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Denmark: Future Defence Procurements

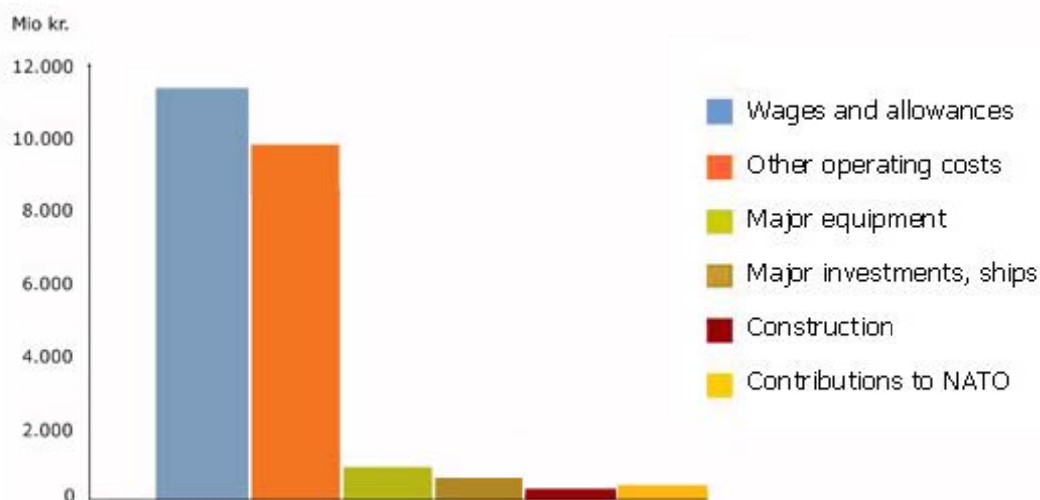
DENMARK



Nowadays, the operations that Danish armed forces are taking part are different from the ones in the past. New tactical threats, greater intensity of missions, larger number of international operations and their big distance from Denmark, as well as the wide dispersal of the contingents within the specific mission areas are some of the differentiations that create a misbalance between the tasks and resources of the Danish Armed Forces. That is why Danish authorities decided, in July 2009, when the new five-year defence budget was adopted, to allocate 3.06 billion Euros for the Danish Armed Forces in 2010 and 3.03 billion Euros for each other year up to 2014. The defence budget for 2011 amounts to 3.11 billion Euros. From that amount, more than 15% is expected to be spend on procurements. The purpose of these procurements is to continue transforming Danish armed forces into a modern deployable army.

The Defence Agreement for 2010-2014, ratified in July 2009 by seven of the eight political parties represented in the Danish parliament, determined, amongst others, the new procurements for the period 2010-2014. The Danish army will receive new armoured vehicles, communications and engineering equipment and personnel-protection suites for infantry troops. The Navy will procure new maritime helicopters, weapons systems, small vessels and auxiliary ships. The Air Force will receive new radar and control systems, communications and identification systems and supplementary equipment for EH-101 Merlin helicopters.

Defence Budget Divided into Categories



Source: Ministry of Defence Denmark

Analytically the future procurements will be as follows:

For the Army:

- Fire-support systems. This includes examining, for example, the possibility of upgrading the Danish Armed Forces' rocket launchers to GMLRS standard, as experience from Afghanistan shows that GMLRS can deliver precise and effective fire support to deployed force elements.
- Armoured personnel carriers and other armoured vehicles
- Radio and communications equipment
- Engineering equipment
- Individual equipment, including personal protection equipment.



For the Navy:

- Ship-based helicopters
- Small vessels and ships, including tugboats, target towing vessels and diving vessels
- Weapons systems and ammunition

For the Air Force:

- Supplementary equipment for EH-101 helicopters
- Radar and control systems
- Communications and identification systems

Danish authorities decided, in 2009 to procure a new fighting aircraft that will replace F-16. Nevertheless, the resolution for the replacement of the current F-16 fleet was postponed several times in 2009. Finally Danish authorities stated that there will be no replacement for the F-16 by 2016 as originally planned. The new replacement date is now 2020 and the use of the F-16 is to be extended until then.

Kyriazis Vasileios,
Epicos Newsletter Head Editor



Danish Armed Forces: International Presence



FORSVARSMINISTERIET
MINISTRY OF DEFENCE DENMARK

According to the Danish MoD threat assessment, there will be no conventional threats in

the foreseeable future as no neighboring countries threaten Denmark. That is why the primary mission of the army is no longer to defend Denmark against an invading enemy. Nowadays, the focus of the Danish army is on international missions. As a result, Denmark is ready to deploy up to 2.000 troops (~1.500 army and 500 for navy and air force) in international missions. One brigade is designated to NATO at high readiness and an additional one at low readiness. The latter will also provide forces for Denmark's involvement in the UN Standby High Readiness Brigade.

The deployment of these 2000 soldiers can be achieved via a combination of some of the following proposals:

- The Army should be capable of simultaneously deploying up to two units organised as battlegroups, as well as a number of smaller contingents. In terms of the structure of the battlegroups, their composition will be tailored to task and they will thus vary in size, typically from approx. 300 and up to approx. 800 soldiers. Similarly, smaller-sized contingents of company size – typically approx. 150 soldiers – are also to be configured to task.
- The Navy should, with the commissioning of three new frigates, be capable of simultaneously deploying two frigates, support ships or ocean patrol vessels. Additionally, occasional deployment of smaller contingents in the form of, for example, Flyvefisken-class vessels (Standard Flex 300) or the Royal Danish Navy's Task Group is a possibility.
- The Air Force should be capable of simultaneously deploying up to three contingents, which will typically consist of transport aircraft, helicopters, combat aircraft, as well as surveillance and early warning contingents. Furthermore, the Air Force should be capable of contributing with an expeditionary staff along with a range of specialised personnel in the form of, for example, support crews for loading and unloading aircraft as well as for air base operations, etc.
- Additional contributions from the Army, Navy, Air Force and Home Guard might encompass Special Operations forces, smaller units and elements designed for military capacity building, as well as individuals dispatched to staffs and as observers, etc.



Source: [Ministry of Defence Denmark](#)

Additionally, Denmark is positive in pooling and sharing, with a preference for NATO as context rather than the EU mainly due to the close alliance with the USA. Furthermore, Denmark has signed the Nordic Defence Cooperation (NorDefCo) Memorandum of Understanding in 2009.



The aforementioned examples clearly show that Denmark is consciously trying to participate in international missions and help the international community in facing problems created by non- conventional threats.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Epicos "Industrial Cooperation and Offset Projects"



Epicos "Industrial Cooperation and Offset Projects" provides a unique set of online tools enabling the structure, identification and implementation of comprehensive Offsets programs, through a searchable database. By introducing different offset projects and ideas proposed by local A&D industry it ensures the optimum cost for Prime Contractors and reassures that the priorities of local industry are fully met...

[For Further Information Press Here](#)

Provision of upgrade services for military Armored Fighting Vehicles (AFV) Wheeled / Tracked



A company with significant experience in the development, testing, qualification and production of systems and components for all kinds of Armored Fighting Vehicles (AFV), is proposing, in the frame of an offset program the cooperation with defense governmental authorities, armed forces or prime contractor for the provision of upgrade services for military Wheeled or Tracked Armored Fighting Vehicles (AFV). The upgrade services will include the upgrade engineering study and the works and will be based

on a range of systems and components developed by the company and already deployed and operational tested.

[For Further Information Contact our ICO Department](#)

Mail at: g-menexis@epicos.com

Manufacturing of structural parts for advanced Unmanned Aerial Vehicle system (UAVs) designs using composite material technology



A company with extensive experience in the design and production of aircraft structural components and special parts for civilian and military aircraft industry is proposing, in the frame of an offset program, the cooperation with Aerospace and Defense (A&D) prime companies either locally or worldwide for the manufacturing of structural parts and components for advanced Unmanned Aerial Vehicle System (UAVs) designs for military and civil applications using composite material technology.

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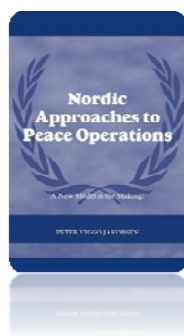


Defence Procurement and Industry Policy: A small country perspective, by Stefan Markowski, Peter Hall, Robert Wylie



Arms purchases are among the most expensive, technologically challenging and politically controversial decisions made by modern-day governments. This volume presents a general framework for understanding smaller country defence procurement supported by country, industry and project studies. The second part of the book focuses on defence procurement in seven smaller industrial nations with widely varying historical and political settings (Australia, Canada, Israel, Singapore, Spain, Sweden and The Netherlands), whereas the third part consists of two Australian case studies of the procurement issues raised in, respectively, the naval shipbuilding industry and in a major, complex defence project. The book addresses the needs of public and private sector managers, military planners, procurement specialists, industry policy-makers, and defence procurement and industry educators.

Nordic Approaches to Peace Operations: a New Model in the Making (Cass Series on Peacekeeping), by Peter Jakobsen



During the Cold War the four Nordic countries (Denmark, Finland, Norway and Sweden) made a name for themselves in United Nations peacekeeping operations. After the end of the Cold War the politico-economical situation of Europe has seriously altered. In this new environment the Nordic countries are trying to delineate their position in the international peacekeeping missions. This book is examining the Nordic approaches to peace operations after the Cold War and it shows how the Nordic countries remain relevant for the study and practice of post-Cold War peace operations, and that they continue to have much to offer to both academics and practitioners in this particular field.

Epicos Newsroom**Boeing, Air Lease Corporation Finalize Order for 737-800s and 777-300ERs, Order has list price value of \$2.5 billion**

SEATTLE, Aug. 15, 2011 /PRNewswire/ -- Boeing (NYSE: BA) and Air Lease Corporation (ALC) have finalized an order for 14 Next-Generation 737-800s, with options for four more, and five 777-300ER (extended range) airplanes. It was previously posted on the Boeing Orders & Deliveries website, attributed to an unidentified customer.

The order marks the completion of part of an agreement announced during the Paris Air Show in June. At list prices, the order is valued at \$2.5 billion.

"This order for Next-Generation 737-800s and 777-300ERs is a key building block in the foundation of our growing commercial leasing fleet," said Steven F. Udvar-Hazy, chairman and CEO of Air Lease Corporation. "With this order, we'll be able to offer our clients a most economical, fuel-efficient and versatile airplane, suitable for a variety of profitable missions."

The Next-Generation 737 family is the world's best-selling airplane, consistently delivering outstanding operational and financial performance across the widest range of missions. This order builds on ALC's existing backlog of 60 Next-Generation 737-800s.

The 777-300ER is the world's largest long-range twin-engine jetliner, capable of carrying 365 passengers up to 7,930 nautical miles (14,685 kilometers). To date 34 customers around the world have ordered more than 500 777-300ERs.

"We thank Air Lease Corporation for its confidence in the Next-Generation 737-800 and 777-300ER," said Marlin Dailey, vice president of Sales & Marketing for Boeing Commercial Airplanes. "Air Lease Corporation's management team has positioned itself well for success and we are committed to supporting its growth by delivering the best airplanes and services."

Boeing and ALC continue working to finalize an agreement for the purchase of four 787-9 Dreamliners, also announced at the Paris Air Show, at which time the 787 order will be posted to the Boeing Orders & Deliveries website.

About Air Lease Corporation (NYSE: AL)

Launched in 2010, ALC is an aircraft leasing company based in Los Angeles, California, that has airline customers throughout the world. ALC and its team of dedicated and experienced professionals are principally engaged in purchasing commercial aircraft and leasing them to its airline partners worldwide through customized aircraft leasing and financing solutions.

For more information, visit ALC's website at www.airleasecorp.com

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Photo and caption are available here: <http://boeing.mediaroom.com>

Source: Epicos, Boeing

Sukhoi to sell 12 Sukhoi Superjet-100s to Kuban Airlines

ZHUKOVSKY, August 19 (RIA Novosti) - Sukhoi Company, Russia's major aircraft holding firm, signed on Friday an agreement of intent with Kuban Airlines, part of Basic Element holding firm owned by tycoon Oleg Deripaska, to supply 12 Sukhoi Superjet-100 planes worth \$380.4 million. The companies plan to sign a firm contract later this year, while supplies are scheduled for 2012-2015. Kuban Airlines Chairman Denis Ilyin said the company planned to increase its fleet to no less than 30 aircraft by 2015. Superjet 100 is a family of medium-haul passenger aircraft developed by Sukhoi in cooperation with U.S. and European aviation corporations, including Boeing, Snecma, Thales, Messier Dowty, Liebherr Aerospace and Honeywell. The aircraft is capable of carrying 75-98 passengers for up to 4,400 kilometers.

Source: Ria Novosti

Denmark, Greenland and Faroe Islands agree on Arctic strategy

MOSCOW, August 23 (RIA Novosti) - Denmark, Greenland and Faroe Islands presented on Tuesday the joint Arctic strategy for 2011-2020 of the Kingdom of Denmark, the Danish Foreign Ministry said in a statement. The document was signed by Danish Foreign Minister Lene Espersen, Prime Minister of the Faroe Government Kaj Leo Holm Johannesen and the Premier of Greenland, Kuupik Kleist. "The three parts of the Kingdom agree on the strategic priorities for the development of the Arctic towards 2020. We must ensure sustainable development in the Arctic with respect for nature and the environment. This must be done in close cooperation with our international partners," Espersen said. Russia, the United States, Canada, Denmark and Norway are seeking to assert jurisdiction over parts of the Arctic, which is believed to contain rich oil and gas deposits. The vast hydrocarbon deposits will become more accessible as rising global temperatures lead to a reduction in sea ice. "The strategy is needed at a time of major changes in the Arctic. Not least because of climate change and melting ice. We are facing big new challenges but also great new opportunities, and we want to strengthen our common engagement in the development in the Arctic," she added.

Source: Ria Novosti

Qantas to buy 110 Airbus A320s, defer A380 deliveries

Australia's Qantas on Tuesday said it is to buy up to 110 Airbus A320 aircraft to support fleet renewal and growth for the next 10 to 15 years while deferring delivery of six Airbus A380s for up to six years.

The airline said the move was the first phase of a new strategy "to build a truly modern, customer-focused and competitive global aviation business".

"Smart investment in aircraft is part of the Qantas Groups five-year plan to build a truly modern, customer-focused and competitive global airline business," it said.

Source: 2009 AFP, Agence France-Presse (AFP)

Boeing to Provide 787 Predictive Maintenance Service to Japan Airlines

SEATTLE, Aug. 18, 2011 /PRNewswire/ -- Boeing (NYSE: BA) announced today that Japan Airlines will expand Airplane Health Management (AHM) coverage to its future Boeing 787 fleet. AHM is a software system that monitors, collects and analyzes airplane data to give airplane customers valuable, real-time maintenance information. This information allows Japan Airlines to initiate the needed maintenance immediately upon arrival at the airport gate.

Japan Airlines has 35 787 airplanes on order, and has licensed Airplane Health Management for these airplanes in addition to its existing fleet of 46 777 airplanes.

"The Airplane Health Management program has been helping Japan Airlines optimize the reliability of our fleet of 777s, and it will greatly support a successful introduction of the 787 into the family," said Nobuhiro Sato, Executive Officer of Engineering and Maintenance, Japan Airlines. "On-time performance is very important to passengers and our goal is to continue providing our customers a positive experience."

Japan Airlines was a developmental partner for the original Airplane Health Management development effort and has used the service continuously since 2005. The airline will use the AHM Real Time Fault Management Module on their 777 and 787 airplanes to communicate in-flight information to ground stations for diagnosis and quick operational decisions by scanning troubleshooting and historical repair data. Japan Airlines, recognized in the last 2 consecutive years as the most punctual major global airline, uses the system's output to organize any needed maintenance operations and put the right people, parts and equipment in the right place at the right time for faster turnaround.

"Delivering real-time decision support information that improves airplane performance has proven to be very valuable to our customers," said Per Noren, vice president of Information Services for Boeing Commercial Aviation Services.

Airplane Health Management is easily accessed through the MyBoeingFleet.com portal. Alerts and notifications are delivered to airline personnel through a variety of communication methods including internet, personal digital assistants, e-mail and mobile devices.

Airplane Health Management is a key component in the larger Boeing vision of helping customers succeed by transforming data into information they can use in real time to operate as efficiently as possible.

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Source: Epicos, Boeing