

206 to Sri Lanka as SJT-1808 **320 2 06** jan09

Confirmed JL8 tie-ups & construction numbers (old serial system)

70239/29 3rd FA / 1st Reg to 4x1x in 2012 **05 320 08** aug11
 71243/12 4th FA / 3rd Reg to 2x1x in 2012 **05 320 14** apr11
 ... **06 320 12** photo
 716x0/60 3rd or 4th FA / 3rd Reg **06 320 19** photo

The last one could actually also be **05 320 13**.

Confirmed JL8 tie-ups & construction numbers (new serial system)

4155/15 AU FITB/1st Reg ex 7xx3x **04 320 13** aug12
 4282/22 AU FITB/4th Reg ex 74x8x **03 320 15** nov12

Pakistan

The Pakistan Air Force was in urgent need of a training aircraft to replace the T-37 and last FT-5s in service. The joint sales and marketing agreement with China was signed in April 1993, and a contract to purchase a batch of six aircraft for PAF was signed in April 1994. Being underpowered and with an analogue cockpit this did not really mark a big progress. So after these first six aircraft the aircraft was basically gutted and redesigned and it took until 2003 for the second batch of six to be delivered. After that the final version emerged and this third batch of aircraft ordered consisted of 27 more, bringing the grand total to 39.

In October 2010, HAIC issued a statement saying that the last eleven of the 27 K-8P were delivered on 13 October 2010. Currently, the early K-8s are being upgraded to K-8P standard. With the T-37 having gone through a service life extension program, the K-8 cannot be called an unequivocal success...

Units

College of Flying Training	1(AFT)sq		Risalpur
37 Combat Training Wing	1(FCU)sq	Rahbers	Mianwali
FCU	= Fighter Conversion Unit		
AFT	=		

Serial-batches

K-8

94-01-801 to 94-01-806 [6] 1st batch **320 01 02** to **320 01 07**
 03-02-807 to 03-02-812 [6] 2nd batch **L8 320 03 02** to **L8 320 03 07**

It is almost certain that the first batch are pre-production aircraft, but the exact range and presentation of the construction numbers is uncertain. We have assumed the Pakistani start as sequence number '2' of the first pre-production batch as 1001 is said to be **320 01 01**. Most publications omit the '0' from the batch number for this small batch production run, so **320 1 02** et cetera.

K-8P

06-09-813 to 06-09-820 [8] 3rd batch **L8P 320 01 61** to **L8P 320 01 68**
 08-09-821 to 08-09-828 [8] 4th batch **L8P 320 01 73** to **L8P 320 01 80**
 10-05-829 to 10-05-839 [11] 5th batch **L8P 320 01 81** to **L8P 320 01 91**

Allegedly, there is another batch of eleven aircraft, ordered in 2011, to bring the total to 50. But as with the last two construction number ranges, these are unconfirmed. Built period is the same as the last 40 Egyptian aircraft, so the construction numbers might be intermingled with those.

Confirmed tie-ups & construction numbers

03-02-812	1(AFT)sq	L8 320 03 07	nov07
06-09-815	1(FCU)sq	L8P 320 01 62	nov11
06-09-816	1(FCU)sq	L8P 320 01 63	dec14
06-09-819	1(FCU)sq	L8P 320 01 67	nov11

Bangladesh

Although we start the rest of the country rundown with Bangladesh, it is in fact the latest customer for the K-8. The Bangladesh Minister for Local Government, Rural Development and Cooperatives announced in June 2014 that the Bangladesh Navy was to receive nine K-8W training aircraft by the end of 2014. As luck had it, some Chinese aviation photographers were present at Kunming on both delivery days, so we at least know how they look and we have all their serials as well!

Although the news clipping related they are for naval use, the Air Force Academy / Flying Training Wing operates them at Jessore where they have replaced the T-37s that were withdrawn from use in April 2013.

Units

Air Force Academy / Flying Training Wing	15sq	Jessore
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Serials

14320	15sq	dec15
14321	15sq	dec14
14322	15sq	dec15
14323	15sq	apr15
14324		apr15
14325		apr15
14326		apr15
14327	15sq	dec15
14328	15sq	jul15

Although some aircraft types in Bangladesh use their construction number as serial, others do not; like the A-5. We believe these are in the construction number range **L8W 320 02 96** to **L8W 320 03 08**, but that is a guess really because they could be intermingled with Myanmar and Venezuelans.

Bolivia

Bolivia set aside \$ 57.8 million in their 2009-2012 budget period to acquire the K-8W, dubbed K-8VB in Bolivian service. With six aircraft ordered they were used to replace the PC-7s of GAC34 in the light attack role, with the T-33 still providing the air defence. Also, the K-8s are used to intercept drug traffickers. All aircraft were delivered on 23 June 2011 and



Bolivia obtained six aircraft and painted them in this peculiar grey-blue colour scheme. (FAB-665, Santa Cruz, 12 October 2013, Wim Sonneveld)