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Slovak Republic: Defence Budget and Doctrine



The Slovak Republic can be ranged among the countries with limited military power, seen from the global and the European perspective. Therefore, the country aims at developing its future in cooperation with countries of the international organizations (European Union, NATO, the Central European Free Trade Agreement and the European Free Trade Association) which participates. Under this context the Slovak defence budget reached

€748.445.344 (Euros) for 2013. The majority of these funds €269.377.207 (Euros) were allocated to: wages, salaries, service incomes and other personal payments - whereas €1.038.000 (Euros) were issued for capital expenditure.

According to SIPRI (Stockholm International Peace Research Institute) during the period 2008-2012 the Slovak republic procured a Light transport ac L-410 Turbolet from the Czech Republic. The purchased was signed in 2008 whereas the delivery was carried out in 2010. Additionally, the country procured from Russia 150 Igla/SA-18 Grouse Portable SAMs. The order was signed the same year with that of the L-410 Turbolet (2008) and deliveries were carried out in 2009 and 2010.

The country's armed forces are trying to provide security for the citizens and to guarantee defence for the state. Additionally, they actively participate in international missions for promoting peace and stability in the world, prevention of conflicts and settling of crisis situations according to the international law and confidence building measures. The purpose of this preventive policy is to avoid thwarting the security interests of the Slovak Republic, which include averting of an armed conflict from its territory.



Finally, it is worth mentioning that the country is deliberately trying to harmonize/realize its basic defence policy goal in accordance with its Euro-Atlantic orientation, as the NATO and EU membership of the country has considerably changed its security position, and provided qualitatively new conditions for realization of its security interests. Slovakia has become an integral part of the Euro-Atlantic security community and thus it has gained treaty-bound security guarantees. At the same time, it has become a security guarantor to its allies.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Armed Forces of the Slovak Republic: Participation in International Missions

Slovak Republic has been integrated in the Western multinational organizations, such as NATO and EU. Therefore, is deliberately trying to delineate key doctrines of its

armed forces for the strategic command level according to the NATO standards. Main reason is that the Slovak armed forces must be ready to operate alongside with other NATO forces in international missions. Slovak Republic has already participated in international missions such as the following UNAVEM, UNPROFOR, UNOMIL, UNOMUR, UNAMIR, SFOR, OSCE Observer Mission, OSCE Verification Mission, KFOR, UNGCI, UNMEE, UNMISSET, Mission Enduring Freedom, SFOR, Operation CONCORDIA, UNAMSIL, Operation Enduring Freedom, Operation Iraqi Freedom, AMIS II and UNDOF Peacekeeping Mission.

The country participated in the NATO–SFOR (Stabilization Forces) in Bosnia and Herzegovina. A significant benefit accrued from the participation of the country's army in the operation SFOR lies in the fact that this was the first deployment of the air force unit to the peacekeeping operation thanks to which the entire Air Force gained valuable experience in operational planning for sending out the troops and activities of their units in the peace support operations.

Additionally, for the period 2003–2007 the country participated in the Operation Iraqi Freedom. On June 19th, 2003 the National Council of the country endorsed the participation of the Engineer Unit of the Armed Forces of the Slovak Republic in the Operation Iraqi Freedom.



Furthermore, the armed forces participated in the Operation Enduring Freedom in Afghanistan for the period 2002-2005. The first part of the experts in maintenance and restoration of airports flew to Afghanistan on August 19th, 2002. The main task of the engineers was to restore the airport near the town of Bagram. In direct cooperation with American and Italian troops they participated in the reconstruction and rebuilding of take-off and landing areas. The Slovak camp was part of the international military base which lay at the airport. The troops of the Armed Forces of the Slovak Republic, with few exceptions, worked with equipment they brought from the home country.

Under the resolution of the National Council of the Slovak Republic No. 2004 of December 14th, 2005 and by prior arrangements with NATO, the 40-member unit was relocated from the US-led coalition operation Enduring Freedom to the NATO-led operation ISAF and united with the engineer-mine clearance unit, already engaged in the operation, into the multifunctional engineer company of the Kabul Multinational Brigade.

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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New installation or upgrade of existing UAV engine Test Cell with modern technology



In order to maintain high operational availability of a UAV fleet, a full engine test cell is more than necessary. This test cell can allow periodic testing of the UAV engine, carrying out performance control procedures and thus preventing failures and mission cancellations. This will also allow effective spare parts logistic support, reducing overall operational costs while keeping UAV availability as high as possible. In this direction, a leading company in the design, development and installation of turn- key engine test facilities is proposing the upgrade of existing UAV engine Test Cells with modern technology, providing fully computerized tests for multiple UAV engines up to 150 HP, both Rotary & Combustion types.

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

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Investment on Casting Simulation Software tools in order to develop high quality aluminum sand castings parts capability



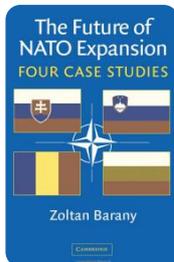
A company specializing in manufacturing premium quality aluminium precision sand castings is considering expanding its activities in designing and manufacturing high complexity and high precision sand casting optimised for aerospace and aviation applications. For the later, the introduction of a specialized casting simulation software package under an offset investment program is proposed to any likewise interested parties (Primes or other organizations).

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The Future of NATO Expansion: Four Case Studies, by Zoltan Barany



Bulgaria, Romania, Slovakia and Slovenia have received only scant attention in scholarly literature over the past decade. This book offers an in-depth analysis of the readiness of the four East European states for membership in NATO. Zoltan Barany examines their political, economic, and military conditions and concludes that they do not satisfy NATO's own criteria for membership. He argues, that while NATO should reiterate readiness to accept qualified candidates, it should not dilute its military capabilities by admitting new members who will be consumers of, rather than contributors to, security.

OECD Economic Surveys: Slovak Republic 2012, by OECD Organisation for Economic Co-operation and Development



OECD is an international organization in which 30 democracies work together to address the economic, social and environmental challenges of globalization. OECD is also at the forefront of efforts to help governments respond to the new development and concerns, such as corporate governance, the information economy and the challenges of an ageing population. This is the organization's survey of Slovakia's economy. OECD's 2012 Economic Survey of the Slovak Republic examines recent economic developments, policies and prospect and takes a special look at improving the fiscal framework and investing efficiently in education and active labour market policies.



Malaysia Airlines posts third-quarter loss on high fuel costs

Flag carrier Malaysia Airlines said Monday it recorded its third straight quarterly loss in the three months to September due to high fuel costs and a weak ringgit.

The airline reported a net loss of 375 million ringgit (118 million dollars) in the third quarter.

It blamed increased competition, higher expenses due to the weakening of the ringgit against the dollar and increased charges at overseas airports.

The airline said higher overflying charges, an intensive advertising programme and increased financing costs also contributed to the loss.

For the nine months ended September the airline registered a net loss of 830 million ringgit, but recorded a positive cash flow from operations of 555 million ringgit.

It carried 12.5 million passengers from January-September, up 29 percent from the previous year.

The poor results come at a time when the carrier is embroiled in a dispute with its cabin crew union, after its president was suspended for calling on airline CEO Ahmad Jauhari Yahaya to quit for alleged failure to address the crew's plight.

Ahmad Jauhari said that in July-September, the carrier saw traffic increase 37 percent.

"This contributed to a 13 percent increase in operating revenue to 3.8 billion ringgit. However, intensifying competition and new competitors with additional capacity in the market has put pressure on pricing, which affected yield," he said.

Source: 2013 AFP, Agence France-Presse (AFP)

Easyjet announces soaring profits

British no-frills airline Easyjet on Tuesday announced a leap in annual profits as increased demand for its flights across Europe offset higher costs.

Net profit surged 56 percent to £398 million (\$641 million, 474 million euros) in the year to September 30 compared with the group's performance in 2011/12, Easyjet said in an earnings statement.

It added that £308 million would be returned to shareholders via dividend payments.

Pre-tax profit jumped 50.9 percent to £478 million, in line with the airline's own raised forecast given last month.

Revenue rose 10.5 percent to £4.258 billion in the reporting period. Costs excluding jet fuel grew to £2.598 billion, while fuel charges climbed to £1.182 billion.

"As evidence of our continued confidence in the future prospects of the business, the board has recommended to return £308 million to shareholders through the combination of an ordinary and special dividend," Easyjet chief executive Carolyn McCall said in the statement.

"We will continue to deliver our strategy of offering our customers low fares to great destinations with friendly service so that we can continue to win in a more competitive market. This means we are well placed to continue to deliver sustainable returns and growth for our shareholders," she added.

Easyjet had said in October that annual profits would be at the upper end of expectations, and cited keen demand for flights during July and August.

The carrier had revised higher its pre-tax profits forecast to between £470 million and £480 million. That compared with its prior July guidance of between £450 million and £480 million.

Source: 2013 AFP, Agence France-Presse (AFP)

The fleets of major Gulf airlines

The three big Gulf airlines, Emirates Airlines, Etihad Airways et Qatar Airways, all operate updated fleets of planes that were acquired via huge orders with Airbus and Boeing.

Following are fleet figures given by the carriers ahead of the Dubai air show, which is to take place from November 17-21.

- EMIRATES AIRLINES -

Launched in October 1985, Emirates flies to 137 destinations in 77 countries with 207 long-range aircraft.

The Dubai-based carrier currently operates 38 Airbus A380 planes, the biggest passenger jet in the world. It also has 23 A330 planes, 13 A340s, and 121 Boeing 777s.

For freight, Emirates operates 10 B777 cargo planes and two Boeing 747 cargo jets.

A total of 186 more planes have been ordered, including 70 future Airbus A350 models, 52 more A380 super jumbos, 61 B777s and three B777 freighters.

- ETIHAD AIRWAYS -

Launched 10 years ago, Etihad flies to 96 destinations in 62 countries with 83 aircraft.

They include 20 medium-range planes from the Airbus A320 family, 25 A330 long-haul jets, 12 A340s and 17 Boeing 777s.

To transport freight, Etihad operates three A330 cargo jets, three 777 freighters and three B747s.

Based in Abu Dhabi, Etihad says it expects the delivery this year of four more A320 models and one B777.

On order through 2020 are 76 more aircraft, including 41 of Boeing's 787 models, 10 A380s, 12 A350s and 11 A320s.

- QATAR AIRWAYS -

Launched in January 1994, Qatar Airways flies to 133 destinations with a fleet of 127 aircraft.

They include 31 Boeing 777s, nine B787s, four A340s, 29 A330s, and 46 A320s. Qatar Airways also operates five 777 and three A330 cargo jets.

Information on Qatar Airways orders was not immediately available.

Source: 2013 AFP, Agence France-Presse (AFP)

Boeing, TUI Travel PLC Complete Order for Two 787-8s

SEATTLE, Nov. 19, 2013 /PRNewswire/ -- Boeing (NYSE: BA) and TUI Travel PLC ("TUI Travel" or "the Group"), one of the world's leading leisure travel companies, have completed an order for two 787-8 Dreamliners. The deal, worth \$424 million at current list prices, extends TUI Travel's 787 commitment to 15 airplanes. The purchase was originally attributed on the Boeing Orders & Deliveries website to an unidentified customer. TUI took delivery of its first 787-8 Dreamliner in May and now has four airplanes in service.

"We have developed our strategy by putting the customer at the center of everything we do," said Peter Long, TUI Travel chief executive. "The 787 Dreamliner is another example where we have led the way by enhancing the customer experience and improving environmental efficiencies, both of which differentiate us from other tour operators. The feedback we receive from those who fly on these aircraft is exceptional and this order allows us to continue to deliver the best possible customer holiday experience - from the point customers start dreaming of their holiday until they get home."

Boeing Senior Vice President of Sales & Marketing John Wojick lauded the commitment from the Group to the 787. "This order is a testament to the value that the Dreamliner has brought to TUI Travel," Wojick said. "We are proud to work with such a great partner to bring its passengers a great flying experience."

TUI Travel originally ordered the 787 in February 2005. Currently, the Group's subsidiary Thomson Airways is using the airplane on such routes as Thailand, Caribbean and the Maldives.

The 787-8 Dreamliner can carry 210-250 passengers on routes of 7,650 to 8,200 nautical miles (14,200 to 15,200 km). In addition to bringing big-jet ranges to midsize airplanes, the 787 family provides airlines with unmatched fuel efficiency, resulting in exceptional environmental performance. The airplane uses 20 percent less fuel than today's similarly sized airplanes. The 787 also travels at a similar speed as today's fastest twin-aisle airplanes, Mach 0.85. Airlines also realize more cargo revenue capacity — a 20 to 45 percent advantage over similarly sized airplanes.

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Source: Epicos, Boeing

Boeing, flydubai Announce Historic Single-Aisle Agreement

Boeing [NYSE: BA] and flydubai today announced a commitment for up to 100 737 MAX 8 airplanes and 11 Next-Generation 737-800s on the opening day of the Dubai Airshow.

The commitment from the airline of the emirate of Dubai, valued at \$11.4 billion at list prices (including orders and purchase rights), is the largest ever Boeing single-aisle airplane purchase in the Middle East. The investment continues flydubai's legacy operating an all-Boeing 737 fleet. "flydubai is pleased to continue its partnership with Boeing. We believe that the commitment for up to 111 Boeing 737 aircraft will give flydubai one of the best performing aircraft available in the single-aisle market," said His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman of flydubai. "This will ensure that flydubai is well positioned to continue to set new standards in aviation and support the further economic development of the United Arab Emirates."

"We are extremely proud of the confidence that flydubai continues to place in our products operating an all-Boeing fleet," said Boeing Commercial Airplanes President and CEO Ray Conner. "We look forward to continue strengthening our partnership and seeing the Next-Generation 737-800 and subsequently the 737 MAX play a central role in flydubai's rapid expansion plans."

The 737 MAX will build on the Next-Generation 737's popularity and reliability while delivering customers unsurpassed fuel efficiency in the single-aisle market. The 737 MAX 8 is expected to be 8 percent per-seat more fuel efficient than the future competition. Development of the 737 MAX is on schedule with firm configuration of the airplane achieved in July 2013. First flight is scheduled in 2016 with deliveries to customers beginning in 2017. Already a market success, the 737 MAX has accumulated more than 1,600 orders to date.

flydubai placed its first order for 50 Next-Generation 737-800s in 2008. The airline took delivery of its first airplane in 2009 and was the first airline in the world to debut the Boeing Sky Interior, an enhanced onboard experience. To date, flydubai has taken delivery of 33 Next-Generation 737-800s. In the past two years, flydubai has more than doubled the number of destinations it flies to and has around 1,200 weekly flights. flydubai carried 5.1 million passengers in 2012 and has become the second largest carrier, by passenger numbers, operating out of Dubai International.

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Source: Epicos, Boeing