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Thales to supply Military Satellite Communications System to Qatar

THALES

The Defence Industry is one of the most significant and complex industries in terms of the elevated technological content of its products, the high financial risks related to the considerable development costs and the complex structure of the associated supply chain. As a result, it is probably the most tightly regulated and controlled industry on a global basis. Additionally, the defence industry has a rather important impact on national economies and on the technological base of any given country. European defence companies play a major role in a vastly competitive international scene and are standing at the forefront of technological advancement, sophistication and efficiency by creating products of proven quality record, reliability and service ability. For example: Thales has been awarded a contract to supply the Qatar Armed Forces with a military satellite communications system. The ground segment supplied by Thales will provide the Qatari ground and naval forces with a long-range communications capability to enhance national security and protect vital interests.

The ground segment supplied by Thales will provide Qatari ground and naval forces with a long-range communications capability to enhance national security and protect vital interests. The solution will be delivered on a turnkey basis, and integrated teams will be set up to ensure the transfer of skills from Thales to the customer.



Jean-Bernard Lévy, Thales Chairman & CEO stated that “I would like to thank Qatar for the vote of confidence they have awarded to Thales. This is a big success, which comes at the end of a long bid process. This significant contract illustrates Thales’s efforts in recapturing international markets. It is a great reward for our teams and confirms their determination and professionalism. All our efforts are now being put towards the quick delivery of the satellite system for the benefit of the Qatari armed forces”.

Kyriazis Vasileios,
Epicos Newsletter Head Editor



Royal Air Force now Flying their most Advanced Fighter Jets Ever



Maintaining a strong defence industry should be of the outmost importance for Europe, as such an industry is a prerequisite for sustaining combat ready armed forces. Europe must try to comply by sustaining a broad and diverse defence industrial base and thus to retain the “operational sovereignty” acting in future world events as a power of deterrence and peace

maintenance and by providing security for its citizens. Towards this direction the Royal Air Force is currently operating its most advanced fighters ever following the largest fighter upgrade program delivered by BAE Systems.

Divided into two elements, Phase (a) and Phase (b), the latter takes the multi-role concept to a new level.

The aircraft upgrades include enhanced computing power, weapons systems integration advancements and improved sensor suites making Typhoon even more potent whether tasked with air-to-air work, air-to-surface or a combination of both during a single mission. The Phase (a) enhancement package delivers much more flexibility in mission planning. It allows a single pilot, in a single aircraft to simultaneously attack six different targets in one pass.

BAE SYSTEMS
INSPIRED WORK

TYPHOON PHASE 1 ENHANCEMENTS

TAKING MULTI-ROLE CAPABILITY TO A WHOLE NEW LEVEL

Phase 1 Enhancements (P1E): Delivering Full Effect
Typhoon is now even more potent, standing ready for air-to-air or air-to-surface tasks, or both within a single mission.

Improved Performance
A range of 'Under the skin' upgrades

- Radar and sensor system enhancements
- Improved ability to identify threats and/or friendly forces
- Avionics upgrades including improved reliability through systems which can take over the functionality of others in the event of failure
- Better protection: Upgrades to the Defensive Aids Sub System (DASS)
- Improved communications: Upgrades to the Multifunction Information and Distribution Systems (MIDG) allowing realtime networking with allied forces
- Improved Maintainability: An enhanced maintenance data system to improve availability

Seamless Integration of Man and Machine

- Improved Cockpit displays making the right information available at the right time for the pilot
- A range of Navigation, Autopilot and Voice Input system improvements reducing pilot workload
- Using the HMSS helmet, the pilot can look at multiple air and surface targets, lock onto them, and then, by voice command, prioritise them.

Enhanced Air-to-Surface Capability
Integration of the Paveway IV weapon provides enhanced Air-to-Surface capability with the ability to attack up to six separate targets in one pass using GPS guidance

Precision Attack
The Litening III Laser Designator Pod (LDP) provides high resolution targeting imagery and precision targeting information to the aircraft, pilot and weapon

Futureproofed...
The improvements delivered through P1E also help facilitate further capabilities over the next decade

BAE SYSTEMS

The Phase (b) package also brings upgrades for the aircraft’s Defensive Aids Sub System and the latest interoperability updates for the Multifunction Information and Distribution

Systems, which together ensure the Typhoon remains one of the most effective aircraft in the skies.

The first (17) Phase (a) standard aircraft are now in service with the RAF and with another (18) to be delivered by 1st April 2015.

The European defence companies must uphold its position in the global defence industry and remain at the forefront of technological advancements and efficiency by creating products of proven quality. They must continue generating innovation and creating spin-offs in other industrial sectors in order to be in a position to fulfil their outmost mission, and to efficiently equip the European armed forces.

For Further Information [Click Here](#)

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](#)

Development of an automatic detection system for Improvised Explosive Devices (IED) components using X – Ray imaging



A company with long standing experience in the professional training of security systems operators, testing and evaluation of Explosive Detection Systems, is proposing, in the frame of an offset program, collaboration with companies active in the security sector for the development of an automatic detection system for Improvised Explosive Devices (IED) components, based on X – Ray imaging and using innovative data analysis.

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

Mail at: g-menexis@epicos.com

Installation of an advanced intruder detection system for high security level, military and governmental installations



A company specializing in the development and production of Electro-Optical and Precision Motion Control Systems for the aeronautical and defence industry, is proposing, in the frame of an offset program, collaboration with military or homeland security authorities for the installation of an advanced intruder detection system for high security level, military and governmental installations. The proposed system will be based on an existing product of the company and also could be integrated with an existing (or to be installed) Closed Circuit TV (CCTV) system.

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

Mail at: g-menexis@epicos.com

News from our A&D Business Network**Embraer rolls out KC-390 military airlift**

Today Embraer rolled out the first prototype of the KC-390 military transport from the production hangar at the industrial plant of

Gavião Peixoto, Brazil. The event was attended by the Brazilian Minister of Defense, Celso Amorim, the Commander of the Brazilian Air Force, Lieutenant-Brigadier General Juniti Saito, and delegations and representatives from more than 30 countries. This milestone rollout will allow the Company to perform important ground tests prior to the aircraft's first flight, planned to take place by the end of this year.

"This significant milestone of the KC-390 Program demonstrates Embraer's ability to manage such a complex and high-technology project and to perform it on track," said Jackson Schneider, President and CEO, Embraer Defense & Security. "It paves the way for the beginning of the ground tests to prepare for the first flight."

"The KC-390 will be the backbone of the FAB's air transportation network. It will be able to operate in both the Amazon and Antarctica. The jet engines give the aircraft enormous agility in fulfilling all of its missions, faster and better," stated Aeronautics Commander, Lieutenant-Brigadier General Juniti Saito.

Following the rollout, the aircraft will continue with initial systems evaluations leading to the first engine run, and then to the ground vibration tests and the other planned ground tests. This aircraft is the first of two prototypes that will be used in the development, ground, flight and certification test campaigns.

The KC-390 is a joint project of the Brazilian Air Force with Embraer to develop and produce a tactical military transport and aerial refueling airplane that is a significant advance in terms of technology and innovation for the Brazilian aeronautics industry. The aircraft is designed to establish new standards in its category, with a lower operating cost and the flexibility to perform a variety of missions: cargo and troop transport, troop and cargo air delivery, aerial refueling, search and rescue, and combating forest fires, among others.

On May 20th, 2014, Embraer and the Brazilian Air Force signed the series production contract for the delivery of 28 KC-390 aircraft and associated initial logistic support. Besides the order by the Brazilian Air Force, there are currently intentions to purchase for additional 32 aircraft from other countries.

Follow on Twitter: @EmbraerSA

For Further Information [Click Here](#)

Vestas selects HyperSTE to ensure high quality technical documentation



Vestas is the only global energy company dedicated exclusively to wind energy - improving business case certainty and reducing the cost of energy for its customers. Vestas works in close partnership with customers to offer the most effective solutions towards energy independence. Its core business is the development, manufacturing, sale and maintenance of wind power plants – with competencies that cover every aspect of the value chain from site studies to service and maintenance.

Technical documentation is produced for all stages of the life cycle of a product, such as installation guides, spare parts catalogues, and maintenance manuals. In many industries there are high quality standards for technical documentation to ensure high product safety. Vestas has selected Etteplan's software HyperSTE, a sophisticated checker tool, to help produce high quality content to its global customer base. Etteplan will also train Vestas' global team of technical authors and assist with the standardization of its terminology. The goal is not only to ensure safety, but to provide more effective service and maintenance as well as save time and cost, amongst others on technical translations.

"We are excited to welcome Vestas to our vastly growing number of HyperSTE users worldwide and look forward to assisting Vestas with producing high quality technical documentation to its technology advanced wind energy solutions", says Berry Braster, Director of Sales at Etteplan.

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Etteplan in Brief

Etteplan | Tedopres is part of the Etteplan Group.

Etteplan provides engineering services and technical product information solutions to the world's leading companies in the manufacturing industry.

As an industry forerunner, Etteplan provides service solutions to improve the competitiveness of our customers' products and engineering processes throughout the product life cycle. The results of our work can be seen as improved quality, cost-efficiency and shortened time-to-market. Etteplan employs some 1,800 professionals in Finland, Sweden, the Netherlands and China. Etteplan has representation in Russia and a sales office in the USA.

For Further Information [Click Here](#)

Epicos Newsroom



Bombardier Launches Six Additional Customer Response Team Trucks and adds Line Maintenance Station in Nice, France

Bombardier today announced the expansion of its Customer Response Team (CRT) through the addition of six new CRT trucks in the United States for business aircraft customers. The new trucks bring the total of CRT trucks to 13. The Customer Response Team also includes a dedicated aircraft which shuttles parts and/or technicians for the resolution of Aircraft on Ground (AOG) for business aircraft in the continental United States. These services provide support for unscheduled/scheduled maintenance at an operator's location.

Bombardier also announced the addition of Line Maintenance Station in Nice, France at Aéroport Nice Côte d'Azur (NCE). The available services will be affiliated with the Bombardier Service Centre in Amsterdam, The Netherlands. The onsite Bombardier technicians will provide unscheduled and scheduled maintenance for business aircraft ranging from trouble shooting, servicing, and minor repairs.

The new CRT trucks in the United States and the Line Maintenance Station in Nice, France, will be connected with Bombardier's 24/7 Customer Response Centre, and the company's wholly owned business and commercial aircraft service centres as well as Bombardier's world class Customer Support team.

Customer Response Team Additional Truck Deployment

The CRT trucks will be pre-positioned to enable each team to be dispatched from strategic locations closer to business aircraft customer's sites. The trucks will be deployed over the next three months to locations in: Columbus, Ohio; Houston, Texas; Miami, Florida; San Francisco Bay Area, California; Washington DC; and White Plains, New York. The new trucks will be manned by two technicians – one avionics technician and one maintenance technician supported by the customized truck carrying state-of-the-art diagnostics equipment supporting all families of Bombardier business aircraft, as well as a wide array of equipment to perform a variety of unscheduled or scheduled maintenance tasks.

Customer Response Team Line Station – Nice, France

Bombardier's new Line Maintenance Station in Nice, France at Aéroport Nice Côte d'Azur (NCE) will provide AOG/line maintenance support to business aircraft customers in southern France and northern Italy. The station will consist of two technicians and a CRT van which will complement the maintenance services available at the Bombardier Service Centre located in Amsterdam, The Netherlands.

About Bombardier

Bombardier is the world's only manufacturer of both planes and trains. Looking far ahead while delivering today, Bombardier is evolving mobility worldwide by answering the call for more efficient, sustainable and enjoyable transportation everywhere. Our vehicles, services and, most of all, our employees are what make us a global leader in transportation.

Bombardier is headquartered in Montréal, Canada. Our shares are traded on the Toronto Stock Exchange (BBD) and we are listed on the Dow Jones Sustainability World and North America Indexes. In the fiscal year ended December 31, 2013, we posted revenues of \$18.2 billion. News and information are available at bombardier.com or follow on Twitter @Bombardier.

Source: Epicos, Bombardier

Northrop Grumman to Supply New Attitude and Heading Reference System for Airbus Helicopters

Northrop Grumman Corporation (NYSE:NOC) has been selected by Airbus Helicopters to certify and deliver its new LCR-350 Attitude and Heading Reference System (AHRS) for several helicopter platforms.

Developed by Northrop Grumman's subsidiary in Germany, Northrop Grumman LITEF, the LCR-350 AHRS can be used in civil and military applications on rotary- and fixed-wing platforms, providing critical flight control data regarding an aircraft's heading and attitude. The LCR-350 will be certified for various Airbus Helicopters platforms. Production of the LCR-350 is expected to begin in 2016.

"Our new LCR-350 is a cost-effective solution designed to perform even in the most demanding environmental conditions that are typical for helicopters," said Eckehardt Keip, managing director, Northrop Grumman LITEF.

The LCR-350 AHRS features a high-performance, micro-electro-mechanical system inertial measurement unit and is based on the standard LCR-300 AHRS. Additionally, the system enables directional gyro mode operation, which minimizes magnetic compass errors.

Northrop Grumman is a leading global security company providing innovative systems, products and solutions in unmanned systems, cyber, C4ISR, and logistics and modernization to government and commercial customers worldwide. Please visit www.northropgrumman.com for more information.

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Source: Epicos, Northrop Grumman

Thales Delivers Flight Controls on Gulfstream G650er

On the opening day of the National Business Aviation show 2014, Thales announces they have once again been selected by Gulfstream to deliver fly-by-wire flight control systems on the G650ER unveiled in May. This follows the unveiling of the G500 and G600 programmes on October 14, which will also feature Thales fly-by-wire flight controls.

The G650ER will be the longest range business jet in the world. Its 7,5000 nautical miles range (13,890 kilometers), opens up more destination pairs than ever before for a business jet, including New York to Hong Kong or Los Angeles to Delhi.

This requires flight controls that ensure superior performance and safety whilst reducing weight and optimising volume, therefore reducing fuel consumption. All Thales designed flight controls on Gulfstream jets have been designed specifically with these goals in mind.

Thales now boasts fly-by-wire flight controls on four Gulfstream platforms. Beyond the G650ER, Thales is now on-board the G500 and G600 unveiled on October 14 and on the G650, sister aircraft to the ER, the most sophisticated fly-by-wire business jet in the industry, and to date still amongst the most reliable and high performing in the world.

Mr. Michel Grenier, Thales Vice President in charge of aerospace activities in Canada stated that: "The selection of Thales-designed flight control systems for the G650ER, along with the G500 and G600 as recently announced, proves that the relationship we are building with Gulfstream keeps strengthening. It is also positive proof of the maturity of our products and the added value we strive to achieve for our customers."

Thales flight control technology onboard G650ER

Thales's FBW solution consists of two digital flight control computers (FCC) and one backup flight control unit (BFCU), which use the latest design evolution of quad-dual flight control computer architecture and modular packaging. This electronic system, which is the core of an aircraft's FBW architecture, ensures superior performance and safety, weight and volume optimization, and an exceptional dispatch rate.

About Thales

Thales is a global technology leader in the Aerospace, Transportation and Defence & Security markets. In 2013, the company generated revenues of €14.2 billion with 65,000 employees in 56 countries. With its 25,000 engineers and researchers, Thales has a unique capability to design, develop and deploy equipment, systems and services that meet the most complex security requirements. Thales has an exceptional international footprint, with operations around the world working with customers and local partners.

About Thales aerospace activities in Canada

Thales Canada has 1,300 employees in Montreal, Quebec City, Ottawa, Toronto and Vancouver working in Defense & Security, Aerospace Avionics and Transportation. Sales across Thales operations in Canada exceeded US \$450 million for 2013 to a range of customers including urban rail service providers, civil aviation companies, and military and security agencies. Through its three decades of experience in designing flight control systems, Thales Canada has developed unparalleled know-how in providing innovative flight control electronics solutions. Its expertise includes the engineering of avionics suites and flight controls, as well as the development of critical systems and software solutions.

Source: Epicos, Thales

[CEO of French oil giant Total killed in Moscow plane crash](#)

The CEO of French oil giant Total, Christophe de Margerie, died in a plane crash at a Moscow airport late Monday when the private jet he was using struck a snowplough on takeoff.

Russian investigators said Tuesday the driver of the snow-clearing machine was drunk and that his actions, along with "an error by air traffic controllers", appeared to be to blame for the crash.

Total, Europe's third largest oil company, confirmed the death of its 63-year-old boss known affectionately as the "Big Moustache" because of his distinctive facial hair and said its board would call an emergency meeting.

The group's stocks slid 2.0 percent at start of trading Tuesday on the accident, but then quickly recovered.

While admired by the industry for expanding Total's activities around the world, he was also often in controversy for helming Total when it was embroiled in judicial woes including the UN "oil-for-food" scandal.

French President Francois Hollande said he learnt of De Margerie's death with "shock and sadness" while Prime Minister Manuel Valls said France had lost "a great captain of industry and a patriot".

Condolences and tributes poured in from other political leaders. Russian President Vladimir Putin described De Margerie as "a true friend of our country, whom we will remember with the greatest warmth".

Just hours before the crash, De Margerie had met Russian Prime Minister Dmitry Medvedev at his country residence outside Moscow to discuss foreign investment in Russia, the Vedomosti business daily reported.

- Fire on the tarmac -

In a statement confirming the tragedy, Total said De Margerie "died just after 10 pm (Paris time) (2000 GMT) on October 20 in a private plane crash at Vnukovo Airport in Moscow, following a collision with a snow removal machine."

"Four people were found dead at the scene of the accident, including three crew members and Christophe de Margerie."

The Vnukovo airport said in a statement that the Falcon Dassault business aviation jet crashed as it prepared to take off for Paris.

Visibility was 350 metres (yards) at the time of the accident, the airport said, as Moscow saw its first snowfall of the winter on Monday.

The airport said its rescue services were sent to the scene and "immediately started extinguishing a fire that had broken out".

Experts from the Interstate Aviation Committee, which investigates all Russian air accidents, and officials from Russia's federal aviation agency have launched a probe into the accident.

The investigating committee said in a statement that "it has been established that the driver of the snowplough was in a drunken state".

It added that a primary preliminary theory was that "an error by air traffic controllers and the actions of the snowplough driver" were to blame.

The possible role of "bad weather and errors by pilots will also be checked," it said.

The plane's black boxes have been recovered, airport spokeswoman Yelena Krylova told the RIA Novosti news agency.

Moscow transport investigators said in a statement they had opened a criminal probe into breaches of aviation safety rules causing multiple deaths through negligence, which carries a maximum jail term of seven years.

France said Tuesday it will dispatch three experts to join in the investigation.

The airport was closed temporarily to clear up the scene of the accident but resumed normal operations at 1:30 am (2130 GMT Monday).

- CEO since 2007 -

De Margerie had been chief executive of Total, Europe's third largest oil company after BP and Shell, since 2007, and spent his entire career there.

A descendant of a family of diplomats and business leaders, he was the grandson of Pierre Taittinger, founder of the eponymous champagne and the luxury goods dynasty.

Married with three children and highly regarded within the oil industry, he was known for his good humour.

De Margerie had taken over the helm of Total at a time when the company was embroiled in several legal woes.

Shortly after his nomination, he was handcuffed and taken into police custody for more than 24 hours over corruption claims in deals with Iran.

He also had to defend Total against allegations of corruption during the UN "oil-for-food" programme in Iraq.

De Margerie admitted the claims had taken their toll on the company. "Most people, when they speak of Total do not know what it is, but know it is not good," he said in 2009.

Total said in September that work on constructing a new natural gas liquefaction plant in northwestern Siberia was continuing despite Western sanctions buffeting Russia over its role in the conflict in Ukraine.

The group also announced in May it had signed a deal with Russia's second biggest oil company Lukoil to explore and develop shale oil deposits in western Siberia. But De

Margerie told the Financial Times last month that the project had been halted due to the EU and US sanctions.

Source: 2014 AFP, Agence France-Presse (AFP)

EU calls for comment on Air France, KLM, Delta fare remedies

The European Commission called on Tuesday for public comment on measures by Air France, KLM and Delta Airlines to meet concerns about possible overcharging on key international routes.

"Extensive cooperation between Air France/KLM, Alitalia and Delta in the framework of the SkyTeam alliance ... may result in higher prices," said the Commission, which polices European Union fair competition rules.

The routes cited were Paris-New York for premium passengers; and Amsterdam-New York and Rome-New York for all passengers.

To address the Commission's competition concerns, the three airlines have submitted a series of proposals, including offering rival companies some of their flight slots on the Amsterdam-New York and Rome-New York routes.

In addition, they agreed to allow competitors to "offer tickets on their flights and facilitate access to connecting traffic, as well as to provide access to their frequent flyer programmes on all three routes."

If the public response to these measures is positive, the Commission said it could then make them legally binding on the three airlines.

The Commission opened a competition probe into Air France/KLM, Alitalia and Delta in January 2012.

The three companies work together through the SkyTeam global airline alliance, one of several which dominate the industry.

The Commission recalled that in July 2010 and May 2013 it had imposed similar commitments on the rival Oneworld and Star airline alliances.

Source: 2014 AFP, Agence France-Presse (AFP)