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Japan, Future Defence Procurements



The Japanese authorities are deliberately trying to acquire the proper defence capabilities so its armed forces will be able to ensure security of the surrounding seas and airspace. The country's armed forces should also be able to respond on attacks to remote islands, to ballistic missile attacks, to outer space and cyberspace threats, to large-scale disasters and finally to be in the position to play an important role in improving the global security environment. In order to achieve this Japan is planning to build defense capabilities with particular emphasis on intelligence, surveillance and reconnaissance (ISR), transportation, and C4I infrastructure.

To ensure the security of seas and airspace, the country's authorities are planning, among others, to acquire 20 fixed-wing patrol aircraft (P-1) for a price of ¥350.4 billion (\$2.5 billion). Additionally, there is a plan to acquire 2 patrol helicopters SH-60K for a total value of ¥13.8 billion (\$115.4 million) with improved capability to detect submarines and increased attack capabilities to succeed the existing patrol helicopter SH-60J. Finally, there is a provision for the purchase of new airborne early-warning aircraft (E-2D) to enhance the warning and surveillance capabilities in the surrounding airspace.

Also to be able to respond on attacks to remote islands, the Japanese authorities are planning to develop continuous surveillance capabilities, ensuring and maintaining air & maritime superiority, to improve rapid deployment and response capabilities such as transport and amphibious operations as well as enhancing the current C4I infrastructure.



Japan is going to procure 6 F35 aircraft and upgrade part of the current fighter aircraft fleet. Among others 8 F-15 aircraft will be modernized for a total amount of ¥10.1 billion (\$84.4 million).

In order to enhance rapid deployment and response capabilities the Japanese armed forces will acquire tilt-rotor aircraft that will complement and strengthen the capabilities of transport helicopters (CH-47JA) in terms of cruising speed and range. Five (5) units will be procured for ¥51.6 billion (\$431.4 million). Additionally, Japan will procure 20 amphibious vehicles.

The Asian country is planning to implement a rather ambitious acquisition plan for its armed forces. Within the next years a series of procurements will be conducted resulting in the modernization of the Japanese armed forces. It remains to be seen if the plan will be properly executed.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Japan Coast Guard receives final EC225 helicopter



Airbus Helicopters Japan announced that it had delivered the third EC225 LP helicopter on order for the Japan Coast Guard (JCG). This is the last of three EC225s ordered by JCG in July 2011; the earlier two having been delivered last year. With this helicopter, JCG now operates a Super Puma fleet that includes five EC225s and three

AS332 L1s. The new EC225s are equipped with the most advanced search and rescue mission systems, and will be utilized for security enforcement, territorial sea guard duties and anti-disaster operations.

Mr. Stephane Ginoux, Managing Director of Airbus Helicopters Japan stated that: “We are very honored that our helicopters are operated by JCG, one of the world's leading maritime security organizations, and contributing to life-saving and enforcement missions. This handover is especially significant, as it is the 3000th rotorcraft to be delivered from our hangar since we commenced operations in 1971, marking a new milestone in the history of Airbus Helicopters in Japan.”

Currently, a total of 23 Super Puma family helicopters are operating in Japan, utilized by both civil and military users in search and rescue, offshore operations and passenger transport.

The EC225 is a powerful and fast 11-ton-class helicopter that combines long-range performance with a very large cabin – accommodating up to 19 passengers in crashworthy seats. It is used for offshore, VIP and other airlift applications, and is also ideally suited for public service missions such as search and rescue. Its integrated display system, advanced avionics and digital 4-axis automatic pilot significantly reduces flight crew workload, improves mission effectiveness and increases operational safety.

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 generic hand held portable data recording unit (for aircraft maintenance applications)



A world leader in avionics communication board and system level products, is proposing, in the frame of an offset program, the collaboration with prime companies or military and civilian aircraft users for the adaptation of a generic hand held portable data recording unit it produces, in order to support specific modern military and civilian aircraft data buses monitoring for maintenance and analysis purposes. The hand held device can be adapted to the users’ particular needs and requirements in order to monitor and record the data communicated and exchanged (via data buses MIL-STD-1553 and ARINC-429) by the systems of interest, on board the dedicated airborne platform designated by the user.

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

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Incorporating state of the art SIGINT software in Electronic Warfare systems, whether for existing systems enhancement or for new package purchases



A software company with extensive experience in the design and development of systems for the defense industry, along with side software solutions for Electronic Warfare (EW) systems, is offering collaboration in the frame of an offset program, for the enhancement of Electronic Warfare systems capabilities, as well as cooperation in the design and sales of new EW systems, through incorporating an off the shelf state of the art SIGINT software application developed by the company.

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

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News from our A&D Business Network**Embraer's Phenom 300 is the most delivered business jet for the second year in a row**

Embraer Executive Jets delivered 73 Phenom 300 in 2014, making it the most delivered business jet in the world, according to a report by the General Aviation Manufacturers Association (GAMA). Deliveries of this aircraft reached a total of 60 in 2013, also the largest quantity for that year. "We are very grateful for our customers' preference for the Phenom 300, a truly revolutionary aircraft, designed with extensive customer

input and feedback," said Marco Túlio Pellegrini, President and CEO, Embraer Executive Jets. "This achievement further reaffirms our commitment to deliver the highest level of customer support and services."

In just five years of operation, the Phenom 300 fleet has reached the 250 aircraft mark, having accrued a 57% market share in the light jet category. The aircraft is in operation in more than 20 countries and has accumulated close to 200,000 flight hours.

The Phenom 300 is one of the fastest light jets, having recently established a National Aeronautic Association (NAA) cross-country speed record in the United States, from Bellingham, Washington, to Albany, New York.

About the Phenom 300

The Phenom 300 performs among the top light jets, with a high speed cruise of 453 knots and a six-occupant range of 1,971 nautical miles (3,650 km) with NBAA IFR reserves. This range allows nonstop flights from Miami to Telluride, or Los Angeles to Orlando. With the best climb and field performance in its class, the Phenom 300 costs less to operate and maintain than its peers. The aircraft is capable of flying at 45,000 feet (13,716 meters), powered by two Pratt & Whitney Canada PW535E engines with 3,200 pounds of thrust each.

The Phenom 300 offers a spacious cabin, designed in partnership with BMW Designworks USA, and the largest baggage compartment in its category. The largest windows in the class deliver abundant natural lighting in the cabin as well as in the aft private lavatory. The comfort of the seats, with recline and full movement capability, is enhanced by the best pressurization among light jets (6,600 ft. maximum cabin altitude). The Phenom 300 features distinct temperature zones for pilots and passengers, a wardrobe and refreshment center, voice and data communications options, and an entertainment system.

The pilot-friendly cockpit enables single-pilot operation and offers the advanced Prodigy Touch Flight Deck. The features it carries from a class above include single-point refueling, externally serviced lavatory, and an air stair.

About Embraer Executive Jets

Embraer is one of the world's leading executive jet manufacturers, having entered the business aviation market in 2000 with the Legacy jet, which led to the launch of Embraer Executive Jets in 2005. Its portfolio, the broadest in the market, consists of the entry-level Phenom 100E and the Phenom 300 light jet, the Legacy 500 midsize and Legacy 450 mid-light, the super midsize Legacy 600 and large Legacy 650, and the ultra-large Lineage 1000E. Completing ten years in the market, Embraer Executive Jets' global fleet exceeds 850 aircraft, which are in operation in more than 60 countries and are supported by the Company's global Customer Support and Services network of close to 75 owned and authorized service centers, complemented by a 24/7 Contact Center, at its headquarters, in Brazil.

For more information, visit www.EmbraerExecutiveJets.com

Honeywell Forecasts Steady Global Helicopter Demand for Next Five Years



In its 17th annual Turbine-Powered Civil Helicopter Purchasing Outlook, Honeywell Aerospace expects that 4,750-5,250 civilian-use helicopters will be delivered during 2015-2019. Overall, five-year demand for turbine-powered, civil helicopters remains steady versus the 2014 five-year forecast, with moderate improvement in new helicopter purchase plans reported, offsetting the short-term uncertainty of large-fleet operators in the face of lower energy prices and fluctuating market currencies.

The forecast estimates the five-year share of demand from the U.S. and Canada at 34 percent, up nearly eight points on stronger North American buying plans. When combined with Latin America, the Western Hemisphere represents 53 percent of the five-year global demand. Europe's share tallies 24 percent, with the Asia-Oceania region accounting for 14 percent, and Africa and the Middle East contributing 9 percent.

Operators who intend to purchase a helicopter within the next five years noted that the age of their current aircraft (which includes factors such as maintenance costs, performance erosion and safety concerns), contracted replacement cycle and warranty expiration were all key reasons for their decision. For those surveyed, make and model choices for their new aircraft are strongly influenced by range, cabin size, performance technology upgrades and brand experience.

"Near-term demand appears stable despite a pullback in 2014 deliveries and ongoing concerns with the energy sector," said Mike Madsen, president, Defense and Space, Honeywell Aerospace. "Purchase interest for helicopters in training, tourism, firefighting and law enforcement categories is trending up, influenced by increased utilization rates and helicopter replacement cycles. Interest across these mission sectors is helping to sustain near-term demand. Looking ahead, several new platforms are scheduled to enter service over the next few years, also bolstering overall helicopter demand."

Region-Specific Results

Based on the relative sizes and directions of new purchase-rate changes, demand estimates increased modestly compared with 2014. Purchase rates in three of five regions tracked increased to various degrees, while two regions experienced moderate declines in new helicopter purchase rates planned for the next five years.

However, large fleet or "mega" operator requirements not captured in the survey offset some of the improved purchase planning results provided by survey respondents. The tumultuous changes in the energy sector, as well as emerging regional growth and political issues, have affected fleet expansion plans in select areas and are restraining some of the near-term expansion that was expected a year ago. As a result, total projected demand in the 2015 outlook remains roughly in line with 2014.

"With near-term demand for new helicopters running close to recent volumes, and aircraft lasting longer through replacement cycles, Honeywell is ready to support both new installations and fleet upgrades worldwide," Madsen said. "Our propulsion, safety, navigation, communications and flight services can help aircraft stay efficient, powerful, reliable and safe throughout their entire time in the air."

North American purchase expectations rose seven points in this year's survey and provided a strong base of demand for light single and twin-engine platforms. Planned improvement in North American purchases is a significant finding of the 2015 survey and helps support overall industry demand projections by virtue of the large fleet active in North America.

European purchase plans also increased despite ongoing weakness in reported Russian buying plans. The sample of Russian operators responding in 2014 fell to very low levels, which continues to add some uncertainty to the overall European results. European purchase intentions currently tend to favor light single-engine and medium twin-engine models.

Latin America continues to have strong fleet replacement and growth expectations, well above the world average, but 2015 results were a few points lower than the prior year. In terms of projected regional demand for new helicopters, Latin America is contributing the third highest demand among the regions tracked, trailing North America and Europe by a modest margin. Latin American respondents currently favor light single-engine models and a balance of light and medium twin-engine platforms.

Middle East and Africa leads all regions in new purchase rates, with up to 32 percent of respondent fleets slated for turnover with a new helicopter replacement or addition.

Demand in BRIC countries (Brazil, Russia, India and China) continues to ebb and flow with stronger results recorded for India in the 2015 survey, while planned Brazilian and Chinese purchase rates slipped moderately, reflecting near-term slower economic growth prospects. In both cases, new helicopter purchase-plan rates still exceed the world average.

Operator Preferences by Class of Helicopter

Light single-engine helicopters continue to be the most popular helicopter class, garnering almost half the new purchase interest in the 2015 survey. The Airbus EC130/AS350 series, Bell 407, Bell 505 and Robinson R66 were the most frequently mentioned models.

Intermediate and medium twin-engine helicopters are the second most popular product class, with approximately 31 percent of total survey participants planning to buy a new model of this type. The most frequently mentioned models were the AW139, AW169, Bell 412, EC145T2 and Sikorsky S-76 series. Emerging super-medium-class helicopters such as the AW189, Bell 525 and EC175 rely on large fleet operators in the energy, natural resource, and search and rescue sectors for substantial portions of their demand, and may be

underrepresented in the current survey sample. Near-term interest may be volatile based on conditions in the energy markets.

The light twin helicopter class earned between 18-19 percent of total operator purchase plans in the 2015 survey, with the EC135, Bell 429 and AW109 series helicopters noted most frequently.

Heavy multi-engine helicopters, such as the EC225, AW101 and S-92, registered small but steady levels of new helicopter purchase plans in the 2015 survey; however, demand from large oil and gas fleet operators not included in the survey continues to support volume in the heavy class even though some near-term replacement activity may be deferred. Mi-8/17 purchase plans are not fully represented due to limited response from Russian operators in the 2015 survey.

Satisfaction With Aircraft

Again in this year's survey, Honeywell asked all respondents to indicate their current satisfaction over the past year with each model of aircraft they operate. For models that received more than 25 responses, the make and models with the highest net scores are the AW139, Robinson R66, Bell 407, Bell 429, Bell 412, Bell 206L, EC135, EC145, AS350B series and Sikorsky S-76C.

These top platforms account for over 70 percent of all survey make and model mentions and can be considered the top current production helicopters in terms of recent customer satisfaction attitudes and likelihood to promote. Many other makes and models currently in production also received excellent scores that did not make the top 10 list.

Helicopter Use Expected to Increase

Helicopter fleet utilization is expected to increase this year. Planned increases by region include:

- North America: 27 percent of operators plan increases and only 6 percent plan decreases.
- Europe: 10 percent of operators plan increases and 4 percent plan decreases.
- Latin America: 45 percent of operators plan increases and only 4 percent plan decreases.
- Middle East and Africa: 18 percent of operators plan increases and only 3 percent plan decreases.
- Asia-Oceania: 14 percent of operators plan increases and 6 percent plan decreases.

All end-use categories reported increased levels of flight activity in the 2015 survey. Oil and gas operators reported the highest flight-hour use per aircraft at approximately 850 hours per year, followed by tourism with a strong increase to just under 700 hours per year and then law enforcement at more than 600 hours per year. Emergency medical services, training, firefighting and general utility were closely grouped at approximately 400-450

hours per year. The lowest average use was reported by corporate segment operators at just over 360 hours per helicopter per year.

Methodology

The 2015 outlook presents a snapshot of the helicopter business at a point in time and reflects the current business and political environment. This year's survey queried more than 1,000 chief pilots and flight department managers of companies operating 3,400 turbine and 400 piston helicopters worldwide. The survey excluded large fleet or "mega" operators, which were interviewed separately. Input received from large oil and gas support and emergency medical service fleet operators is factored into the overall outlook in addition to the individual flight department responses. The survey detailed the types of aircraft operated and assessed specific plans to replace or add to the fleet with new aircraft.

Honeywell Aerospace products and services are found on virtually every commercial, defense and space aircraft, and its turbochargers are used by nearly every automaker and truck manufacturer around the world. The Aerospace business unit develops innovative solutions for more fuel-efficient automobiles and airplanes, more direct and on-time flights, safer flying and runway traffic, along with aircraft engines, cockpit and cabin electronics, wireless connectivity services, logistics, and more. The business delivers safer, faster, and more efficient and comfortable transportation-related experiences worldwide. For more information, visit www.honeywell.com or follow at @Honeywell_Aero and @Honeywell_Turbo.

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China defence budget to grow 'about 10 percent'

China's defence budget will rise by about 10 percent in 2015, Beijing said Wednesday, extending a run of double-digit annual increases that reflects its broad military ambitions.

The estimate was announced by Fu Ying, a spokeswoman for China's Communist-controlled parliament, ahead of the figure's official release on Thursday.

Beijing has for years been raising spending on the People's Liberation Army (PLA) in double-digit steps, flexing its military and economic might as it asserts its claims in a series of territorial disputes with Tokyo and others.

Last year, a budget report prepared for the National People's Congress (NPC) said that defence appropriations had risen 12.2 percent -- a figure that raised eyebrows in the region and Washington.

"Now, I can reveal to you the general case, which is that the increase in proposed defence spending in the 2015 draft budget will be about 10 percent," said Fu.

The rise was in line with the central government's overall spending growth, she added.

China's defence budget saw stated increases of 10.7 percent in 2013, 11.2 percent in 2012 and 12.7 percent in 2011.

Analysts believe China's actual military spending is significantly higher than publicised, with the Pentagon estimating it at between \$135 billion and \$215 billion in 2012.

China's ruling Communist Party maintains that its military -- the world's largest -- is aimed at securing peace rather than engaging in disputes with its neighbours over territory in the East and South China Seas.

Beijing also frequently defends China's military rise by pointing to the "century of humiliation" the country endured during its partial occupation by European powers in the 19th century.

"Our lesson from history -- those who fall behind will get bullied -- this is something we will never forget," Fu told reporters.

"Our country will achieve modernisation, of which national defence modernisation is an important part," she added. "This requires a certain guaranteed amount of funding."

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

Ryanair says open to offer for Aer Lingus stake

Ryanair said Tuesday it will consider any offer for its stake in Aer Lingus, which is currently being pursued for a takeover by British Airways owner IAG.

London-listed International Airlines Group is drumming up support for its 1.35-billion-euro (\$1.51-billion) bid for Aer Lingus but needs the support of Ryanair, which holds almost 30 percent of the former Irish national carrier.

IAG is also looking to convince the Irish government to sell its 25.1 percent stake, with Dublin stating it needs further commitments on connectivity and employment.

Ryanair chief executive Michael O'Leary said Tuesday that the group had not been approached directly by IAG about selling its stake -- but indicated it was open to an offer.

"We've always said the stake is for sale. What would comprise an offer that's acceptable to the board of Ryanair, I can't comment on," O'Leary told reporters at a press conference in London.

"Our position is: our stake is available for sale, if someone comes up with the right offer that the board considers to be acceptable." Back in January, the Aer Lingus board said it was "willing to recommend" a takeover approach worth 2.55 euros per share -- subject to certain conditions.

O'Leary added Tuesday that Ryanair would also be seeking assurances over IAG's future plans for Aer Lingus -- particularly on the issue of competition.

Ryanair had previously made three separate bids for Irish rival Aer Lingus, all of which failed on competition grounds.

"One of the big areas of discussion between ourselves and IAG will be what kind of competition remedies will IAG have to offer up to the European Commission in order to allow a takeover to take place," said O'Leary.

The outspoken CEO was in London to launch the next phase of Ryanair's customer service improvement programme. "If they (IAG) can persuade the Irish government to accept their offer then I think the next logical step is they'll come and talk to us," he added.

"If they can't persuade the Irish government or can't get the Irish government to make a decision - which is a likely outcome - I think they will still then have the option of coming to talk to us."

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

Debt-wracked France sells stake in defence group Safran

Cash-strapped France, desperate to cut its budget deficit in line with EU rules, said Tuesday it was selling part of its stake in defence group Safran for 1.0 billion euros.

Paris offloaded 16.5 million shares in the group, representing 3.96 percent of the firm's capital, the economy and finance ministries said in a statement.

The state remains the group's largest shareholder, with an 18.03 percent stake.

Economy Minister Emmanuel Macron announced in October that the state -- which currently holds stakes in 74 companies to the tune of around 110 billion euros (\$123 billion) -- would seek to sell between five and 10 billion euros of these assets in the coming 18 months.

Four billion euros will be used to pay down France's debt, the rest for "reinvestment".

Last month, the European Union set France tough new targets to get its budget deficit back within Brussels rules stipulating that EU countries must keep their budget deficits below three percent of output.

France has until June 10 to detail the measures it will take to achieve the targets set by the European Commission.

For 2015, the Commission, the EU's executive arm, estimated the savings required at 0.5 percent of GDP, up from the current 0.3 percent -- that means additional savings worth at least 4.0 billion euros.

Safran is a global aerospace and defence manufacturer that employs nearly 70,000 people worldwide.

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

Boeing, Silk Way West Announce Order for Three 747-8 Freighters

Boeing and Azerbaijan-based Silk Way West today announced an order for three 747-8 Freighter airplanes valued at more than \$1.1 billion at current list prices.

"Silk Way Airlines' success and profitability as a cargo operator is a direct result of investing in its fleet and services and growing its regional and international footprint," said Zaur Akhundov, president, Silk Way Group of Companies. "I am confident we will maintain our rate of growth, supported by three new Boeing 747-8 Freighters."

"The 747-8 is perfectly suited to meet the needs of Silk Way Group for their growing cargo business," said Marty Bentrutt, vice president, Middle East, Russia and Central Asia Sales, Boeing Commercial Airplanes. "We value our partnership with Silk Way West and are grateful for their enduring confidence in Boeing and the 747-8 Freighter."

Silk Way West is an enterprise of the Silk Way Group, which includes 23 companies working in the aviation industry and related services. The airline currently operates seven Boeing airplanes, including two 767-300 Freighters, three 747-400 Freighters and two 747-8 Freighters.

Compared one on one, the 747-8 Freighter has no competitors. The 747-8 Freighter provides cargo operators the lowest operating costs and best economics of any large freighter airplane while providing enhanced environmental performance. The 747-8 Freighter offers 16 percent more revenue cargo volume than the 747-400, while keeping its iconic nose door. With 56 747-8 Freighters in service with eight customers, the 747-8 Freighters have logged more than 500,000 flight hours and more than 88,000 flight cycles. They are performing with the highest dispatch reliability and utilization of any four-engine airplane in service.

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Source: Epicos, Boeing

Bell Helicopter and Air Methods Corporation Reach Agreement for 200 Bell 407GXP Helicopters

[Bell Helicopter](#) a Textron Inc. company (NYSE: TXT), announced today an agreement for the sale of 200 [Bell 407GXPs](#) configured for Helicopter Emergency Medical Services (HEMS) to Air Methods Corporation (Nasdaq: AIRM), the largest provider of air medical transport services in the world. This order marks one of the largest commercial sales in Bell Helicopter's history and one of the largest orders in the industry's history. Deliveries are scheduled to begin in 2016 with a 10 year contract.

"Bell Helicopter has been a long term supporter of our operations, and we could not be more pleased to continue our partnership," said Aaron Todd, chief executive officer, Air Methods. "We rely heavily on our aircraft to support our promise of giving more tomorrows, and given the capabilities and performance of the Bell 407GX, it is the right fit for our needs."

Established in 1980 in Colorado, Air Methods is the most experienced air medical operator in the industry. The company began with a single Bell 206 helicopter and has since grown to have more than 300 bases of operations that serve 48 states. Air Methods provides air medical transportation for hospitals and communities nationwide and operates eight maintenance centers.

"We take great pride in our collaboration with Air Methods and our support of their life-saving services for more than 30 years with our state-of-the-art helicopters," said John Garrison, president and CEO of Bell Helicopter. "This order demonstrates their ongoing trust in Bell Helicopter, and we are absolutely thrilled to have them as our launch customer for the Bell 407GXP."

All of the Bell 407GXPs will be equipped with United Rotorcraft emergency medical services interior, designed with air critical care operators in mind. The adaptable interior can accommodate a single patient or specialty transport, and includes the Articulating Loading System for easy patient loading. The United Rotorcraft interior also provides integrated medical systems such as medical oxygen, suction, air, storage, electrical power, and approved provisions for securing medical support equipment during all aspects of flight.

"In highly critical situations, you have to be able to rely on your aircraft to perform, and that's what the Bell 407GXP offers by integrating reliability, speed, performance and advanced technology," said Anthony Moreland, vice president of North American sales. "The Bell 407 is our most popular platform for HEMS missions, and the newly-upgraded Bell 407GXP variant will only further increase customer demand for this aircraft."

Bell Helicopter has been a trustworthy partner with the HEMS industry since its inception and continues to support the world's growing need for time-sensitive medical transportation

services and access to critical care by providing safe and reliable aircraft. It is for that reason emergency medical service agencies around the world rely on Bell Helicopter products.

Derived from the Bell 407GX platform, the Bell 407GXP has an additional 50 lbs (22.5 kg) of payload capability, coupled with the new M250 Rolls-Royce engine that improves performance and fuel efficiency delivering class leading hot and high performance. The aircraft is also equipped with new avionics features such as a hover performance calculator improvement, as well as a transmission TBO extension of +500 hours that will lower maintenance costs.

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About Bell Helicopter

Bell Helicopter, a wholly owned subsidiary of Textron Inc., is an industry-leading producer of commercial and military, manned and unmanned vertical-lift aircraft and the pioneer of the revolutionary tiltrotor aircraft. Globally recognized for world-class customer service, innovation and superior quality, Bell's global workforce serves customers flying Bell aircraft in more than 120 countries.

About Textron Inc.

Textron Inc. is a multi-industry company that leverages its global network of aircraft, defense, industrial and finance businesses to provide customers with innovative solutions and services. Textron is known around the world for its powerful brands such as Bell Helicopter, Cessna, Beechcraft, Hawker, Jacobsen, Kautex, Lycoming, E-Z-GO, Greenlee, and Textron Systems. For more information, visit www.textron.com.

Source: Epicos, Textron Inc.