tel Aviv. The exhibition was organized by the Ground Forces Command of the Israel Defense Forces (IDF). One of IAI's mini UAVs presented was the BirdEye 100 (formerly named "Birdy"), which can be operated by one soldier, who would transport the UAV in a special purpose carrier. BirdEye 100 is launched by hand and is fully operable within minutes. The mission task is planned and administered by entering reference points in a digital map and displaying them on the mission computer screen. BirdEye 100 is operated by an electric motor and can fly for about one hour. Secure video transmission and data communication are capable for a 5 km (3.10 Mile) range. Weight at take-off is 1.3 kg (2.87 Lb); wingspan of 85 cm (2.78 ft); length of aircraft is 80 cm (2.62 ft).

A second IAI/Malat mini UAV called BirdEye 500 (formerly named "Spy There"), is packed into two carriers and can be operated by two soldiers. The UAV is easily assembled and can be prepared for flight in minutes. BirdEye 500's flight range is approximately 10 km (6.21 Mi), and can remain in the air for one hour. Total weight of the UAV is 5 kg (11.02 Lb). It has a wingspan of 2 meters (6.56 Ft) and is 1.5 meters (4.92 ft) in length. It is powered by an electric motor for easy operation and a low acoustic signature.

INSIDE LOOK ON

Tamam's Electro-Optical Sensors

Questions and Answers with Jacob Galili, Tamam's Director of Marketing

IAI's Tamam division has designed and manufactured a wide array of electro-optical sensors that have proven very successful in actual operations around the world. Tamam sensors offer detection capability in the short, intermediate, long and extra-long range spectrums. Jacob Galili, Tamam's Director of Marketing discusses the capabilities of these unique products.

On what types of platforms are Tamam sensors installed?

Galili: "Tamam's sensors are installed on all kinds of mobile platforms including manned and unmanned aircraft, ships, ground vehicles and are also part of fixed-location facilities."

What is the origin of Tamam systems?

"Most were developed initially to provide enhanced detection for military operations. However, we have expanded our market and the systems are being adapted for para-military and homeland security missions, including anti-terrorist activities, anti-smuggling operations, law enforcement, monitoring traffic and assisting civilian government authorities in disaster areas."

POP - Plug in Optronic Payload

Beyond the identification and detection capabilities these systems provide, what else can they offer?

"Tamam payloads were initially designed to provide clear, sharp and reliable images in almost any weather, by day or night, regardless of topography. Now, based on various customer's operational requirements, we are also integrating laser target designation capabilities which provide a major link between the payload and smart munitions."

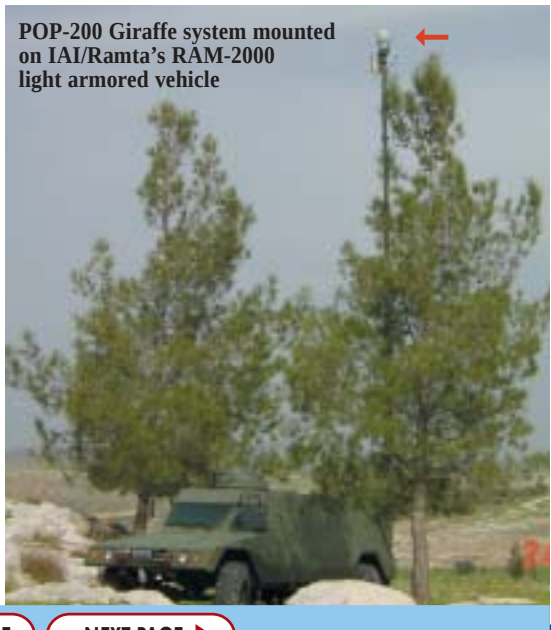
What do you see as the next step in the technological development of Tamam's electro-optical systems?

"Tamam payloads are now in use on many types of UAVs. There is no doubt that the next stage of development is to miniaturize the electro-optical payloads for both mini and micro UAVs that are now on the drawing boards. The payloads must be smaller and lighter to fit the small UAVs that will soon be offered both by IAI and other UAV manufacturers."

Jacob Galili

Do your systems know how to "talk" to other vital systems such as radars, which will provide the user with a more comprehensive picture of a battlefield or a civilian type mission?

"Comprehensive solutions are a key element in meeting our customers needs. The combination of our electro-optical payloads, with advanced radar systems, produced mainly by IAI's Elta System Group, provides a perfect ►



POP-200 Giraffe system mounted on IAI/Ramta's RAM-2000 light armored vehicle

POP-200 installed on
MD-500E police helicopter

LOROS - Long Range Observation System

MOSP - Multi-mission
Optronic Stabilized Payload

example of integrating two proven capabilities. For instance, a Maritime patrol aircraft with a long-range radar system and Tamam's short range electro-optical payloads, such as the Plug-in Optronic Payload (POP) and the Multi-mission Optronic Stabilized Payload (MOSP), can greatly increase the ability to detect potential threats."

Does Tamam have a solution to detect threats located at distances beyond the scope of POP or MOSP?

"Tamam has designed and already delivered a Long Range Observation System (LOROS). It is designed to be fully integrated with radar systems and meets the requirements to gather intelligence at longer distances. The system includes in-flight operator consoles, air-to-ground communications, laser range finders and additional capabilities. We see a great demand for this product."

Does a customer for a Tamam payload also have to purchase a ground control unit from IAI?

"Definitely not. Each system is tailored to individual requirements. Some of our payloads are purchased only as sensor systems that have the ability to interface with the customer's existing systems. However, in the last few years there has been a growing demand for complete observation systems and this has led Tamam to offer airborne observation units with land-based mobile control stations and a land-based command and control station."

How is Tamam approaching homeland security issues?

"Tamam is an active player in the field of homeland security. Aside from supplying smart payloads, we provide a system called 'Giraffe' for perimeter and site protection. The 'Giraffe' is a light-weight mobile electro-optical system used for observation, monitoring and information gathering. It is an ideal system for monitoring and controlling borders, securing facilities, and other law enforcement tasks. The 'Giraffe's stabilized payload is fixed on a mast and can be fitted to a wide range of vehicles."

"With the rise in the number and type of tasks required for 'homeland security', Tamam's electro-optical sensors will gain extra importance and value," concluded Galili.

Tamam's Electro-Optical Systems

POP - Plug-in Optronic Payload designed for use at intermediate ranges. A modular, light-weight, compact, stabilized electro-optical payload, designed as a day and night observation system with high quality modern thermal, color TV capabilities and a laser pointer. The POP can be used for object detection, recognition and identification on a variety of airborne, ground or sea platforms.

MOSP - Multi-mission Optronic Stabilized Payload. A mid-size payload designed for operation at long ranges. Its main characteristics are a wider variety of sensors and laser designation.

LOROS - Airborne, extra long-range surveillance system designed for intelligence gathering and monitoring operations at very long range and varying altitudes.

IAI's Ramta Division Delivers Fifth Extra Fast Attack Craft (XFAC) to the Indian Navy

Super Dvora Mk. II

Ongoing collaborative efforts between India's Goa Shipyard, Ltd. (GSL) and IAI's Ramta Division resulted in the commissioning of the T-84, the Indian Navy's latest indigenous Extra Fast Attack Craft (XFAC). The T-84 is the third indigenous vessel, and fifth of XFAC class in the Indian Navy. It is also the first such craft to be commissioned directly into the Eastern Command.

The T-84, like two other indigenously built sister ships constructed by GSL, is based on Ramta's combat-proven Super Dvora Mk. II design. Other similar XFAC class craft already in service with the Indian Navy were built by IAI/Ramta at the company's facilities in Beer Sheva, Israel.

Blue water capable, the XFAC class is a multi-purpose boat, designed for coastal patrol, surveillance, interdiction and attack of sea targets in littoral operating environments. The boat is ideally suited to counter smuggling/insurgency and for Search And Rescue (SAR) operations, as well as special/shallow water operations such as insertion and extraction of naval commando and Special Forces.

With a displacement of approximately 60 tons, the 25-meter Indian Navy XFAC is capable of conducting extended day/night operations at speeds in excess of 45 knots. The T-84 is equipped with a Typhoon stabilized cannon slaved to an MSIS mast-mounted day/night electro-optic system, a 20mm manually operated gun at the stern and other light weapons.

In addition to the XFAC configuration, Ramta is currently working a number of new configurations for the flexible Super Dvora design, among them the "Strike", or "Littoral Warrior" version of the ship equipped with a variety of very advanced precision weapon systems (including fire and forget).

In addition to its current collaborative efforts with GSL, Ramta is now producing the third generation of the Super Dvora design for the Israel Navy, under a contract signed in 2002 for the first six of these craft and holds options for an additional five.

Avigdor Berlin Appointed VP for Marketing & Business Development at IAI International in the U.S.

Avigdor Berlin has been appointed VP for Marketing and Business Development at IAI International, the U.S. subsidiary of IAI, replacing Zeev Nahamoni who has retired. Berlin's last post was VP for Operations at IAI's Elta Systems Group.
Avigdor Berlin, an Electronics Engineer with American industrial background, has held a number of positions in Elta Systems, including Director of Advanced technologies, where he reorganized the field of microwaves, high power systems and main assemblies.
Berlin holds a Bsc. in Electrical Engineering from The City College of New York, an Msc. in Electrical Engineering specializing in control systems from the University of New York and a Senior Management course at the Hebrew University of Jerusalem.

Amos Elazari Appointed General Manager of IAI's Golan Industries

Amos Elazari has been appointed General Manager of Golan Industries, a Division of IAI's Military Aircraft Group. Elazari replaced Ehud Nativi, who has been appointed Director of Business Development & Marketing at Israel Aircraft Industries International (IAII) Midwest U.S office.
IAI's Golan Industries manufactures crashworthy pilot and passenger seats for aircraft. It also produces aircraft parts and performs sub-assemblies.
Golan Industries is Boeing D1-9000, ISO-9001 and 9002 approved. Its crashworthy seats meet FAR/JAR requirements as well as the specific military requirements.
Prior to his appointment, Elazari was General Manager of "Ayanot" marketing and distributing company, and before that, Deputy General Manager and acting General Manager of the Galilee Development Authority.
Amos Elazari started his career at IAI back in 1975, as Head Engineer of Golan Industries. He was also a member of the team that developed the Lavi Fighter Jet.
Between 1989-1991 Elazari was Operations Manager of Golan Industries, responsible for preparations of bids.
Elazari holds a B.Sc. in Mechanical Engineering from the Technion Technological Institute of Israel, and he is a graduate of Directors for government companies' course at the Tel Aviv University.

IAI's Commercial Aircraft Group is the First in Israel to be accredited for AS9100 Quality Standard

Quality Management System at IAI's Commercial Aircraft Group has been certified by the Standards Institution of Israel (SII) as complying with AS9100, the new aerospace quality standard.
The standard for aerospace quality systems, AS9100, is based on the requirements of the Israeli standard ISO9001:2000 and includes additional requirements applicable to the aerospace industry.
This is a relatively new standard which has been adopted by major aerospace corporations including Boeing and GE. Israel's main aerospace companies have also decided to make this standard an integral part of their policy and to require their sub-contractors to also comply with its specifications.
The Commercial Aircraft Group is the first division in IAI and in Israel to be accredited by the SII for complying with this stringent standard that was recently issued by the International Aerospace Quality Group (IAQG). Additional IAI divisions are currently undergoing a similar accreditation process.

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