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Boeing: Aircraft Deliveries



The Boeing Company announced deliveries across its commercial and defence operations for the first quarter of 2012. The airplane with the most deliveries for the first quarter was the 737 Next Generation with (99) deliveries and it was followed by the 777 with (20) deliveries. Regarding the defence operations of the company Boeing delivered (12) F/A-18E/F and

EA-18G aircrafts during the first quarter of 2012. Furthermore, Boeing delivered (7) 767 aircrafts, (6) 747 and (5) 787.

Amongst the deliveries Boeing made during the first quarter was that of the 60th Boeing 777 passenger jetliner to Air France. The French Airlines will operate this 777-300ER between Paris and the French Overseas Departments in the Indian Ocean and the Caribbean regions, including Fort de France, Pointe a Pitre and St-Denis de la Reunion. By summer 2012, Air France will operate a total of (62) 777 passenger jetliners and (2) 777 Freighters.

Furthermore, on March 26, 2012, Boeing delivered to the Japan Airlines (JAL) the airline's first (2) 787 Dreamliners. It is worth noticing that these were the first airline to take delivery of a 787 powered by fuel-efficient General Electric GENx engines. During the ceremony delivery president of Japan Airlines Mr. Yoshiharu Ueki stated that the airline will be the first to start new routes that have never been flown before by taking full advantage of the efficiencies of 787 Dreamliner, starting with Boston service next month and San Diego later this year.



On the defence operations, Boeing delivered on April 2, 2012 the final (2) F-15K Slam Eagles to the Republic of Korea Air Force (ROKAF). All the deliveries were made on cost and on schedule. Roger Besancenez, F-15 Program vice president for Boeing stated during the delivery that "Boeing is proud to have worked with the ROKAF to ensure that their F-15Ks included all the capability and power necessary to defend their homeland through 2040 and beyond".

Major Commercial Airplanes Programs	1st Quarter 2012 (Deliveries)
737 Next Generation	99
747	6
767	7
777	20
787	5
Total	137

Source: Boeing

This delivery reinforced the strong history of cooperation between the company and the Republic of Korea. Boeing works with nearly (20) Korean companies and spent more than

\$250 million with them in 2011, maintaining Korea's position in the top quartile of nations with which Boeing does business. Deliveries of F-15 aircraft to the Republic of Korea Air Force started in October 2005 and Boeing delivered the 40th F15K in October 2008. The company won an additional contract to produce (21) more F15K aircraft in April 2008 as part of Korea's Next Fighter II program.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Embraer: Aircraft Deliveries and 4th Quarter Results



The last quarter of 2011 was rather productive for the Brazilian company Embraer

as they delivered (32) commercial and (50)

executive aircrafts and ended the year with total deliveries of (105) commercial and (99) executive aircrafts (83 light jets and 16 large jets). As a consequence, 2011 revenues totaled US\$ 5,803 million, in line with the annual revenue guidance range of US\$ 5.6 to US\$ 5.8 billion. During 2011 the E-Jets family achieved significant milestones as there were executed more than 1,000 orders and 800 deliveries. Additionally aircraft increased presence with leasing companies (CIT, BOC Aviation, GECAS, Air Lease, CDB). Finally, the total sale of (124) E-Jets represented a 28% increase compared to 2010 sales. This positive development was highlighted by Paulo Cesar de Souza e Silva, Embraer's President of Commercial Aviation who stated: "All 2011 achievements reinforced the E-Jets' role and importance in the airlines' improvement process. Our (60) customers in (40) countries are proving that the E-Jets' flexibility, operational performance, economics and passenger preference are meeting market requirements."

Additionally, during the fourth quarter of 2011, Embraer signed for the sale of (45) E-Jets, (33) of which are E190s ((15) to BOC Aviation, in Singapore; (10) to CIT Group, in the U.S.A.; and (6) to GECAS, in the U.S.A. - all leasing companies; and (2) jets to Hebei Airlines, in China) and (12) E195s ((11) to Azul, in Brazil and (1) to Jetscape, in U.S.A.).

Deliveries	3Q11	4Q11	2011
Commercial Aviation	28	32	105
ERJ 145			2
EMBRAER 170			1
EMBRAER 175		7	10
EMBRAER 190	22	18	68
EMBRAER 195	6	7	24

Source: Embraer

Apart from the E-Jets series Embraer experienced a rather productive quarter in executive aircrafts. More specifically, executive aviation deliveries totaled (50) aircrafts. Among them (40) were light jets and (10) large jets.

2011 was also a "busy" year for the Defence and Security division of the company. By the end of the year, (10) AMX jets were at Embraer's facilities to start revitalization and later modernization activities. Additionally on December 6, 2011 the first of (3) EMB 145 Airborne Early Warning and Control (AEW&C) aircraft ordered by the Indian government, performed its first flight.

Finally, during 2011 important developments have been made to the KC-390 program, as the Brazilian company AEL Sistemas was selected to supply three more components for the KC-390 jet: the Self-Protection System (SPS); the Directed Infrared Countermeasures (DIRCM); and the Head-Up Display (HUD). The KC-390 is a medium-size, twin-engine jet-powered military transport aircraft that will be the heaviest aircraft that the company has made so far. It will be able to transport up to 21 tons of cargo, including wheeled armored vehicles. It

is to be similar in size to the C-130J Super Hercules and therefore Embraer enters in the global competition in the 20-ton air transport segment, putting itself in an exclusive group of companies. KC-390 is the Brazilian first new military product in more than a decade. It can be fairly characterized as a key propellant that will elevate Brazil to a higher level of importance and help it evolve into an ever more influential regional player and growing world power.

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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Utilizing LED Technology for Aerospace and Defence applications



A leading supplier of LED solutions mainly for commercial applications is willing to expand its line of business in Aerospace and Defence (A&D) sector, offering state-of-the-art solutions and products, as well as additional services and support.

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Smart wearables for Future Soldier and Homeland Security applications



In today's rapidly transforming armed forces, the infantryman continues to play a central role in new operational scenarios. The infantryman has to operate in urban areas and under extreme climatic conditions supporting peace keeping operations in several countries all over the world. He has to confront new asymmetric threats, and frequently faces attacks from irregular forces. In this frame, a company with extensive experience in providing customized cutting edge solutions in the field of information technology, telecommunications and image processing is proposing the development of smart wearable to be used in several Future Soldier and homeland security applications.

The proposed wearables will pinpoint the exact location of Future Soldier, monitor biostatistics and atmospheric readings with precision, and relay this information by automatically switching between GSM/GPRS, UMTS, Wi-fi/Wimax, Tactical IP networks and satellite communications.

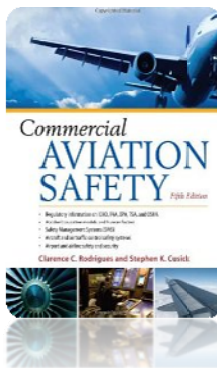
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Epicos- Amazon**Commercial Aircraft Projects, by Hans-Henrich Altfeld**

Commercial aircrafts are by their nature extremely complex products and their development equally complex and challenging. This should require the highest level of project management sophistication but in reality it cannot be afforded. However, cost reductions can be achieved by concentrating on the essential elements of such disciplines, to maintain their principal strengths, and combining them in an intelligent and pragmatic way. This is why the management of commercial aircraft must be performed on the basis of affordable essentials taken from state-of-the-art management disciplines as well as through an integrated architecture. Where this book goes beyond management essentials found elsewhere is its treatment of architecture integration,

necessary to interlink product, process and resources data.

Commercial Aviation Safety 5/E, by Clarence Rodrigues, Stephen Cusick

This book presents the latest procedures and standards from U.S. and international air traffic and regulatory agencies; this extensively revised resource covers the entire commercial aviation safety system--from human factors to accident investigation. The introduction of Safety Management Systems (SMS) principles by the International Civil Aviation Organization (ICAO) is discussed in detail. Commercial Aviation Safety, Fifth Edition delivers authoritative information on today's security concerns on the ground and in the air, changes in systems and regulations, new maintenance and flight technologies, and recent accident statistics. This is the most comprehensive, current, and systematic reference on the principles and practices of commercial

aviation safety and security.

Epicos Newsroom



Boeing Reports First-Quarter Deliveries

CHICAGO, April 5, 2012 /PRNewswire/ -- The Boeing Company (NYSE: BA) announced today deliveries across its commercial and defense operations for the first quarter of 2012.

Major program deliveries during the first quarter were as follows:

[Click Here to View the Result](#)

Source: Boeing

Britain and Japan pledge joint defence projects

Britain and Japan pledged on Tuesday to expand collaboration on defence equipment as Prime Minister David Cameron looked to prise open Tokyo's potentially lucrative arms market.

On a brief visit to Japan, Cameron and his Japanese counterpart Yoshihiko Noda agreed to co-operate on projects as Britain seeks to cash in on a relaxation of Japan's strict rules on weapon exports.

In a joint statement released after a brief meeting in Tokyo, Cameron and Noda said their two countries would be searching out ways to work together.

They agreed "to identify a range of defence equipment for joint development and production (and) to seek to launch at least one programme of such defence equipment as soon as possible".

The statement, which was short on specifics, came after Cameron said Britain was keen to become "Japan's partner of choice" alongside Tokyo's major ally the United States for defence industry collaboration.

Cameron, who has headed Britain's coalition government since May 2010, brought a phalanx of businessmen with him during a trip in which he met Japan's ageing emperor, who earlier this year underwent heart surgery.

Tokyo is keen to forge new defence partnerships after loosening its decades-old self-imposed ban on weapons exports.

Tuesday's agreement will pave the way for Britain to become only the second country to have any kind of defence collaboration with Japan, after the United States.

The ban, lifted in December, had prevented Japanese firms from joining international weapons projects, other than with the United States, and left Tokyo with little choice in where it bought its hardware.

The easing of export restrictions means Japanese companies are now able to supply parts to foreign contractors, for example in Britain, who will be hoping to leverage their more advanced weaponry technology and sell finished products to Tokyo.

Japan in December chose to buy the US-developed F-35 stealth jet for its next-generation fighter over the Eurofighter Typhoon, in a deal that is estimated to be worth \$4.7 billion.

Japan, whose industries took years to recover after World War II, declared in 1967 that it would tightly control its foreign weapons sales.

But China's rise and East Asia's changing security environment -- as highlighted by the expected launch in the coming days of a North Korean rocket -- have nudged policymakers into the change.

Meanwhile, on the business front, Cameron visited the headquarters of Nissan Motors, which announced it would produce a new midsize hatchback at its huge plant in Sunderland in the north of England from 2014.

The move will come with a fresh investment of 127 million pounds (\$200 million) from Nissan, along with an 8.2 million pound grant from the British government's Regional Growth Fund.

The announcement came only a month after the number-two Japanese automaker said it would start building a new compact hatchback model, called "Invitation", at the same factory from mid-2013 with investment worth \$198 million.

Production of the two models will create more than 3,000 jobs in Britain, said Nissan, which was yet to disclose other details of the model.

Cameron welcomed the announcement, saying it was "a huge vote of confidence in the skills and flexibility of the UK workforce".

"It's proof of the strength and vitality of the British manufacturing industry that leading companies like Nissan are expanding their production in the UK," he said, according to a Nissan statement.

Cameron is expected to leave Japan for a brief tour of Southeast Asia starting Wednesday.

Source: 2012 AFP, Agence France-Presse (AFP)

Boeing to Upgrade B-1 Navigation System for US Air Force

OKLAHOMA CITY, April 9, 2012 -- Boeing [NYSE: BA] has received a \$55.3 million production contract from the U.S. Air Force to upgrade the B-1 Lancer navigation system. The upgrade will replace the original navigation hardware with a new ring laser gyro system.

"We are no longer using a spinning mass gyro," said Rick Greenwell, B-1 program director for Boeing. "The new inertial navigation system uses a ring laser gyro with no moving parts to wear out and repair. This upgrade will dramatically increase system reliability."

Under the three-and-a-half year contract, Boeing will deliver hardware modification kits and perform retrofits at Dyess Air Force Base in Abilene, Texas, and Ellsworth Air Force Base in Rapid City, S.D. Initial aircraft modification is scheduled to begin in January 2013 and be completed by mid-2015.

Development program flight tests were completed on July 13, 2011. Boeing will begin purchasing upgrade kits immediately.

A unit of The Boeing Company, Boeing Defense, Space & Security is one of the world's largest defense, space and security businesses specializing in innovative and capabilities-driven customer solutions, and the world's largest and most versatile manufacturer of military aircraft. Headquartered in St. Louis, Boeing Defense, Space & Security is a \$32 billion business with 62,000 employees worldwide.

Follow on Twitter: @BoeingDefense.

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Source: Boeing

Second US airline to charge carry-on fees

A second US airline will charge a fee for carry-on luggage stored in overhead bins beginning Wednesday, the latest in a series of new charges for once-free services.

Allegiant, a budget airline based in Las Vegas, told CNN it would begin charging \$10-30 during the booking process for each bag stored in an overhead bin, while items stowed under seats would still be free. Passengers who pay the fee during airport check-in will be charged \$35. CEO Maurice Gallagher defended the new policy, saying the airline still offered competitive fares.

"When it is all said and done and you get to the bottom line and hit the 'pay' button, you can shop our fares against anybody else. We are typically 50 percent lower," Gallagher said, according to CNN.

Spirit Airlines became the first US carrier to charge for carry-on baggage in April 2010 when it announced fees of \$20-45 for bags stored in overhead bins.

Airlines racked up nearly \$3.4 billion in baggage fees in 2010 and \$2.6 billion in the first nine months of 2011, mainly by charging for checked luggage, according to the US Bureau of Transportation Statistics.

Source: 2012 AFP, Agence France-Presse (AFP)

EU plays down financial impact of carbon tax on airlines

The EU's climate commissioner played down the impact of the controversial carbon tax being imposed by the bloc on airlines, saying Friday it would cost less than a cup of coffee per passenger.

With the tax, sharply criticised by China and the United States, "a flight from Beijing to Frankfurt for example will cost around an extra two euros per passenger," Climate Commissioner Connie Hedegaard told the French daily Les Echos.

"In other words, an amount less than that of a cup of coffee at the airport," she added.

With the dispute intensifying over the tax, Hedegaard said it was important to keep a sense of proportion.

Last month plane maker Airbus, plus half a dozen airlines including British Airways, Lufthansa, and Air France wrote a letter to the British, French, German and Spanish governments warning the tax could cost them billions of dollars in lost orders and business and lead to the loss of the thousands of jobs.

A subsequent letter by French Prime Minister Francois Fillon to European Commission head Jose Manuel Barosso made similar points, noting that China had already suspended an important Airbus order.

"We, as Europeans, of course cannot let ourselves be swayed by such threats," Hedegaard told Les Echos, stressing that China's payments due under the levy this year would be only 1.9 million euros.

"That is very, very little to be bandying around such threats for," she added.

Hedegaard said Europe "was as determined as anyone to achieve an ambitious and coordinated approach at the international level" to combat global warming emissions.

"But such an accord will not be possible if certain countries who have opposed the measure up to now do not seriously change their position," she said.

The carbon tax imposed on airlines by the European Union came into effect on January 1, but carriers will begin receiving bills only in 2013 after this year's carbon emissions have been assessed.

Hedegaard's cost estimate was considerably lower than previous Commission estimates that it prompt carriers to add between 4.0 and 24 euros (\$5.25 and \$31.50) to the price of a round-trip long-haul flight.

More than two dozen countries, including China, Russia and the United States, have opposed the EU move, saying it violates international law.

But the EU has said the tax will help it achieve a goal of cutting carbon emissions by 20 percent by 2020 and has insisted it will not back down on the plan.

Source: 2012 AFP, Agence France-Presse (AFP)