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Boeing: Aircraft Deliveries and Orders for October

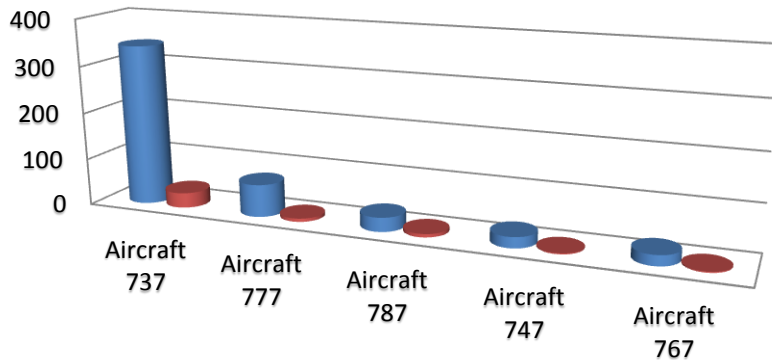


The Boeing Company delivered (50) airplanes in total during October. The aircraft with the most deliveries for this month is the 737 with (32) deliveries and was followed by the 777 and 787 with (7) deliveries each. The 747 and 767 aircraft followed with (2) deliveries each. With these deliveries Boeing has reached (486) since the beginning of 2012.

The aircraft with the most deliveries was the 737 with (342) and it was followed by the 777 with (69) deliveries. The 747, 767 and 787 aircraft had (23), (22) and (30) deliveries respectively.

Amongst the deliveries Boeing made during October was that of a 777-300ER (Extended Range) aircraft to Air China, the flag carrier of the People's Republic of China. Air China currently owns (167) Boeing airplanes, making up 55% of its fleet. The aircraft is the 10th of (19) 777-300ERs Air China has on order with Boeing and it will be used for route expansion, including direct routes to Frankfurt, London and Paris. Feng Run E, Vice President of Air China stated regarding the delivery that: "With the airplane flying around the world, we hope more business travelers will experience the super flight comfort offered by Air China's 777-300ER".

Aircraft Sales



	Aircraft 737	Aircraft 777	Aircraft 787	Aircraft 747	Aircraft 767
■ January-October 2012	342	69	30	23	22
■ October 2012	32	7	7	2	2

Regarding orders, Boeing recorded (152) orders for October 2012. One of the most significant orders was that announced on October 11, 2012, when Boeing and Alaska Airlines sealed a firm order for (20) 737 MAX 8s, (17) 737 MAX 9s and (13) Next-Generation 737-900ERs. The order, valued at more than \$5 billion at list prices, is the largest in Alaska Airlines' history. Alaska's Airlines President and CEO Brad Tilden stated: "This order positions us for growth and ensures that we'll continue to operate the quietest and most fuel-efficient

aircraft available for the foreseeable future. That means our customers will continue to enjoy a comfortable in-flight experience, low fares and excellent on-time performance”.

Another important order was placed on October 3, 2012, when Boeing and GE Capital Aviation Services, the commercial aircraft leasing and financing arm of General Electric, finalized a firm order for (85) 737s, which includes (75) 737 MAX 8s and (10) Next-Generation 737-800s. The order, was first announced as a commitment at the Farnborough Airshow in July and allows for up to (15) additional 737-800s.

Kyriazis Vasileios,
Epicos Newsletter Head Editor



Airbus Sales for October,



October, was a rather active month for Airbus regarding the sales and delivery pace of commercial aircraft. It is indicative that a year-record of (57) deliveries were made during this month to international customers. Additionally, there were in total (23) commercial bookings logged in October. Orders for the company's twin-aisle A330 and extra-wide body A350 XWB

led the orders for this month. By the end of the month, the deliveries made during 2012, reached an all-time year-to-date record of (462) to (76) customers.

During October, Airbus added new customers for the A330-300s aircraft. More specifically, the Turkish Airlines acquired (15) A330-300s. These jetliners will be operated on medium- and long-haul routes from the Turkish Airlines hub in Istanbul. Dr. Temel Kotil, CEO of Turkish Airlines stated regarding this acquisition that: "The efficiency, reliability and passenger appeal of our in-service A330's make them a cornerstone of the Turkish Airlines medium and long haul operations".

Ethiad Airways, the national airline of the United Arab Emirates, placed a repeat A330 booking, signing a firm order for (2) additional A330-200s as part of this United Arab Emirates national airline's continued growth plans. Regarding this acquisition Ethiad Airways President and Chief Executive Officer, James Hogan stated that: "The reliable and highly versatile Airbus A330-200 has been an integral part of our global passenger and cargo success. As our operations and network continue to grow in scale, we feel the A330-200 is the right fleet type to expand with. Our decision to convert (7) of our A320s in order into A321s reflects the increasingly strong demand we are seeing across our different routes and we look forward to taking delivery of our first in November 2013."



Finally in October, Afriqiyah Airways acquired an additional (4) A350-900 versions of the A350 XWB jetliner family, and upsized its (6) A350-800s already on order to the same number of Airbus' longer-fuselage A350-900 version.

	Total
Total Orders	11882
Total Deliveries	7504
Aircraft in Operation	6988

As it is already mentioned in October Airbus reached a (57) year record of deliveries. More specifically (5) A380s were delivered. It was the first time Airbus provided (5) such aircrafts to customers during a month. Other notable deliveries during the month included A320s for Jetstar Japan, AirAsia Japan and Peach Aviation.

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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 portable mission data acquisition Remote Terminal Unit (RTU) with advanced vehicle mission control and functions monitoring capability for UAVs



Unmanned Aerial Vehicles (UAVs) are systems for intelligence, surveillance and reconnaissance and weapon delivery. A company specialized in the design, development and manufacturing of UAVs is proposing collaboration in the design and development and/or manufacturing of a portable mission data acquisition Remote Terminal Unit (RTU) with advanced vehicle mission control and functions monitoring capabilities that can be used on a wide range of Unmanned Aerial Vehicles (UAV) worldwide.

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

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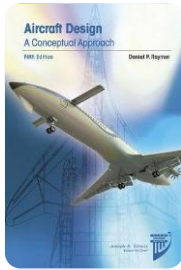
Acquisition of advanced airborne carriage and launcher systems technology



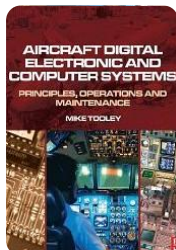
A company with significant experience in rocket and bomb launchers as well as in aeronautics products such as missile adaptor and air logistics container is willing to expand its activities in the field of advanced airborne carriage and launcher systems technology, including a broad range of rocket launchers, missile launchers, bomb launchers, pods, pylons, ejector release units, twin store carriage, release units among others for military aircrafts as well as civil and military helicopters.

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Epicos- Amazon**Aircraft Design a Conceptual Approach, by Daniel P. Raymer**

This textbook presents the entire process of aircraft conceptual design - from requirements definition to initial sizing, configuration layout, analysis, sizing, optimization, and trade studies. Widely used in industry and government aircraft design groups, "Aircraft Design: A Conceptual Approach" is also the design text at major universities around the world. A virtual encyclopedia of engineering, it is known for its completeness, easy-to-read style, and real-world approach to the process of design.

Aircraft Digital Electronic and Computer Systems, Mike Tooley a David Wyatt

Butterworth-Heinemann's Aircraft Engineering Principles and Practice Series provides students, apprentices and practicing aerospace professionals with the definitive resources to advance their aircraft engineering maintenance studies and career. This book provides an introduction to the principles of aircraft digital and electronic systems. It is written for anyone pursuing a career in aircraft maintenance engineering or a related aerospace engineering discipline, and in particular will be suitable for those studying for licensed aircraft maintenance engineer status as part of an EASA or FAR-147 approved course or taking Aerospace Engineering City and Guilds modules, EDEXCEL National Units, EDEXCEL Higher National Units or a Degree in aircraft engineering.



China's home-grown plane rises to the challenge

China's home-grown passenger plane was only a model at the country's premier airshow, but a growing number of orders show Beijing's drive to challenge the dominance of Boeing and Airbus.

State-backed Commercial Aircraft Corporation of China (COMAC) said it won 50 orders for the planned 168-seat C919 plane at the Zhuhai airshow, which ends on Sunday, bringing the total to 380.

China's rapid economic growth is creating massive demand for planes as growing incomes boost air travel, with US aviation giant Boeing estimating the country will need 5,260 commercial jets over the next 20 years.

But China wants a piece of that multi-billion dollar market as it tries to develop its own technology and then look overseas for sales.

The plane is a symbol of national pride which would compete with Boeing's 737 and the A320 of European consortium Airbus, but catching up might take at least a decade, industry officials and analysts said.

The challenges are formidable: China not only needs to get the plane in the air -- targeted for 2014 -- but ramp up production and build a market by convincing buyers of its safety and reliability, they said.

"The goal of the Chinese is to be in a few years at the same level as different parties around the world -- of course Airbus and Boeing," said David Lopez Grange, general director of Spanish aeronautics firm Aritex.

"Maybe it's not a long time -- 10 years. China will be a very important player in the world in a few years," he told AFP.

Aritex, a top-tier supplier for Airbus, has just won a contract to assemble the central wing box -- which secures the wing in the body -- of China's C919.

Although COMAC says the plane will have "Chinese characteristics", it is relying on foreign technology for key parts of the project, including the engines, to be supplied by French-American venture CFM International.

"The project provides a chance for China to obtain certain technology through cooperation with foreign countries, so as to advance its own aviation manufacturing," an aviation analyst at a Chinese securities firm said.

"The aircraft may have a share of the market, but it may take years before it can compete against the two foreign producers (Boeing and Airbus)," the analyst, who declined to be named, told AFP.

China's aviation dreams date back to the 1970s, when leader Mao Zedong's wife Jiang Qing backed a project to build China's own plane. Only three Y-10s were ever built and their heavy weight made them impractical.

As COMAC develops the C919, it is also building a smaller regional jet which seats 78 to 90 passengers, but that project is years behind schedule.

The ARJ21 regional jet made a test flight in 2008 but the deadline to deliver planes to customers a year after has fallen by the wayside.

COMAC, which took over the project from its shareholder Aviation Industry Corporation of China (AVIC), said earlier this month that it would assemble 50 regional jets annually by 2014. It has four prototypes now.

The company is targeting annual production of 150 of the larger C919 planes by 2020.

"Increasing orders show that both domestic and foreign consumers have given the C919 their endorsement," COMAC general manager He Dongfeng told state media.

But some potential buyers are waiting, including Chinese budget carrier Spring Airlines, which is a devoted customer of the Airbus A320.

"If the plane's performance is mature and the market welcomes it, then we can consider buying it," Spring spokesman Zhang Wuan told AFP.

The latest orders were booked by two Chinese carriers: Joy Air, partly owned by AVIC which is backing the project, and two-year old Hebei Airlines.

A foreign company, aircraft leaser GE Capital Aviation Services, also ordered 10, Chinese media reported. Another unit of GE in the aviation sector has said it will supply engines and avionics to the plane through ventures.

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

Sweden seeks a buyer for airline SAS: minister

Sweden is seeking a buyer for beleaguered Scandinavian airline SAS, in which the Swedish state holds 21.4 percent, Financial Markets Minister Peter Norman said on Tuesday.

"We had a process underway for a while to try to find buyers for the company. Now we'll have to start again, we'll contact potential buyers and see where we land," Norman told financial daily Dagens Industri.

"You have to understand that the Swedish, Norwegian and Danish states have invested more than 10 billion kronor (1.15 billion euros, \$1.5 billion) in 10 years," he recalled, saying it would be "unreasonable to pump more billions into the company."

Sweden is the biggest state shareholder, ahead of Denmark and Norway which each hold 14.3 percent.

Norway and Denmark have also tried to sell their stakes for several years, but the company has attracted little interest among buyers owing to its high costs.

Stockholm agreed on Monday to make a loan to help SAS finance a vast restructuring plan.

The company's eight unions have agreed to the plan aimed at turning SAS' dire finances around through wage and job cuts, an administrative reorganisation, divestments and outsourcing.

"My assessment is that before the agreement it was almost impossible to sell, but now I think the chances are better," Norman said.

He would not identify by name any potential buyers of a slimmed-down SAS.

"It could be the same buyers (that showed interest before), but it could also be new ones," he said.

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

Floating heliport for Sydney Harbour

Wealthy executives and tourists visiting Sydney will be able to flit directly to the city's famous harbour after the government announced Tuesday it will allow a floating heliport.

The heliport will be the first in the city for more than 20 years and will bring passengers from the airport to the famous white sails of the Opera House and the Sydney Harbour Bridge within minutes.

"The Sydney Harbour floating heliport is a new signature experience that will help entice visitors to Sydney and make it easy for them to enjoy a birds' eye view of the harbour," New South Wales state Deputy Premier Andrew Stoner said.

Industry leaders have long called for a heliport based in the city, which last had one in the late 1980s operating from the Darling Harbour tourist precinct, along the lines of the services available in New York.

The large barge, which will be anchored a short boat ride from Circular Quay, will have two helipads and be in place from early December.

"Tourist flights are definitely a portion of it," said James Guest, director of Newcastle Helicopters which will run the service, adding that businesspeople would also be a major market.

The tourism and business sectors welcomed the development.

"It's a commonsense outcome that puts Sydney in a similar position to other renowned global cities" said Patricia Forsythe, executive director of the Sydney Business Chamber.

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

China should build aircraft carriers

China should independently build its own aircraft carriers, the country's largest shipbuilder said at a pivotal Communist Party meeting where Beijing announced plans to become a "maritime power".

The China Daily reported Tuesday the call for China to match its growing global influence with new military hardware after Beijing in September commissioned its first carrier, the Liaoning, which was purchased from Ukraine.

The launch of the carrier was viewed as a symbolic milestone for the growing military power of China at a time of regional anxiety over Beijing's rise.

It also sparked speculation on when China would domestically construct its own carriers.

Hu Wenming, chairman of China State Shipbuilding Corp (CSSC), said his company was ready to build "seagoing airbases", the China Daily reported.

"We must enhance our independent weapons and equipment research and production capacity to match the country's clout, and independently build our own aircraft carriers," he told the state-run newspaper on the sidelines of a Communist Party congress which ended last week.

Against a backdrop of simmering territorial disputes with its neighbours, outgoing President Hu Jintao indicated in his opening address at the congress that China would continue to assert its disputed claims as it becomes a "maritime power".

CSSC outfitted the Liaoning at the northeastern seaport of Dalian after it was purchased nearly a decade ago.

The 300-metre (990-foot) carrier is now preparing for its first take-offs and landings, state press reports said recently.

Taiwan's intelligence chief said earlier this year that China had already decided to build two aircraft carriers. However despite rumours that work has already begun, there is no evidence of construction of a domestically-built carrier.

After last week's congress, the party introduced new leader, Vice President Xi Jinping, who will succeed Hu as president in March.

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

easyJet posts record annual profits, doubles dividend

EasyJet reported record annual profits on Tuesday as robust sales and deep cost-cutting offset high fuel costs, enabling the British no-frills airline to return one third of its net earnings to shareholders.

Profit after tax advanced 13 percent to £255 million (\$405 million, 317 million euros) in the group's financial year to the end of September, compared with earnings in 2010/11, easyJet said in a results statement.

Pre-tax profit jumped almost 28 percent to £317 million, in line with the company's guidance. Both the net and pre-tax figures were record-high amounts, according to a group spokesman.

Passenger numbers rose seven percent to 58 million people, but the fuel bill soared by an extra £182 million as a result of high crude oil prices. Kerosene, or jet fuel, is refined from crude.

EasyJet doubled its shareholder dividend to 21.5 pence a share -- returning £85 million to investors. In response, the group's share price jumped more than five percent on the London stock market.

"These results demonstrate that easyJet is a structural winner in the European short-haul market against both legacy and low cost competition," chief executive Carolyn McCall said in the statement.

"The strength of easyJet's business model and strategy coupled with the hard work and dedication of the easyJet team has delivered record profits as well as a significant increase in returns for shareholders during the year.

"As evidence of its confidence in easyJet's current position and future prospects the board proposes to increase the dividend."

In addition, McCall expressed confidence over the future outlook for the airline.

"Whilst there is always the potential for unexpected events to temporarily impact financial results the board of easyJet is confident that its business model, strategy and people will consistently continue to generate superior returns and growth for shareholders," she added.

The airline, which is based in Luton north of London, also revealed that it had benefited from "exceptionally low levels" of disruption from weather and strike action, compared with previous years.

Investors welcomed the record profits and dividend news, sending easyJet's share price surging 5.13 percent to 686 pence on London's second-tier FTSE 250 index, which was 0.35 percent higher at 11,785.61 points in midday deals.

"easyJet gave shareholders plenty to smile about," noted analyst Alastair McCaig at trading group IG.

EasyJet's fierce rival Ryanair earlier this month announced a 10-percent rise in interim net profits, boosted by rising revenues and passenger numbers, while the Irish carrier also lifted its annual earnings forecast on the brighter outlook.

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