

BACK FROM THE WILDERNESS



LIBYA HAS struggled to maintain a credible air arm through four turbulent decades. After World War Two, the then Libyan Air Force (LAF) was just a small organisation, although both the United States Air Force and Royal Air Force regularly deployed aircraft to the country.

After oil was discovered in 1959 Libya, then one of the world's poorest countries, became extremely wealthy. Generally, the West enjoyed a warm relationship with Libya, with the US pursuing policies to aid its operations from Wheelus Air Force Base (AFB) and considerable American oil interests. However, in September 1969, Libya's King Idris was overthrown in a coup masterminded by General Muammar Al Gaddafi, who then ousted American and British forces from his country. Allegedly, one of the many reasons for the coup was the monarchy's reluctance to

involve Libya militarily in the Arab-Israeli conflict.

After the young officers, led by Gaddafi, usurped the Idris regime, the new rulers had to look for fresh sources of military equipment. Pursuit of British and US materiel would have been viewed as hypocritical, resulting in domestic and Arab criticism as both nations were regarded as hostile to Arab interests...and because of their support for Israel.

Gaddafi demanded that Wheelus AFB be closed and its facilities immediately turned over to the Libyan people. While the US wished to retain Wheelus, the strategic value of the facility had declined after the development of nuclear missiles, which had effectively replaced many bomber bases. Libya also cancelled the treaty with Britain, so the British and US left at around the same time, the Americans leaving from Wheelus AFB.

Building an air force

Even prior to the last US and British troops leaving Libya, before March 1970, Gaddafi opened negotiations with France for large amounts of new equipment.

The LAF was subsequently renamed Libyan Arab Republic Air Force (LARAF), and then came a deal with the French Government for a considerable amount of aircraft, support equipment, spares and weapons were purchased. The largest and most important of these agreements was the order for approximately 110 Dassault Mirage V fighter-bombers. The contract was signed in January 1970 and comprised 32 Mirage VDE radar-equipped interceptors (serials 101-132); 15 Mirage VDD trainers (201-215); ten Mirage VDR reconnaissance fighters (301-310); 53 Mirage VD fighter-bombers (401-453).

According to several sources, Libya had already started transferring its brand new Mirage 5s to

With armed conflict and sanctions now a thing of the past, Libya is on the road to re-building its air force. Patrick Roegjes looks at the colourful history of the Libyan Arab Air Force as it is now known and explains how it is trying to recover after some 20 years of sanctions.



Above: A 1023 Sqn MiG-23MLD taxis out at Metiga in October 2009. No 1203 Sqn, has around eight recently overhauled Floggers that play a big part in the air defence of Libya's capital city, Tripoli. The MiG-23 has served Libya since 1983/84 but most of its examples were grounded during the sanctions.
Main image: Between 1980 and 1982 Libya received 30 Mi-14PLs split between two squadrons. Although they are predominantly Anti Surface Warfare helicopters, none are thought to operate in that role even though they still fly with the AT-1ME aerial torpedo. Today they are more likely to be flown to patrol the Libyan coast line, searching for smugglers and refugees. Here, LC1406 is seen landing back at its squadron ramp at Metiga after a sortie. ALL PHOTOS, KEY-ALAN WARNES

Egypt by July 1971, and it is believed that the LARAF was operating up to 25 Mirages by the summer of 1972. Over the next two years, the equivalent of at least three squadrons, totalling 42 Mirage Vs (including 20 VDEs, 20 VDs and two VDDs), were flown to Egypt together with a considerable amount of spare parts, and were seen with full Egyptian Air Force (EAF) markings. By the summer of 1972 rumours had spread regarding deployment of LARAF Mirages to Egypt, and predictably, Israel protested and demanded that France immediately stop exporting fighters to Libya. France forwarded the protest to Libya, officially threatening to halt deliveries if any further Mirages were transferred to Egypt. In reality, neither the Libyans nor the Egyptians were intimidated by the ultimatum, assuming that no action would be taken by the French anyway.



Above: This was the first Mirage F1 to be returned to service after so many years grounded, and is seen here being put through its paces at LAVEX in October 2009. The front seat of this F1BD is occupied by LAF pilot Colonel Ali Rabti and the rear seat by French Air Force F1 pilot Capt David Courteix. The LAF is expecting to return around 12 F1s to service after years of being stored.

CONFLICT AND SANCTIONS

LIBYA HAS been entangled in armed conflicts with Egypt and Chad, but its most notorious attacks have been against American interests. Following its bombing of Berlin's La Belle discotheque, on April 5, 1986, in which two US servicemen died, the USA retaliated with a bombing strike on April 14, 1986. Operation El Dorado Canyon saw a package of 48th Tactical Fighter Wing (TFW) F-111Fs, from RAF Lakenheath, Suffolk, UK, attack several Libyan targets which included a direct hit on Gaddafi's home that killed an adopted daughter. However, the catalyst for United Nations (UN) and US embargoes was the subsequent bombing of Pan Am Flight 103, a Boeing 747, over Lockerbie, Scotland on December 21, 1988, killing all 259 people on board and 11 on the ground.

International sanctions were put into effect on April 15, 1988, after Libya refused to turn over the two suspects wanted in connection with the Lockerbie bombing. This prevented the country from purchasing new aircraft and spare parts to maintain its operational inventory. But because the LARAF had received a large number of aircraft that were instantly stored, some theorise that it was able to maintain operations for a considerable time. The UN Security Council imposed economic sanctions on Libya in 1992, and in 1993 the air and arms embargoes imposed by the US, British and French governments were extended.

This lasted for ten years and meant the LARAF was in a poor operational state. In March 2003, Libya reached a deal with the US and Britain to accept civil responsibility for the Lockerbie bombing, and officially did so in August 2004, after notifying the UN. The embargo was finally lifted on September 21, 2004, and soon after, two An-124s and four An-32Ps were delivered to the LARAF, while three An-74TK-200/300s were ordered. It was around this time that the LARAF was redesignated the Libyan Arab Air Force (LAAF).



There are around five Su-24MK Fencers serving the LAF. They are flown by 1024 Sqn at Ghurdabiyah but suffer from maintenance and spare parts issues partly due to the poor economies of flying such a small fleet. Six were originally delivered but one was lost in a ground fire.

Egypt and as a result, by July 1973, approximately 38 Mirages were in full service with the EAF's 69 Squadron, at Birma/al-Tanta Air Base (AB).

Almost directly after the end of the 1973 October War, Libyan assistance to Egypt during the conflict, became a matter of contention between the two states. Gaddafi concluded that the results were poor, which gave him reason to openly criticise Egypt and Syria for their limited objectives and achievements...as well as Jordan for not even daring to stand up to Israel.

The final batch of Mirage Vs was delivered to Libya in 1974, and the remaining LARAF aircraft were returned from Egypt.

Contact with Moscow

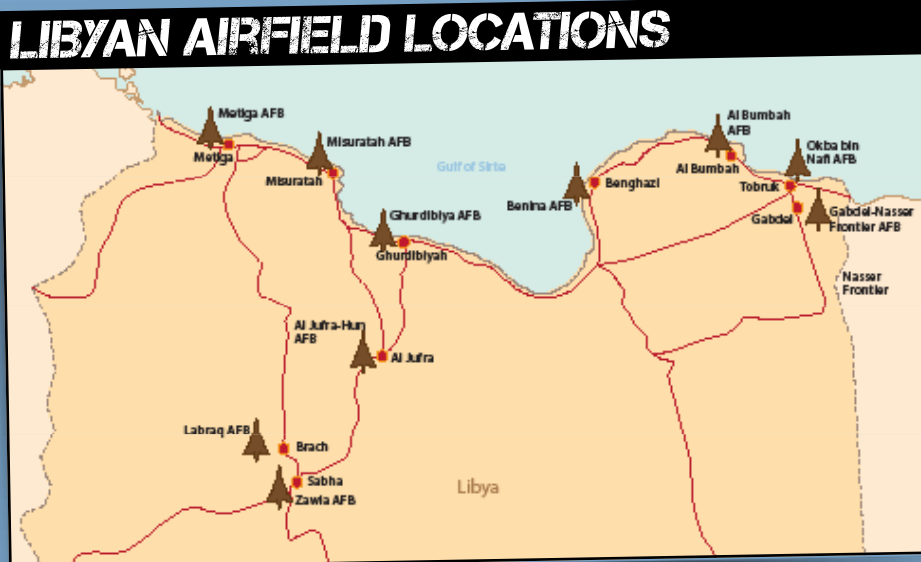
During 1973's October War, the Libyan Government established relations with Moscow, and this association was reinforced right through until the late 1980s. The LARAF became one of the Soviets' most important clients, and the most powerful

air arm in Africa and the Mediterranean. Initially, Libya was keen to secure an estimated 14 Tupolev Tu-22B bombers. Two of these were intercepted during their delivery flight by United States' Navy F-4 Phantoms, while over the Mediterranean. This interception was a just a precursor to Libya setting itself on a collision course with the USA.

For a short period during the mid-1970s, several Soviet Tu-16PP reconnaissance bombers operated from Libya, in full Libyan markings. From then on, Soviet Air Force deployments took place in the North African state on a regular basis.

Returning to its French supplier, in 1974 the LARAF purchased numerous Mirage F1s, including six F1BD trainers (serials 201-206), 16 F1ED fighters (501-516) and 16 F1AD fighter-bombers (401-416). The airframes were delivered between 1977 and 1978, at a time when the type had only just entered French Air Force service.

The Libyan Army also placed an order for 20 Boeing CH-47C Chinook transport helicopters



in the mid-1970s, serialised LC-001 - LC020, but because of the now poor relations with the US, they did not come directly from the US. The twin-rotored machines were built under licence in the late 1970s by Italy's Elicotteri Meridionali, a sister company of Agusta established in 1967. It is known that at least two deliveries took place in 1978 and another one in June, 1980. A subsequent order was never fulfilled due to the embargo in effect at the time and while the full details of the deal are unknown at least nine CH-47s were already under construction when work stopped. The unfinished airframes were stored until the US Army bought them, and they were subsequently serialised 85-24735 to 85-24744 (c/n P070-0079) and later were modified to the CH-47D standard.

Six radar-equipped SA-321GM Super Frelon helicopters were delivered to Libya prior to 1975, and were later followed by another eight SA-321M Search and Rescue (SAR)/transport machines, which arrived between 1980 and 1981. From January 30, 1975, two LARAF SA.321Ms were detached to Malta for SAR duties, but due to worsening relations with Europe they left in 1981. Today, all the SA321s remain stored in Libya. Three LARAF SA.316B Alouette IIIs were also left in Malta. They could not be flown though,



Above: Although the Il-76s are owned by the Libyan Air Force and flown by their pilots, they all wear civilian registrations as well as titles such as Libyan Air Cargo or Jamahiria Air Transport (as seen here). Jamahiria is a generic term coined by Colonel Gaddafi meaning ruled by the masses and has only ever been used in Libya. **Below:** Just like so many air forces, helicopters play a major part in transporting cargo and personnel around the country. With Libya being such a large desert state the robust Mi-17 Hip is a great asset for landing at rough landing strips. Note that there are two green camouflaged Mi-17s – initially used for ops in Libya's more lush north west regions – parked behind this taxiing Mi-17.



Above: Another Russian fighter-bomber serving the LAF is the Su-22M Fitter. The fleet is split between 1022 Sqn at Ghurdabiyah and 1032 Sqn at Tobruk-Okba bin Nafi. **Right:** Most of Libya's fighter force is Russian. Here a MiG-21UM Mongol fitted with a fuel tank taxis back on to its parking apron after a long flight from Tobruk-Okba bin Nafi to Metiga. The Russian jet, flown by 1021 Sqn, had just been overhauled as can be seen from its pristine condition when the photograph was taken in late October 2007.

Below: L-39s, L-410s and a C-130H are seen stored at Metiga Air Base in 2006. Sanctions have meant that much of the Libyan Air Force has been grounded due to a lack of spare parts. It's likely to stay that way owing to the sheer size of the inventory although all three types seen here will play an active part in the new-generation LAF.



as the Libyans had taken the log books and maintenance records with them when they left Luqa. On June 11, 1991, the missing documents were formally handed to Malta, and in 1992 the three Alouettes were sent abroad for overhaul.

With increasing numbers of new types being introduced to the LARAF, additional aircrew had to be trained, and for this purpose a huge number of Marchetti SF260WLs were purchased. The SF260WL was intended for use by the Air Force Academy for pilot training, but was also employed to provide close air support (CAS) for army troops during the border war with Chad, which effectively lasted from 1965-1990 and also involved French forces. Little is known about the service life of ▶



CAUGHT RED-HANDED

DURING THE 1980s, Nicaragua was embroiled in armed conflict. The country's air force, supported by the Soviet Union and Cuba, requested a batch of MiG-21 fighters from the USSR and although the deal is believed to have been agreed, no delivery ever took place. The LARAF, however, tried to deliver 17 L-39s and the first batch was transported by three Candids and a C-130, in 1983.

En route, one of the Il-76s experienced technical problems and diverted to Brazil. On landing, transportation documents were requested by the Brazilian authorities, and these stated that the crates contained medical supplies. The L-39s were discovered and duly impounded, but the Il-76 was allowed to return to Libya.

the aircraft, but in its support of friendly countries, Libya transferred Marchettis to Burkina Faso, Burundi, Nicaragua, Uganda and possibly others.

Red star rising

A large variety of aircraft was delivered to the LARAF in 1975, which included MiG-21 *Fishbeds*. Exact numbers have never been confirmed but sources allude to 25 MiG-21UMs, and additional 'MFs that same year, followed by 94 MiG-21bis airframes in 1980. Initial deliveries of the MiG-23



The Libyan Italian Advanced Technology Company (LIATEC) has been working with the LAF to return six Chinooks to service. The work has included installing new more powerful Honeywell T55-712E engines and the helicopter is now referred to as the CH-47C+. One example is seen here receiving attention in a hangar at Metiga during 2007.

Flogger took place between 1974 and 1976, and supposedly, multiple sub-types reached Libya by 1981. Five variants of the *Flogger* have been confirmed as flying in Libya: MiG-23UB trainer, MiG-23MS, MiG-23BN, MiG-23MF and MiG-23MLD. Libya also approached Yugoslavia for advanced fighter trainers, and bought 50 G-2A Galebs in 1975, and several still fly today at Misurata. At the same time, Mi-8 *Hips* were being acquired by the LARAF; then three years later, it received around 180 L-39ZO Albatrosses for advanced training

and ground attack, as well as 17 Ilyushin IL-76T and 'TD transports. Another Soviet type arrived in 1978 – the Mi-25 combat helicopter (export version of the Mi-24 *Hind*), and it is estimated that around 56 airframes went into service.

In 1980 the mighty MiG-25 *Foxbat* reached Libyan shores, with a possible fleet of 80 arriving. This has never been confirmed, but sub-types were thought to include MiG-25P, 'PD, 'PDS, 'PB, 'R, 'RB, 'RE and 'RB. Upon delivery the *Foxbats* were allocated to 1025 Squadron at Metiga, another (unknown) unit at Al Jufra Hun AB, 1055 Squadron at Ghurdabiyah - Sirte AB and a mystery user at Sabha Zawia AB.

Earlier that same year, Dassault began an upgrade programme for LARAF Mirages, but the project was interrupted by Libya's participation in the 1983 war in Chad, that led to direct confrontation. As a result, Libyan Mirage Vs, including at least four VDRs and a handful of VDEs, were impounded in France for several years. It is thought that most of these aircraft were returned by 1989.

Shortly after the *Foxbat* deliveries, the LARAF strike component was reinforced by approximately 36 Su-20M, and 60 Su-22M-3K *Fitters*, between 1982 and 1984. For the transport role, Libya bought two Dutch Fokker Friendships in 1983, then 15 Antonov An-26s, with the majority of the latter still flying today



Above: After years of sanctions, Libya is now operating four C-130 Hercules. The partial lifting of the US military embargo has allowed Lockheed Martin's agent, OGMA, to return four aircraft to airworthiness and the LAF may be considering putting the remaining four back into service when the money becomes available. Here, No 118 is seen taxiing to its parking spot at its home base, at Metiga.

FIREFIGHTERS



Above: Among the first aircraft the LAAF purchased after sanctions were lifted, were four An-32P Firekillers from the Kiev State Aviation Plant (AVIANT). Although they have fire-fighting capability, they can also augment any transport needs when required.

Right: Libya often suffers from fires at its gas and oil production facilities. During 2006 the LAF sent two Mi-14s to Sevastopol Aircraft Plant in Ukraine for conversion to Mi-14PZh fire-fighters, and these were returned in late 2007 and early 2008. The two hoses at the rear of the helicopter can suck some 4,000 litres of water from water only a foot (30cms) deep. They are both operated by 1014 Sqn.





Above: The Galeb G2 jet trainers are based at Misurata, the home of the LAF's Academy. When this photo was taken in 2006 several of the aircraft had been overhauled by personnel from the Moma Stanojlovic Aircraft Overhaul Facility based just outside Belgrade in Serbia, with the work carried out at Taminhint Overhaul Centre. The Galebs continue to get good support from the factory, with Serbian Air Force An-26 flights regularly flying spare parts to Misurata.

Right: The LAF also has a four-ship SF260 aerobatic team 'Al Fatah Air Show Team' (AFAST) that performs at special occasions.

Below: Basic flying training is carried out at Sabah, on at least 12 SF260WLs that were overhauled by LIATEC in 2006/07.



with Libyan Air Cargo. Later in 1983, deliveries began of around 30 Mi-14PL Haze helicopters. The Soviet Union sent further products in March 1989, in the shape of six Su-24 Fencers. More were sought but sanctions prevented their delivery. Today only five are believed to be operational, although maintenance is a serious issue due to a lack of spare parts. The Fencer was due to make appearances at Libya's LAVEX air shows in 2006, '07 and '09 but the only time they showed up was when two (Bort Nos 36 and 37) carried out a fly-by on the eve of the 2007 event.

In 1990, around 30 Mi-25 Hinds entered the LARAF inventory, and Libya also took delivery of additional transport aircraft, such as the Yakovlev Yak-40, Aeritalia G222T (17 of the latter are currently in open storage) and LET L-410, as well as Mi-2 Hoplite and AB-206 helicopters.

It is thought that many of the types delivered to the LARAF were placed directly into storage including most of the MiGs, Sukhois and Tu-22s. According to several reports, the Mirages were so neglected that only half were in flying condition, the others were cannibalised for spares.

Recovery and rebuilding

After the UN embargo was lifted in September 2003 the LARAF, formerly equipped by Soviet aircraft, researched possible modifications and upgrades for its existing inventory. Backed by money from its oil reserves, Libya began negotiations with aircraft manufacturers almost immediately.

During the LAVEX 2009 airshow, it was commented that just six of the early MiG-23MFs were still operational with a training squadron. Several Libyan MiG-23s have been overhauled by the Chuguev Aircraft Repair Plant in recent years and are still being re-delivered back to the LAAF. All eight MiG-23MLD/UBs that were seen operating with Metiga-based 1023 Sqn in October 2009, have all been overhauled by the facility in recent years and another two were expected to follow soon.

It's not known where most of the estimated 180 L-39ZOs are located. Several were lost during the Chad conflict, and at least eleven were sold to Egypt. Also, 17 airframes were impounded in Brazil, on their way to Nicaragua. Around 24 Libyan L-39s are believed to have been overhauled by the Chuguev Aircraft Repair Plant and perhaps the



The An-72, serialled 722, is one of five operated by the LAF. It is seen here in its new colour scheme at Metiga based Maintenance Centre 003 just prior to being delivered back to the LAF in October 2009. The facility overhauls An-26s and An-72s and was also hoping to work on LET410s but this has stalled due to a lack of funding.

ORDER OF BATTLE

Benghazi/Benina Air Force Base (HLLB)

1040 Squadron	MiG-23MLD/MiG-23UB
10xx Squadron	MiG-23MLD/MS/UB
1211 Squadron	L-410
13xx Detachment	Mi-8/Mi-17

Brach/El Beida/Labraq AFB (HLLQ)

10x9 Squadron	L-39ZO
10x3 Squadron	MiG-23MLD/MS/UB

Al Bumbah AFB

1050 Squadron	MiG-23MLD/MS/UB
1021 Squadron	MiG-21bis/MF/UM
10xx Squadron	MiG-23MLD/MS/UB
1x38 Squadron	Mi-8/Mi-17

Tobruk - Okba bin Nafi AFB

1015 squadron	Mirage F1ED/BD
1032squadron	Su-22M-3K/UM-3

Ghurdabiyah - Sirte/Gardabiya AFB

1124 Squadron	Su-24MK/MR
1022 Squadron	Su-22M-3K/UM-3
13x8 Squadron	Mi-8/Mi-17
1335 Squadron	Mi-35

Al Jufra-Hun *

1276 Squadron	Il-76T/TD
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Misurata/Misrathaf AFB

10xx Squadron	G-2A
1090 Squadron	MiG-23MLD/MS/UB

G Abdel-Nasser Frontier AFB

1060 Squadron	MiG-23UB
13xx Squadron	Mi-35/Mi-8

Sebha/Sabha - Zawia AFB (HLLS)

Air Force Academy	SF260WL
Air Secondary School	SF260WL
AFAST	SF260WL

Advanced Flying Training

School	L-39ZO
Military Flying Club	SF260

Umm Aitiqah/Metiga AFB (HLLM)

1023 Squadron	MiG-23MLD/MiG-23UB
1039 Squadron	L-39ZO
1230 Squadron	C-130H/L-100-20/L-100-30
1274 Squadron	An-74/Yak-40
1276 Squadron	Il-76M/T/TD, Il-62M
1314 Squadron	Mi-14PL
1328 Squadron	Mi-8T
1347 Squadron	CH-47C/C+
Libyan Air Cargo	An-124, Il-76, Il-78, An-26, L-100-30
Libyan Government	Falcon20/Falcon 50

Notes: * Al Jufra-Hun is a former Tu-22 and MiG-25 base. The latter was withdrawn from use by 2004 and a large number of aircraft are stored at the base.

TODAY'S LIBYAN AIR FORCE STRUCTURE

BASIC PILOT instruction is on the Marchetti SF260WL. After successful completion of training, students progress to the Soko G-2AE Galeb and Aero L-39 Albatros, at Az Zawiyah AB. Before the embargo, additional training was provided outside Libya. An unknown number of Libyan student pilots were hosted by Dassault in France, for additional training around 1983, as part of the Mirage deal. As a result of the embargo the LARAF squadrons were forced to restructure into four components:

- 10xx appointed to fighter squadrons
- 11xx appointed to fighter-bomber squadrons
- 12xx appointed to transport squadrons
- 13xx appointed to helicopter squadrons

The second two digits seem to refer to the aircraft type currently in use. This theory applies to most of the squadrons, since their numbers in the order of battle table presented below seem to correlate, with the exception of the Mirage F1 units. It is not clear, though, how numbering takes place when multiple squadrons are active on the same aircraft type.

Odessa Aircraft Repair Factory – although the latter has not been confirmed.

From visits made to LAVEX airshows in 2007 and 2009 it also became clear that the Mirage F1s, C-130s, CH-47s and L-39s were undergoing refurbishment, domestically and abroad. The Mirage F1 fleet had been completely withdrawn from service due to non-existent maintenance, but Dassault is working with the LAF and a handful have been re-delivered so far. Most of the Hercules fleet was suffering from serious



Four Tu-22 Blinders are seen here in revetments in the centre of the airfield at Al Jufra-Hun in this Google Earth image from January 2004. A further three Tu-22s are also visible on satellite imagery of other parts of the base and although this is the newest available photograph, it is thought that all seven still remain stored at Hun to this day. Libya is believed to have taken delivery of eight Tu-22s and one Tu-22U trainer around 1975-6, but the type is long retired from service and these aircraft are thought to have been out of use since Soviet advisors left the country in 1992. GOOGLE EARTH

maintenance issues, but in early 2008 the first L-100 (111/5A-DOM) was sent to OGMA in Portugal for overhaul, and although Lockheed Martin had initially protested against the work, it went ahead, and in September 2008 the Hercules was returned to Libya. Two other examples have followed, and a fourth was in Portugal during late 2009 undergoing the same work.


The Su-22s, together with several L-39s, were sent for overhaul between 2003 and 2006 in Ukraine's Odessa plant. Numbers are unknown,

but the LAAF currently operates at least two squadrons of Fitters.

From the initial CH-47C delivery, 12 have been sold to the United Arab Emirates (UAE), while six airframes have been overhauled and upgraded to CH-47C+ standard, by AgustaWestland personnel at Metiga.

Alenia Aermacchi has overhauled 12 SF260WLs for Libya, in a joint venture with Finmeccanica and the Libyan Company for Aviation Industry which is known collectively as the Libyan Italian Advanced Technology Company (LIATEC). Work began in late 2007 and was believed to have been completed by the end of 2008. LIATEC is also working on the delivery of ten A-109 Power for the General Security Police and five A119Ke Koala helicopters for the Emergency Medical Services. When its new facility opened at Abou-Aisha Airport some 40 miles (60km) south east of Tripoli on June 12, the joint-venture company announced the factory would assemble four AW139s for the General Security Police.

LAVEX 09 hosted two new multi-role fighters, the Eurofighter Typhoon and Dassault Rafale. A number of helicopters have also been demonstrated to Libyan officials in recent years including the EH101 and Eurocopter Tiger. It initially seemed that the defence decision-makers were showing a major interest in the Rafale, which was not too surprising given that many leading pilots including the Deputy Commander of the Air Force, Major General Jibreel Abdel Kareem Al Kadeekie in 2007 but after 2009 show it was announced that Libya was considering the purchase of 12 to 15 Su-35s and four Su-30 Flankers, plus six Yak-130s – but a firm agreement is still outstanding.

Today's Libyan Arab Air Force, which for many years was seen as a real threat to the skies over southern Europe, has a lot to look forward to now that Colonel Gaddafi is attempting to foster better relations with the West. 

ANY GEN?

If you have any knowledge of the Libyan Air Force the editor would like to hear from you in a bid to build a bigger picture of an air force that one day could enjoy closer relations with Europe.



A Mi-25 Hind taxis into position. Note that it is not equipped with a cannon and is primarily used for flight training with 1335 Sqn based out of Ghurdabiyah.

MIRAGE MARKET PLACE



Between 50 and 70 Mirage Vs were shipped to Pakistan in 2003 and '04 and while around ten of these low-houred fighters are now flying with the Pakistan Air Force, the majority of them are being used for spare parts – like these two seen at PAC Kamra in Pakistan during April 2008.