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Passenger Demand for January 2013



On March 5th, 2013, (IATA) the International Air Transport Association released global air travel demand statistics for January. According to the statistics, passenger demand that began at the end of 2012 continued in January 2013. The passenger demand increased up to 2.7% in comparison to January 2012, slightly ahead of the 2.2% expansion in capacity, whereas load factors stood at 77.1%. Tony Tyler, IATA's Director

General and CEO regarding this development stated that: "passenger travel is growing in line with business confidence levels. Recent months have seen some positive economic signs emerge in both the US and China, and the Eurozone crisis seems to have stabilized. Of course risks remain; the impact of US budget cuts has yet to play out and fuel prices are high. But even with those headwinds—real and potential—we still see underlying support for continued and potentially even strengthened growth".

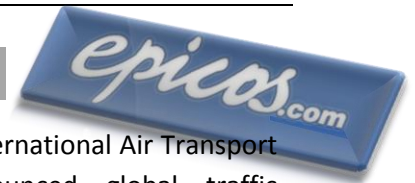
Region	Annual Passenger Growth Rate	Annual Capacity Expansion	Load Factors
Europe	2.1%	0.4%	77.1%
North America	1.5%	-0.8	79.4%
Asia-Pacific	3% (adjusted)		77.8%
Middle East	14.3%	14.4%	78.6%
Latin America	12.2%	13.7	79%
Africa	9.4%	5.8%	67.9%
Global	2.7%	2.2%	77.1%

The year-on-year growth rate of Asia-Pacific airlines showcased demand growth after adjusting for seasonal factors (Chinese New Year) of 3%, while load factors of the region's airlines stood at 77.8%. Middle East airlines, posted the strongest growth rates for January with a 14.3% increase in demand. Growth in capacity reached 14.4%. Region's load factors were above the global average at 78.6%. The airlines of the Africa region, posted a 9.4% growth, ahead of the 5.8% capacity expansion. Nevertheless, the region displayed the weakest load factors at 67.9%.

Airlines in Latin America, posted the second highest growth in demand at 12.2%. Demand was outpaced by capacity growth which reached 13.7%. Load factors at the region stood at 79%. The performance of expanding economies, namely Bolivia, Chile, Colombia and Peru, has boosted consumer demand including air travel. North America, reported a 1.5% expansion in demand and a reduced capacity of 0.8%. The region posted the highest load factor at 79.4%. Finally, European airlines were among the weaker performers. Demand growth reached 2.1%, where capacity expansion reached 0.4%. Load factors stood at 77.1%.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Airlines: Global Traffic Results for April



On May 30th, 2013 the International Air Transport Association (IATA) announced global traffic results for April. According to this report the total passenger demand rose 3.2% compared with April 2012. Compared to April 2012 capacity rose by 4.4% slightly staying ahead of demand and pushing the industry load factor downwards by 0.9% points to 78.1%. It was emerging markets

that led air travel growth, while it is important to state that almost all regions reported year-over-year gains. Regarding the results Mr. Tony Tyler, IATA Director General and CEO stated: "Passenger demand continued to grow in April, extending the positive trend that has been developing since late 2012. The increase, however, is concentrated in emerging markets. Airlines in Europe and North America reported a modest expansion compared to the strong growth seen in Africa, the Middle East and Asia. While economic developments in Europe and the US certainly bear watching, most indicators continue to signal further expansion in air travel."

The European airlines recorded a 2% growth compared to April 2012. Passenger's demand was smaller than that of March which reached 4.5%, mainly due to the downward impact of the timing of the Easter holiday. Capacity grew by 2.9% and load factor pushed down to 79.4%.



The Middle East Carriers showcased the largest year-on-year demand growth reaching 10.9%.

Capacity rose by 12.9% and load factors reached 76.8%. Demand on air travel was mainly benefited from expansion of trade volumes in the Middle East and Africa.

The carriers of the Asia-Pacific region recorded a year-on-year increase of 2.4%. Capacity rose 3.7% while load factor slipped to 76.9%.

The North American carriers experienced a shrink of 0.5% in traffic demand during April compared to the same month last year, being the only region experiencing a reduction in traffic growth. Capacity rose by 1.3%, whereas load factors reached 79.5%, still the highest for any region.

April 2011	Passengers' Demand	Capacity Expansion	Load Factor
Europe	2.0%	2.9%	79.4%
Middle East	10.9%	12.9%	76.8%
North America	-0.5%	1.3%	79.5%
Latin America	4.6%	7.9%	76.0%
Asia Pacific	2.4%	3.7%	76.9%
Africa	4.7%	3.3%	67.8%

The Latin American airlines recorded a 4.6% growth in demand whereas capacity rose by 7.9% and load factor dropped to 76%. Finally the African Airlines showcased a growth of 4.7% in passenger demand compared to April of the previous year, while capacity rose 3.3%, causing load factor to rise to 67.8%. African as Middle East airliners have seen solid growth in air travel as a result of a sustained increase in trade.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Passenger Demand for May 2013



In the first week of July, the International Air Transport Association (IATA) announced global traffic results showing that air travel continued to expand. Growth was led by the emerging markets of Africa, Latin America and the Middle East. Compared to the same month of the previous year, overall

demand rose by 5.6% and capacity by 5.2%. The load factor has been increased to 78.1%. Tony Tyler, IATA's Director General and CEO regarding this development stated: "Global economic performance remains a concern; however, demand for air travel continues to expand. The primary driver is growing demand for connectivity to emerging markets. The business environment has also improved compared to mid-2012 with some indications of easing weakness in the Eurozone. It's still a tough environment, but there are some reasons for optimism in the second half of the year".

European carriers recorded a 5.6% growth on international services compared to May 2012. Capacity growth by 4.4% while load factor climbed 0.9% percentage points to 79.1%, the second highest among the regions. It is obvious that the amelioration of the economic status quo in Europe and thus the improvement of the business confidence are supporting this upward trend.

On the contrary, May was not a good month for the Asia-Pacific airlines' as while traffic rose by 3.7% compared to the year ago, capacity rose by 5.5% with the result that load factor decreased by 1.3% points to 74.1%.

Region	Annual Passenger Growth Rate	Annual Capacity Expansion	Load Factors
Europe	5.6%	4.4%	79.1%
North America	3.0%	1.7%	83.4%
Asia-Pacific	3.7%	5.5%	74.1%
Middle East	11.7%	12.8%	73.5%
Latin America	7.9%	8.9%	77.4%
Africa	9.8%	7.4%	66.2%
Global	5.6%	5.2%	78.1

In May, the North American airlines international traffic, climbed by 3.0% comparing to same month's results in 2012. This was the slowest rise among the regions but with capacity up just 1.7%, load factor rose 1.1% points to 83.4%, the highest of any region.

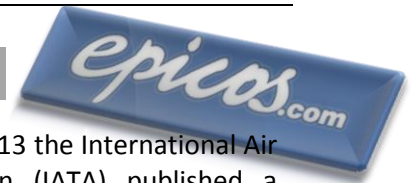
In other regions, Middle East Carriers showcased a strong year-on-year traffic growth of 11.7%, the highest of any other. Nevertheless, capacity climbed by 12.8% and load factor declined by 0.7% points to 73.5%.

The African airlines' traffic climbed 9.8% in May compared to last year's. This was the second highest among the regions. Additionally capacity rose by 7.4%, raising load factor by 1.4% points to 66.2%.

Finally, the carriers in Latin America demand rose by 7.9% compared to May 2012, while capacity climbed 8.9%, depressing the load factor by 0.7% points to 77.4%.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Airlines: Performance for July 2013



On September 3rd, 2013 the International Air Transport Association (IATA) published a report which underlined the performance of airlines worldwide. According to this report the overall revenue passenger kilometers (RPKs) were up by 5.0% compared to July 2012. All regions were up year-on-year, with emerging markets recording the strongest increases. Capacity rose by 5.5% on the previous July, ahead of demand, and the industry load factor dropped by 0.4% to

82.4%. Regarding the results Mr. Tony Tyler, IATA Director General and CEO stated: "Passenger demand continues to be strong. But the story of emerging markets driving growth as developed economies stagnate could be shifting. We are still expecting growth of 5% this year. How that growth is achieved, however, appears to be at a turning point, the emergence of the Eurozone from an 18-month recession provided the biggest boost to traffic over recent months. In contrast, the deceleration of the Chinese economy has been a dampener on air travel, with weakness showing up throughout emerging Asian markets. The price of oil, a huge cost item for airlines, is tracking political tensions in the Middle East. Along with the global cost impact of this, at the regional level there is the potential for disruption for one of aviation's strongest and most consistent growth markets".

The European airlines recorded a 3.7% growth compared to July 2012. Capacity grew by 3.6% and load factor were pushed to 85.5%.

The carriers of the Asia-Pacific region recorded a year-on-year increase of 6.3%. Capacity rose 6.6% while load factor stood at 79.5%.



The North American carriers experienced a growth of 3.6% in traffic demand during July compared to the same month last year. Capacity rose by 2.9%, whereas load factors reached 87.4%, the highest for any region.

The Middle East carriers expanded by 7.8% compared to a year ago, whereas capacity expanded by 10.5% resulting in a load factor of 78.3%. The demand for new routes to emerging markets in Africa and Asia has once again fuelled the growth of the Gulf hubs.

Latin American airlines showcased a growth of 7.3% in July compared to last year, almost

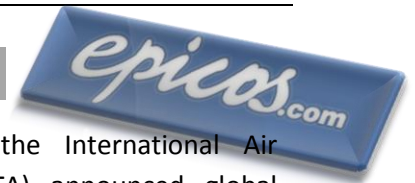
April 2011	Passengers' Demand	Capacity Expansion	Load Factor
Europe	3.7%	3.6%	85.5%
Middle East	7.8%	10.5%	78.3%
North America	3.6%	2.9%	87.4%
Latin America	7.3%	7.4%	82.4%
Asia Pacific	6.3%	6.6%	79.5%
Africa	7.5%	5.6%	73.6%

perfectly aligned with the 7.4% capacity growth. The region's load factor stood at 82.4%.

Finally, African airlines benefitted from strong domestic economic growth in key markets such as Ghana, Nigeria, Ethiopia and the Democratic Republic of Congo, to post growth of 7.5%, while capacity rose 5.6%. Load factors stood to 73.6%.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Airlines: Global Traffic Results for September



On October 31st, 2013 the International Air Transport Association (IATA) announced global traffic results for September. According to this report the total passenger demand rose by 5.7%. Additionally, limited capacity expansions (5.3%), which have been noticed for September, have pushed load factors to 80.9%. Tony Tyler, IATA's Director General and CEO stated that: "We are

seeing a more positive environment for air travel demand, based on rising business confidence, a strong increase in export orders in September and better performance of key emerging markets like China. The strong growth of recent months, coupled with the continuing improvements in air travel demand in September, suggests that there could be a further acceleration in air travel growth before the end of the year".

The European airlines' international traffic climbed by 3.4% in September compared to the year-ago period. Capacity rose 3.1%, pushing load factor up 0.3% points to 83.9%.

April 2011	Passengers' Demand	Capacity Expansion	Load Factor
Europe	3.4%	3.1%,	83.9%.
Middle East	10.4%	13%	77.2%
North America	2.3%	3.1%	83.9%
South America	8.3%	6.1%	80.9%
Asia Pacific	8.5%	7.1%	78.1%
Africa	6.9%	7.4%	73.2%

Asia-Pacific carriers recorded an increase of 8.5% compared to September last year, the strongest performance among the three biggest regions. Capacity growth of 7.1% pushed load factor up 1.0% point to 78.1%.

North American airlines demand rise 2.3% over a year ago, a slowdown on the August growth of 5.1%. Capacity growth 3.1% outpaced demand, pushing down load factor 0.6% points to 83.9%. Furthermore, **Middle East carriers** continued to show the strongest year-over-year traffic growth at 10.4%. Capacity expanded by 13%, pushing down load factor by 1.9% to 77.2%.



Latin American airlines posted a demand growth of 8.3% in September. Capacity grew 6.1% while load factor rose by 1.7% reaching 80.9%. Finally African airlines' traffic grew by 6.9% compared to September 2012, while capacity rose 7.4%, pushing down load factor to 0.3% to 73.2%.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Airlines: Global Traffic Results for October



During the first dates of December 2013 the International Air Transport Association (IATA) announced the global traffic results for October. According to the report the total passenger demand raised by 6.6% compared to October 2012 an improvement over the September increase of 5.2%.

Capacity increases by 6.5%, while load factor was 78.9%. Tony Tyler, IATA's Director General and CEO stated: "October traffic results reinforce expectations for a strong fourth quarter traffic performance in line with rising business confidence and better economic performance in the major advanced economies".

The carriers of the Asian-Pacific region showcased a solid performance of a 7.8% rise in October 2013 compared to October 2012. This was mainly attributed to the better performance of major economies such as China and Japan. Capacity rose by 7.1% versus October 2012, while load factor rose by 0.5% points to 76.4%.

Regarding the European carriers, traffic was up by 5.4% in October compared to 2012. Capacity rose by 4.6%, while load factor were up by 0.6% points to 81%. In North America, demand was up by 3.6%, capacity by 4.6 and load factors declined by 0.8% point to 81.4%.



The Middle Eastern carriers showcased the strongest year-over-year traffic growth in October at 14.0%. Capacity raised by 13.9%, and load factor stayed flat compared to the year-ago period at 75.5%. The demand in Latin American airlines climbed by 8.3% mainly due to solid trade growth and business related travel. Capacity rose by 4.6% and load factor jumped 2.7% points to 79.7%. Finally, the African airlines' traffic climbed by 3.5% compared to October 2012. This was the slowest expansion rate between all the regions. Capacity rose by 8.7%, and load factors dropped by 3.3% to 66.1%.

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...

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Provision of an advanced Ground Power Unit (GPU) for A&D applications



A company providing services and products for the Aerospace & Aviation Industry is proposing the provision of its advanced Ground Power Unit (GPU) to address domestic and international markets. This provision may potentially occur through a representation or a Joint Venture with a local organization in a targeted country.

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

Mail at: g-menexis@epicos.com

Establishment of Chemical Laboratory capability



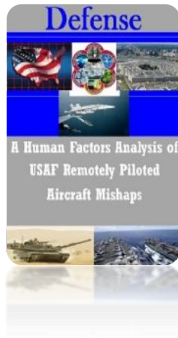
A company excelling in the area of Non-destructive Testing (NDT) is willing to expand its capabilities in special services (Special Processes - Chemical Laboratory) that will complement the production chain, attending to the growing demand for the manufacturing of efficiently machined and post-processed aeroparts.

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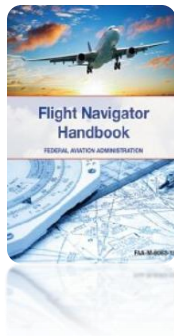
A Human Factors Analysis of USAF Remotely Piloted Aircraft Mishaps, by Matthew T. Taranto and Naval Postgraduate School and Kurtis Toppert



As the effort to demonstrate the viability and effectiveness of Remotely Piloted Aircraft (RPA) systems continues, there is an increasing demand for improved total system performance; specifically, reduced mishap rates. The USAF MQ-1 and MQ-9 have produced lifetime mishap rates of 7.58 and 4.58 mishaps per 100,000 flight hours, respectively. To improve the understanding of RPA mishap epidemiology, an analysis was completed on USAF MQ-1 and MQ-9 RPA mishaps from 2006-2011. The dataset included 88 human error-related mishaps that were coded using the DoD Human Factors Analysis and Classification System. The specific research question

was: Do the types of active failures (unsafe acts) and latent failures (preconditions, unsafe supervision, and organizational influences) differ between the MQ-1 and MQ-9 when operated with the same Ground Control Station (GCS)?

The Flight Navigator Handbook, by Federal Aviation Administration



The Flight Navigator Handbook provides information on all phases of air navigation and is a source of reference for everyone in the field, from navigators to navigator students. This handbook explains how to measure, chart the earth, and use flight instruments to solve basic navigation problems. It also contains data pertaining to flight publications, preflight planning, in-flight procedures, and low altitude navigation. Specific topics covered throughout the pages of this informational and helpful guide include: Reading maps, charts, and grids, Dead reckoning, Radio aid fixing and radio navigation, Celestial concepts and special celestial techniques,

Computing altitude, Pressure pattern navigation.



Cargo Demand for January 2013



On March 4th, 2013, the Geneva based International Air Transport Association (IATA) released the global air freight demand statistics for January 2013. Compared to the Freight Tonne Kilometers (FTK) in December, air freight volumes in January were 0.9% lower. Year-on-year, capacity expanded by 2.1% and the global load factor stood at 41.9%. Tony Tyler, IATA's Director General and CEO stated regarding this development that: "The air freight business is showing some encouraging signs. But it's too early to be overly optimistic. While the decline has stopped, overall volumes are still below the levels of 2010 and 2011. Load factors are low. And the global economy is fragile. Our forecast remains for modest demand growth of 1.4%. But with weak load factors, yields are going to continue to be under severe downward pressure".

Region	Annual Passenger Growth Rate	Annual Capacity Expansion
Europe	1.2%	2.4%
North America	0.6%	-1%
Asia-Pacific	3% (Adjusted)	-0.4%
Middle East	16.3%	12.4%
Latin America	-1.6%	10.2%
Africa	3.7%	13.9%

The carriers of the Asia-Pacific region represent some 39.2% of global air cargo. The region showcased a year-on-year demand growth of 7.1% while capacity was down 0.4%. Adjusting for the effect of Chinese New Year, it is estimated that the region's carriers saw demand growth of about 3.0%. On the other hand North American airlines saw a modest 0.6% growth compared to January 2012, while capacity was trimmed by 1.0%. The airlines of the European continent reported demand growth of 1.2% year-on-year, which was half the 2.4% growth in capacity. The persistent economic crisis Eurozone is experiencing is expected to limit the growth in air freight volumes in 2013. Airlines in the Middle East reported an annual demand increase of 16.3%, ahead of 12.4% capacity expansion as the region's airlines continue to benefit from route and capacity expansion into rapidly growing economies in West Africa and Asia.

Airlines in Latin America were the only region showcasing a fall in demand with a 1.6% decline on demand. That was against a 10.2% increase in capacity. The increase in capacity can be explained by the fact that the region's airliners are adding air freight capacity to seize the opportunities of solid trade growth as several economies in Latin America showcased. Finally, African airlines reported a demand increase of 3.7% while capacity expanded by 13.9%.

Air Freight Markets: April 2013



On May 29th 2013, the Geneva based International Air Transport Association (IATA) released the global air freight demand statistics for April 2013. Compared to April 2012 the air freight market showed a modest growth of 1.4%. Tony Tyler, IATA's Director General & CEO, stated regarding this development: "We saw a brief rally in cargo markets at the end of 2012. But that has clearly stalled. Fortunately, the small improvement in April means that economic conditions have not deteriorated to the point of starting a market contraction. And if we look to emerging markets -particularly Latin America and the Middle East- we do see some encouraging signs of growth".

The carriers of the Asia-Pacific area showcased a 0.4% year-to-year fall in freight demand. Despite the fact that Chinese economy is still experiencing a robust economic growth, overall business confidence softened in April. On the contrary Japanese business confidence reached a 13-month high and the impact of this development is expected to be recorded in the future.

Freight demand for North America airlines fell by 0.1% in April compared to the same month of the same year. Despite the fact that there is still a decline it is an improvement compared to the 6.5% fall in March.

European carriers saw an increase in air freight demand of 0.9%. Despite the economic crisis that the area is experiencing, air freight volumes are still holding up.

On the other hand Middle East airlines experienced a robust year-to-year growth of approximately 8.6% compared to April 2012. Despite the fact that this is number is a

Region	Annual Freight Growth Rate
Europe	0.9%
North America	-0.1%
Asia-Pacific	0.4%
Middle East	8.6%
Latin America	12.2%
Africa	1.4%

slowdown to the year-to-date growth rate of 11.2% is still the second best behind Latin America.

As it is mentioned Latin America experienced the highest growth of all regions

with a 12.2% expansion compared to the year-ago levels. This is mainly due to strong domestic demand and sustained growth in exports of perishable goods.

Finally, African airlines recorded an air freight demand grow by 1.4% compared to April 2012.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Cargo Demand for May 2013



According to the estimations of the Geneva based International Air Transport Association (IATA), the global air freight demand continued to be in a standstill in May, broadly following the trend of the last 18 months. It is indicative that global freight tonne kilometers

increased marginally by 0.8% in May compared to a year ago. Capacity, however, increased by 2.1% causing load factors to fall to 44.9%. Tony Tyler, IATA's Director General and CEO stated regarding this development that: "It is getting harder to find optimistic signs for air cargo growth. The Middle East remains a bright spot, and the rate of decline in the Eurozone is easing. But this is offset by the weakening of expansion in Asia-Pacific. It is now clear that the positive global upswing in air cargo at the end of 2012 was an illusion. Air cargo, along with many parts of the world economy, appears to be in suspended animation at the moment."

Carriers of Asia-Pacific region showcased a fall in freight volumes of 0.5% compared to May 2012, while capacity grew by 0.3%, further depressing load factors. European carriers freight volume increased by 1.0%. This was the second-best growth of any region. The improvement of business confidence and the slowdown of the pace of economic decline in Eurozone created this positive environment. Nevertheless, we should always take into consideration that the trend in recent months has been little or no growth.

Region	Change in Freight Volumes
Europe	1.0%
North America	-1.2%
Asia-Pacific	-0.5%
Middle East	9.7%
Latin America	-0.1%
Africa	0.2%

Regarding the North America region, carriers posted a 1.2% decline in demand for air cargo, and capacity grew slightly, namely by 0.1%. In Middle East carriers grew by 9.7% compared to May 2012, taking advantage of their aggressive hub strategy at the crossroads of East and West, and the growth of routes out of Africa to China.

The cargo volumes of the carriers in Latin American fell by 0.1%, a rather discouraging figure after the good performance the region showcased since the beginning of the year. Finally, the African carriers grew just by 0.2% in May.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Cargo Demand for July 2013



According to the estimations made by the Geneva based International Air Transport Association (IATA), the global air freight demand showed a continuation of the modest improvement trend experienced in July. Estimations were published in a report published on September 2nd, 2013. Global freight tonne kilometers (FTKs) were up 1.2% in July year-on-year, slightly better than the 0.9% year-on-year increase recorded in June. Tony Tyler, IATA's Director General and CEO stated regarding this development that: "The growth is encouraging, particularly in Europe. However, it is premature to say that air cargo may be emerging from the doldrums of the past 18 months. The weakness in Asia-Pacific freight markets and the deteriorating political situation in parts of the Middle East give ample reason for continued caution".



Carriers of Asia-Pacific region showcased a fall in freight volumes of 1.4% compared to July 2012, while capacity grew by 2.6%, further depressing load factors. The region's airlines have seen air freight contract 2.1% through the first seven months of 2013, the largest decline among regions.

European carriers freight volume increased by 1.5%, while capacity climbed 3.5%. July was the second consecutive month in which air freight demand increased, something that can be definitely tagged as a positive development.



Regarding the North American region, carriers posted a 1.1% year-to-year decline in demand for air cargo in July. In the Middle East the carriers grew by 14.4% compared to July 2012, taking advantage of their aggressive hub strategy at the crossroads of East and West, and the growth of routes out of Africa to China.

The cargo volumes of the carriers in Latin America were up by 3.1% compared to July last year, with capacity up just 1.7%. Finally, the African airlines' traffic climbed by 7.5% compared to July 2012, while capacity rose 5.6%, boosting the load factor by 1.3% to 73.6%.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Cargo Demand for September 2013



According to the estimations made by the Geneva based International Air Transport Association (IATA), the global air freight demand stabilized during September. Estimations were available in a report published on October 30th, 2013. Global freight tonne kilometers (FTKs) were

up 0.5% in September year-on-year, lower than the 3.4% year-on-year increase recorded in August. Tony Tyler, IATA's Director General and CEO stated regarding this development that: "The story behind September's performance is regional. The leveling-off of global volumes was a result of the growth rate in Europe and the Middle East moderating after recent acceleration, while Asia-Pacific airlines saw a deepening of the market weakness".

Carriers of Asia-Pacific region showcased a fall in freight volumes of 3.1% compared to September 2012, while capacity grew by 1.3% leaving load factors at 55.5%. The region's airlines have seen air freight contract 2.1% through the first nine months of 2013, the largest decline among regions.

European carriers' freight volume increased by 1.4% in September while capacity climbed 2.6% and load factors fell to 46.0%.

Regarding the North American region, carriers posted a 0.9% year-to-year incline in demand for air cargo in September. In the Middle East carriers recorded a strong growth in September, of 9.9% compared to last year.



The cargo volumes of the carriers in Latin America were up by 3.9% compared to September last year. Finally, the African FTKs fell 0.8% in September. Capacity rose by 11.2%, the second fastest of any region, which pushed their load factor down to just 26.3%, almost 20% points lower than the global average 45.1%.

Kyriazis Vasileios,
Epicos Newsletter Head Editor