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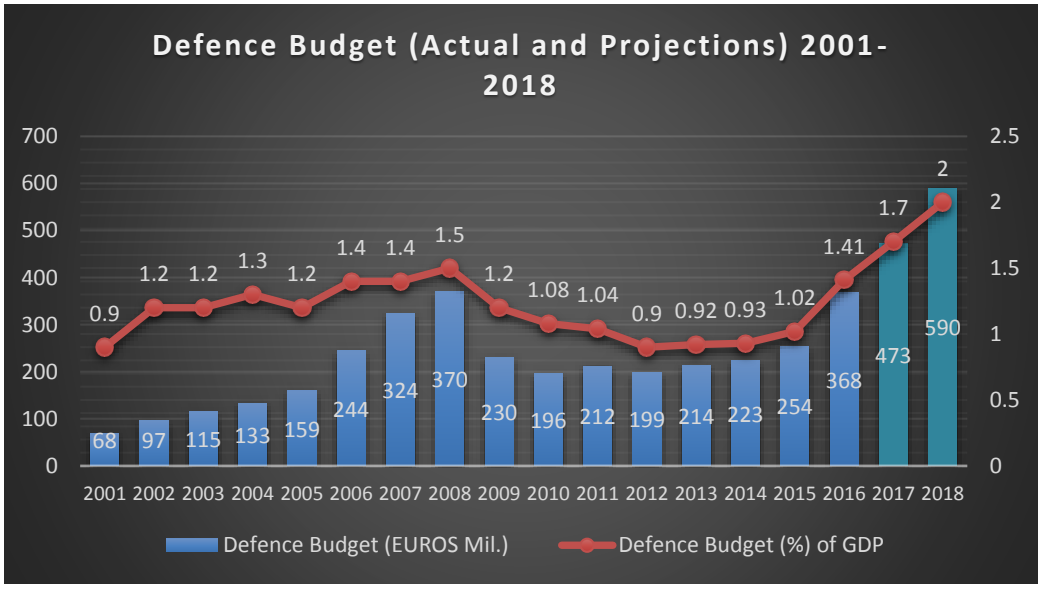
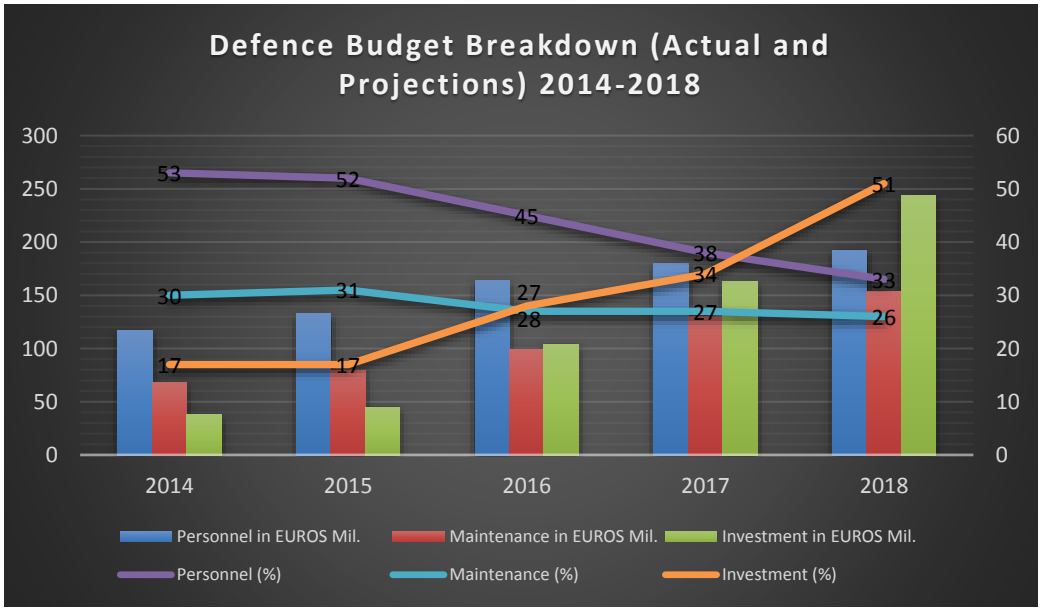
Latvia: Defence Budget and Future Purchases

Latvia has committed itself to increase its defence budget in order to reach 2% of Gross Domestic product (GDP) by 2018. In 2015 defence spending reached 254 million Euros (1% of GDP), which actual was a 28 million Euros or 12% increase compared to 2014. The 2016 military budget is expected to reach 367.86 million Euros or 1.41% of GDP. The breakdown of spending for 2016 according to data provided by the Latvian Ministry of Defence on military expenditure will be as following: 28% investment, 27% maintenance, 45% personnel. According to projections in 2018 the breakdown will be as following: 41% investment, 26% maintenance, 33% personnel.





Source: http://www.sargs.lv/Zinas/Military_News.aspx

During the period 2014-2017 the following major activities was and/or will be implemented:

- Enhancement of the high readiness of the national armed forces (allocated budget- in 2015: 5.0 million Euros, in 2016: 11.5 million Euros and in 2017: 12.0 million Euros);
- Enhancement of the intelligence, air surveillance and air defence capabilities (allocated budget- in 2015: 3.7 million Euros, in 2016: 14.0 million Euros and in 2017: 26.2 million Euros);
- Enhancement of the National Guard capabilities and creation of high readiness subunits (allocated budget- in 2015: 3.3 million Euros, in 2016: 7.3 million Euros and in 2017: 30.1 million Euros);
- Reorganization of soldiers' remuneration packages (allocated budget- in 2016 and 2017: 10.0 million Euros);
- Establishment of a NATO Centre of Excellence for Strategic Communications (allocated budget- in year 2014: 3.3 million Euros, in year 2015 and year 2016: 3.1 million Euros annually);
- Creation of a mechanised infantry brigade (allocated budget- in year 2014: 2.2 million euros, in year 2015: 14.6 million euros and in year 2016: 18.6 million euros)

As it is already mentioned Latvian authorities have and will spend a significant amount of funds for the creation of an infantry brigade. Under this context, Latvia purchased 123 Combat Vehicle Reconnaissance (CVR) from UK. The vehicles will be renovated and upgraded before the delivery. The total cost of the procurement will reach 48.1 million Euros and deliveries will be concluded in 2020. Latvia will also purchase Spike anti-tank missile systems which will be installed on the CVRs.

The development of an air-defence system is also a priority for Latvia. Armed forces should have the proper capabilities to see beyond the country's borders. In order to achieve this, Latvia purchased three (3) TPS-77 Multi-Role Radars (MRR) from Lockheed Martin something significantly enhancing its early warning and situational awareness capabilities. More on that direction Latvia purchased Mk2 missiles for a total value of 3.67 million Euros. Deliveries will be concluded within 2016, while the country retains the option to purchase further missile quantities.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Latvia: Defence Industry

Taking into consideration the limited demand of the Latvian forces, we can understand that it will be rather difficult and not economically viable for the country to form a defence industry in a full blown scale. Nevertheless, Latvian companies have the potential to operate as subcontractors in the defence industry supply chain. According to a study conducted by the Institute of Economics of the Latvian Academy of Sciences named "Development of Defence and Related Industries in Latvia" the defence products and/or capabilities that could potentially be developed are the following: pilotless aircraft, wireless technologies, technologies for water, energy accumulations technologies, microclimate conditioning systems integrated in clothing and others.

Additionally, the same study pinpointed the sectors of metal industry, the manufacture of specific electrical and optical and communication equipment as some of the sectors that could potentially export products and/or services to NATO and EU member states. IT and construction could potentially be capable of providing services of an appropriate quality to the Armed Forces of NATO and EU, according to the study.

Towards this direction, and in order to further stimulate the development of the local defence industry, the MoD collaborates with Latvian scientific institutions and professional associations structuring research projects. From 2005-2008 the Latvian MoD funded the following number of such projects:

- 15 projects in 2005;
- 23 projects in 2006;
- 22 projects in 2007;
- 24 projects in 2008.

Additionally, Latvia has been strong in developing space technologies. Currently, Latvian companies develop and produce products for the European Space Agency (ESA) such as radiation detectors, cryogenic isolation materials, chronographs, ultrasonographic bones diagnosis, and satellite laser ranging systems.

In 2013, the Federation of Security and Defence Industries of Latvia (FSDI Latvia) was established with the goal of representing the local defence industry to national and international fora. In order to further develop its international footprint, FSDI has signed several agreements with other European defence industry associations.

On November 25, 2015, FSDI signed a Memorandum of Understanding (MoU) with **Danish Defence and Security Industries Association (FAD)**, which sets the foundation for the future co-operation of the defence and security industries of the two countries. Another such MoU was signed on May 14, 2015 with ADS Group.

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 a customized ISR / UAV training program

A company offering a complete range of high-end training systems for Intelligence, Surveillance & Reconnaissance (ISR) and Unmanned Aerial Vehicles (UAV) users, is offering to create a customized ISR/UAV training program. The training program could be used to train users of new or existing ISR/UAV equipment, in a third country, as part of a direct or indirect offset program.

For Further Information Contact our ICO Department
Mail at: a-kintis@epicos.com

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: a-kintis@epicos.com

News from our A&D Business Network

Embraer Projects Demand of 1,570 New Deliveries of 70 to 130-Seat Jets in Asia Pacific over the Next 20 Years

Embraer Commercial Aviation released today, at the Singapore Airshow, its market forecast for Asia Pacific, which includes China. The Company believes that airlines will take delivery of 1,570 new jets in the 70 to 130-seat segment over the next 20 years (valued at USD 75 billion, at list prices), representing 25% of the worldwide demand for the segment, in the period. According to the global Embraer Market Outlook for the 70 to 130-seat capacity segment for the next two decades, the entire market will demand 6,350 new jets in this category, which is valued at USD 300 billion over the period.

The Asia Pacific market will become more affluent, competitive, and open, further stimulating airlines to seek system efficiencies, brand differentiation, and improved service levels. In this context, the 70 to 130-seat jet segment will play a key role in supporting the intra-regional development in Asia Pacific.

“We are showing to airlines the benefit of moving from ‘red oceans’ to ‘blue oceans,’ that is, to move away from a crowded marketplace and seek out opportunities in markets that are currently underserved, or not served at all, where yields are also stronger, moving from one to two digits,” said Paulo Cesar Silva, President & CEO, Embraer Commercial Aviation.

Asia Pacific has experienced rapid social and economic development in recent decades. The region’s above-average economic expansion, with a projected annual GDP growth rate of 4.1% for the next 20 years, combined with increasing urbanization and shifting demographic patterns, will result in higher household incomes and increased discretionary spending, including air travel.

The rise of Low Cost Carriers was a direct and natural response to the surge in demand for air travel in the region, in the last decade. However, the large inflow of capacity has influenced ticket prices and created a new dynamic: a vicious cycle in which lower yields force lower unit costs, leading to larger aircraft that add more capacity which, in turn, lower load factors that promote even more fare discounting. Reducing fares to offset falling load factors has its limits, and focusing primarily on ancillary revenues is not a sustainable business strategy. There are already signs of saturation; despite 8.6% RPK growth in 2015, carriers in the region are estimated to have earned a net margin that averaged only 2.9%, boosted by the lower price of oil. Profitability remains elusive for Asian carriers facing the challenge of surplus capacity.

Embraer sees untapped opportunities in Asia Pacific, where more than 250 markets, or 30% of narrow-body exclusive markets are served with less than one daily frequency. Markets like these would be better served with 70-130 seat jets, based on the average number of passengers per departure. Also, 37% of intra-regional turboprop capacity is offered on

routes longer than 200 nautical miles, which are better suited to jet operations, due to their higher network productivity, better operating economics, and superior passenger appeal.

Another opportunity in the region is the replacement of aging fleets, where there are more than 250 jets in the 50 to 150-seat category with over 10 years of age, which will become targets for replacement in the near future.

Embraer Commercial Aviation is present in 11 countries in Asia Pacific, with more than 20 customers and more than 200 aircraft flying in the region. The E-Jets family has logged more than 1,700 orders and over 1,200 deliveries to date, and is in service with some 70 customers from 50 countries. In the 70 to 130-seat segment, Embraer has a global market share of 51% of orders and 62% of deliveries since 2004.

For Further Information Click Here

Boeing, Okay Airways Announce Commitment for 12 737s

Boeing and Okay Airways today announced a commitment for 12 737s, including eight MAX 8s, three 737 MAX 9s and one Next-Generation 737-900ER (Extended Range) airplane. The agreement, valued at $1.3 billion at current list prices, is subject to the approval of the Chinese government and will be posted to Boeing's Orders & Deliveries website once all contingencies are cleared. "We greatly value the ties we have built over the years with Boeing," said Wang Shusheng, Chairman, Okay Airways. "The Boeing Next-Generation 737 has been the mainstay of our fleet since we started operations. The introduction of additional 737s, including the new 737 MAX, will further modernize our fleet and ensure we operate the most efficient fleet well into the future."

This commitment will mark the first 737 MAX 9 order by a Chinese airline and bolsters Okay Airways' 737 MAX portfolio to 17 airplanes. Included as part of the agreement, Okay Airways have rights to exercise options for eight additional 737 MAX 8 airplanes. "We are honored to welcome Okay Airways as our newest 737 MAX 9 customer," said Ray Conner, president and CEO, Boeing Commercial Airplanes. "The reaffirmation of additional 737-900ERs and 737 MAX 8s is a testament to the success that Okay Airways has established with the 737 family. We look forward to extending our partnership with Okay for decades to come."

Okay Airways, the first privately owned airline in China, is headquartered in Beijing with its main hub at Tianjin Binhai International Airport (TSN). The airline's fleet includes 14 737-800s, three 737-900ERs and one Boeing 737-300 Freighter, which serves more than 100 domestic and international routes.

The 737 MAX family builds on the success of the Next-Generation 737 offering the highest efficiency, reliability and passenger comfort in the single-aisle market with 20 percent lower fuel use and emissions than the first Next-Generation 737s. The 737 MAX family has 3,072 orders from 62 customers worldwide.

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For Further Information Click Here

Epicos NewsRoom

Airbus Strengthens Leadership Position in Asia-Pacific Region

Airbus strengthened further its market leading position in Asia-Pacific in 2015, winning 421 net orders from 17 airlines and lessors in the region during the year. This represented 39 per cent of the company's net order intake in 2015 for 1,080 aircraft.

In addition, the manufacturer delivered 282 new aircraft to 40 operators across the region over the twelve month period, either directly or via leasing companies. This was 44 per cent of the company's total output of 635 aircraft during the year, reflecting the importance of the region to the manufacturer.

The regional results were announced today by Fabrice Brégier, Airbus President and CEO and John Leahy, Chief Operating Officer, Customers on the opening of the Singapore Air Show.

"The Asia-Pacific region has traditionally been one of our strongest markets," said Fabrice Brégier. "In recent years we have consolidated our position with our complete range of modern and efficient products. We expect this trend to continue in the coming years, especially in the widebody market where the A350 XWB is setting new standards in the 300 - 400 seat category."

Looking to the future, Airbus expects the Asia-Pacific region to continue to lead demand for new aircraft over the next 20 year period.

Presenting the company's latest forecast for the region, John Leahy said that an annual increase in passenger traffic of 5.6% would contribute to a requirement for some 12,800 new aircraft valued at USD 2 trillion. This represents 40% of global demand for 32,600 aircraft over the next 20 years, and includes almost half of all widebody deliveries worldwide and over a third of all single aisle aircraft.

"Asia-Pacific will continue to experience stronger growth than any other world region as more people fly more often," said John Leahy. "Airbus will be especially well placed to respond to this demand in every size category. From 100 to over 500 seats, and for everything from short regional flights to the world's longest commercial services, we have the right products to meet the needs of airlines in this fast-growing market."

Over the past 10 years Airbus has recorded the leading share of sales in the Asia-Pacific region in both the single aisle and widebody markets. This has seen the A320 Family account for 64 per cent of net orders in the single aisle category, while the Airbus widebody aircraft, the A330, A350 XWB and A380 have together won 56 per cent of orders during this timeframe.

The complete Airbus product line comprises the best-selling A320 Family in the single aisle market, the popular A330 and all-new A350 XWB in the mid-size widebody category and the

flagship A380 in the very large aircraft segment. In the freight market Airbus currently offers the new-build A330-200F and the A330 Passenger-to-Freighter (A330P2F) programme.

Asia-Pacific 20 Year Market Forecast - Headline Figures

- 5.6% annual growth in passenger traffic (global average 4.6%)
- Asia-Pacific fleet will grow from 5,600 today to 14,000
- Demand for 12,810 new aircraft valued at USD 2 trillion
- 40% of total world demand for 32,600 aircraft over next 20 years
- 3,760 twin aisle and 720 very large aircraft = 46% of global widebody demand (9,600)
- 8,330 single aisle aircraft = 36% of global single-aisle demand (23,000)

Net orders 2006 - 2015 in Asia-Pacific region

- Single aisle - Airbus: 2,924 out of a total of 4,589 = 64%
- Widebody - Airbus: 666 out of a total of 1,187 = 56%

For Further Information Click Here

Source: Epicos, Airbus

Sikorsky Appoints UI Helicopter as Authorized Customer Support Center for S-76 and S-92 Helicopters in the Republic of Korea

Sikorsky, a Lockheed Martin company (NYSE: LMT), has appointed UI Helicopter Co., Ltd to become a Sikorsky-authorized Customer Support Center in the Republic of Korea. Based in Yesan, 100 km south of Seoul, the CSC will enable operators of Sikorsky S-76® and S-92® commercial helicopters to source repair and overhaul services within the country's borders.

"UI Helicopter has more than proved through years of professionalism and discipline the ability to maintain, repair and overhaul large helicopters," said Christophe Nurit, Sikorsky's vice president for Asia. "We are very pleased to recommend UI Helicopter to the growing number of operators of S-76 and S-92 aircraft in South Korea, who rightly expect the highest level of support for their Sikorsky aircraft."

Customers across the Republic of Korea operate 14 of Sikorsky's S-76 medium size commercial helicopter to transport corporate executives and for utility missions. Of Sikorsky's larger S-92 helicopter, three are flown by the Korean Air Force for executive transport, and one by the Korean Coast Guard for search and rescue duties. A second S-92 aircraft for the Coast Guard is on order from Sikorsky for delivery in 2017.
UI Helicopter will be the only Sikorsky-authorized Customer Support Center in the Republic of Korea to service S-76 and S-92 helicopters. Of the more than 20 Customer Support

Centers authorized by Sikorsky worldwide, only a small number are approved to offer MRO services for both Sikorsky commercial helicopter types.

"We take a great privilege in our relationship with Sikorsky, since we are the founder of helicopter industry in the Republic of Korea with a long history in its profession," said Albert S. Rim, President and Representative Director of UI Helicopter Co., Ltd.

"Our participation in the team effort with Sikorsky to serve the many loyal customers of Sikorsky in Korea will contribute to the customer satisfaction for product support. Henceforth our skilled workforce will ensure the operators of Sikorsky S-92 and S-76 helicopters across the country can receive in a very timely manner the devoted and advanced service, and the parts that the proven aircraft require for the safe operations."

Established in 1986, UI Helicopter has grown to become one of the Republic of Korea's leading providers of helicopter Maintenance, Repair and Overhaul services.

Since 2004, Sikorsky has delivered 275 S-92 heavy lift helicopters to operators who have accumulated more than 950,000 flight hours on the global fleet for offshore oil and gas, business transport and search and rescue missions. The platform's safety record is best-in-class.

Of the S-76 helicopter family, Sikorsky has delivered more than 800 aircraft to customers globally since 1979. An active anti-vibration control system in the new S-76D aircraft generates the quietest and smoothest ride of any helicopter in its class.

For additional information, visit: www.sikorsky.com.

About Sikorsky, a Lockheed Martin company

Sikorsky, a Lockheed Martin company, based in Stratford, Connecticut, is a world leader in aircraft design, manufacture and service. Headquartered in Bethesda, Maryland, Lockheed Martin is a global security and aerospace company that – with the addition of Sikorsky – employs approximately 126,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services.

Source: Epicos, Sikorsky

Harris Corporation Receives $12 Million Order to Supply Tactical Radio Systems to Philippines Armed Forces

Harris Corporation (NYSE:HRS) has received a $12 million order to provide the Armed Forces of the Philippines (AFP) with Harris Falcon III tactical vehicular radios, intercom systems and handheld radios, as part of a communications modernization program.

Harris will provide the Light Armored Division of the Philippine Army with the Falcon RF-7800V Combat Net Radio integrated into the RF-7800I Intercom Systems. This comprehensive solution for in-vehicle voice and data communications delivers secure tactical network connectivity. Harris also will provide the Falcon RF-7800V handheld VHF Combat Net Radio for general use by the Army.

"These radios will provide soldiers in the Philippine Army with advanced command and control, and real-time situational awareness capabilities," said Brendan O'Connell, president, Tactical Communications, Harris Communication Systems. "They also will have secure interoperability with more than 15,000 Harris Falcon radios currently fielded within the AFP."

About Harris Corporation
Harris Corporation is a leading technology innovator, solving our customers' toughest mission-critical challenges by providing solutions that connect, inform and protect. Harris supports customers in more than 125 countries, has approximately $8 billion in annual revenue and 22,000 employees worldwide. The company is organized into four business segments: Communication Systems, Space and Intelligence Systems, Electronic Systems, and Critical Networks. Learn more at harris.com.

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For Further Information Click Here

Source: Epicos, Harris Corporation

CAE submits bid for Canada's Contracted Airborne Training Services (CATS) program

CAE today announced that it has submitted its bid for the Contracted Airborne Training Services (CATS) program to the Government of Canada.

CAE has teamed with Draken International, operator of the world's largest fleet of privately-owned fighter aircraft, to offer Canada's Department of National Defence (DND) a comprehensive and world-class service for adversary and threat training, electronic warfare and target towing operations.

CAE and Draken have formed a Canada-based joint venture company that would operate the fleet of aircraft and have responsibility for delivering the combat support training services to the Royal Canadian Air Force, Royal Canadian Navy, and Canadian Army.

"Our solution leverages CAE's training systems integration capabilities and NATO Flying Training in Canada experience, and combines this with Draken's world-leading fleet of adversary fighter aircraft and unmatched aggressor training practices," said Mike Greenley, Vice President and General Manager, CAE Canada. "The Canadian Forces need to train against future threat aircraft that cannot be replicated without combining actual live-flying fighter aircraft with simulated enhancements. Our comprehensive solution will provide a better and more challenging overall training experience for Canada's fighter pilots by providing actual fighter jet adversaries that will look and act like real-world threats."

The CAE and Draken team have proposed a fleet of Douglas A-4 Skyhawk fighter aircraft to support the CATS program. The fleet has had extensive upgrades and now delivers capabilities similar to Canada's CF-18 fighter aircraft they would be training against. CAE and Draken have also proposed a comprehensive research and development program aimed at developing the next-generation live-virtual-constructive (LVC) training capabilities for adversary and aggressor air training services.

"CAE is a company with world-class expertise for both simulation-based and live flying training, and we are thrilled to be partnering with them to offer a solution for the Contracted Airborne Training Services program," said Jared Isaacman, Chief Executive Officer of Draken International. "Draken has unmatched experience and capabilities for live aggressor training as evidenced by our role in providing similar services to the U.S. Air Force, Navy and Marine Corps. We fully understand that future fighter combat training will involve an integrated live-virtual-constructive training environment, and this is an area where CAE is one of the global leaders."

Isaacman continued, "We believe our combined offering with CAE has the ability to revolutionize the combat support provided under the Contracted Airborne Training Services program in Canada, as well as advance adversary and aggressor air training support globally."

The Contracted Airborne Training Services for Canada's DND are delivered in locations across Canada, primarily Victoria, British Columbia; Cold Lake, Alberta; Bagotville, Quebec; and Halifax, Nova Scotia. The Government of Canada expects to award a 10-year contract to the successful bidder by the end of calendar year 2016.

About CAE

CAE's Defence & Security business unit focuses on helping prepare our customers to develop and maintain the highest levels of mission readiness. We are a world-class training systems integrator offering a comprehensive portfolio of training centres, training services and simulation products across the air, land, sea and public safety market segments. We serve our global defence and security customers through regional operations in Canada; the United States/Latin America; Europe/Middle East/Africa; and Asia/Pacific, all of which leverage the full breadth of CAE's capabilities, technologies and solutions.

CAE is a global leader in delivery of training for the civil aviation, defence and security, and healthcare markets. We design and integrate the industry's most comprehensive training solutions, anchored by the knowledge and expertise of our 8,000 employees, our world-leading simulation technologies and a track record of service and technology innovation spanning seven decades. Our global presence is the broadest in the industry, with 160 sites and training locations in 35 countries, including our joint venture operations, and the world's largest installed base of flight simulators. Each year, we train more than 120,000 civil and defence crewmembers, as well as thousands of healthcare professionals. www.cae.com

About Draken International

Based in Lakeland, Florida, Draken International has set a new standard in tactical flight support. With over 70 fighter aircraft, the company operates the largest privately-owned fleet of ex-military aircraft in the world. Draken aircraft are unique in their ability to replicate capabilities often found on modern 4th generation fighter jets, but at considerably lower cost. The Draken aircraft are used in various types of military training objectives around the globe to include support for the U.S Air Force, U.S Navy, U.S Marine Corps and other International partners. Draken service represents tremendous cost savings over the use of traditional military fighter assets. For additional information, visit www.drakenintl.com.

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Source: Epicos, CAE

Russian Helicopters to create a repair center for the Mi-8/17 and Ka-32A11BC helicopters in China

Russian Helicopters, part of State Corporation Rostec, signed a framework agreement with Chinese companies «AVIC International Holding Corporation» and «CITIC Offshore Helicopter Corporation» (COHC) to create a maintenance and repair center for Russian-made helicopters in China.

Under the agreement, Russian Helicopters is planning to reequip the maintenance center in Shenzhen, China to repair Russian rotorcraft. At the first stage, authorized maintenance services and operation support will be provided for the Ka-32A11BC helicopters. During the second stage, the capacities will allow for maintenance and repair of Russian-build helicopters of the Mi-8/17 series.

“We’re ready to provide extensive support to China to create a repair center and support its activities throughout the entire life cycle of Russian-made helicopters supplied to this country,” said Russian Helicopters’ CEO Alexander Mikheev. “The new center will ensure high quality service for Russian-made helicopters throughout the entire lifespan.”

Taking into consideration the fleet of Russian-built helicopters operating in China, a whole network of helicopter service centers is being planned in China, which would specialize in maintenance of civil and military helicopters, particularly of the “Mi” and “Ka” series. Apart from the technical center in Shenzhen, the Chinese side showed interest in organizing authorized maintenance and repair centers in Shanghai, which would be based at the Haiying automotive repair factory, and at Chengdu, at the Jingjiang factory.

China is one of the biggest operators of Russian-made helicopters. Helicopters of the Mi-8/17 series, as well as the Ka-32A11BCs, are successfully operated throughout the country, particularly in regions with challenging terrain and difficult climates. These helicopters are used for transporting various cargo, medical supplies, humanitarian aid, construction materials; they also perform rescue and emergency recovery operations.

The Mi-8/17 series is the most popular in China. The fleet of these helicopters in China exceeds 400. In 2014, Russian Helicopters completed the delivery of 84 Mi-171E helicopters

to Chinese Poly Technologies company. Mi-8/17s are irreplaceable for cargo and passenger transportation, geological exploration, patrolling and firefighting.

The multirole Ka-32A11BC helicopter is also certified in China and boasts high demand. It is ideally suited for highly urbanized cities and China's specific climate conditions. The helicopter can operate efficiently in dense urban areas, hard to reach mountainous and forested regions, and can also land on small vessels, drilling platforms, and on unprepared, hard to access sites.

Russian Helicopters, (part of State Corporation Rostec), is one of the global leaders in helicopter production and the only helicopter design and production powerhouse in Russia. Russian Helicopters was founded in 2007 and is headquartered in Moscow. The company comprises five helicopter production facilities, two design bureaus, a spare parts production and repair facility, as well as an aftersale service branch responsible for maintenance and repair in Russia and all over the world. Its helicopters are popular among Russian ministries and state authorities (Ministry of Defence, Ministry of Internal Affairs, Emergency Control Ministry), operators (Gazpromavia, UTair), major Russian corporations. In 2014 its IFRS revenues increased 22,8% to RUB 169,8 billion. Deliveries reached 271 helicopters.

State Corporation Rostec is a Russian corporation founded in 2007 for the purpose of promoting the development, production and export of hi-tech civilian and military industry products. It comprises 700 organisations, nine of which have now been formed as holding companies of the military-industrial complex, five of them are involved in civil industries and 22 are directly controlled. Rostec's portfolio includes recognised brands such as Avtovaz, Kamaz, Russian Helicopters, and VSMPO-AVISMA. Rostec's organisations are located in 60 constituent entities of the Russian Federation and supply their products to the markets of more than 70 countries. The revenue of Rostec in 2014 amounted to RUB 964.5 billion. The tax deductions into the treasuries at all levels exceeded RUB 147.8 billion.

For Further Information Click Here

Source: Epicos, Russian Helicopters