

Part I: Finland

1. **Finland: Future Defence Budget and Procurements**
2. **Finnish Defence Industry: Main Competences & Total Turnover**
3. **Epicos “Industrial Cooperation and Offset Projects”**
4. **Advanced Fiber Optics Cable Repair System**
5. **Comprehensive military shooting training system based on optoelectronic technology**
6. **News from our A&D Business Network**

Part II: Epicos Newsroom

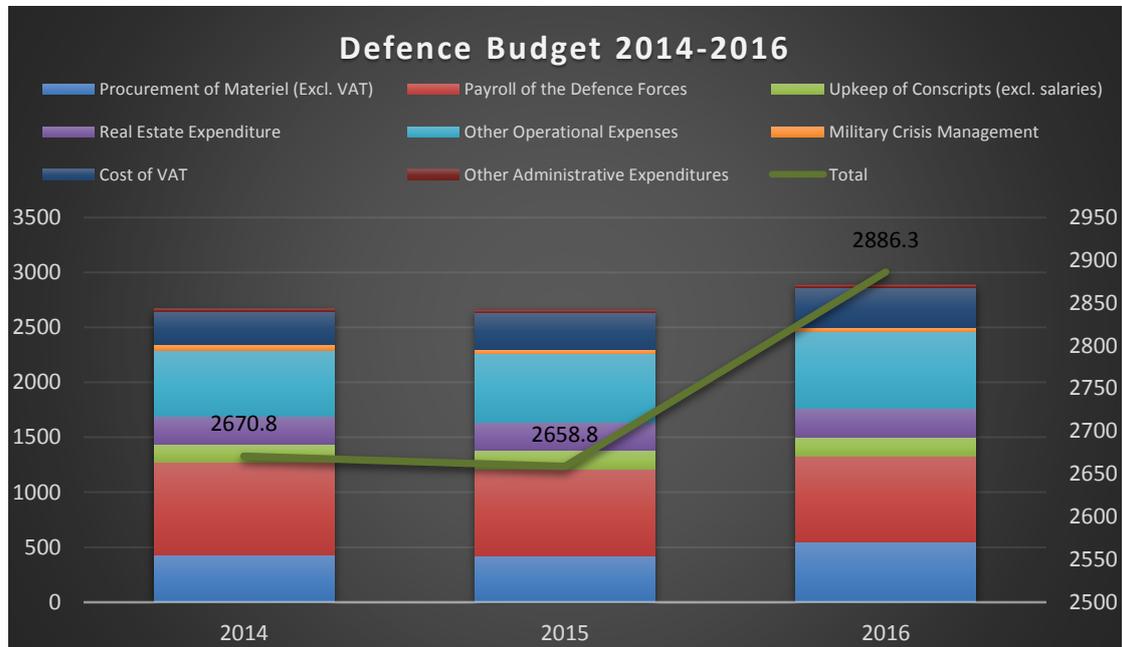
1. **ESA selects Airbus Defence and Space for two new Sentinel-2 satellites**
2. **Rockwell Collins technology aids in historic first KC-46A tanker refueling flight**
3. **SAAB Receives Order from EDA for Carl-Gustaf Ammunition**
4. **First China Airlines A350XWB takes shape in Airbus’ Final Assembly Line**
5. **Rheinmetall creates Europe’s leading producer of military vehicles**

Finland: Future Defence Budget and Procurements



Finnish defence budget for 2016 is estimated to reach, according to the country's authorities, 2886.3 million Euros, significantly augmented (227.5) compared to the 2015 defence budget. This is mainly a result of postponing the payment schedules of some earlier materiel projects. From this amount the biggest percentage, will be used to cover the payroll of the

defence forces' personnel, accounting for 783.5 million Euros (approximately 27.1% of the country's defence budget), slightly decreased compared to 2015, when it reached 793.4 accounting for 29.8% of total defence budget. Operational expenses and procurement of materiel follow with 701.6 (accounting for 24.3% of the total budget) and 544.7 million (accounting for 18.9% of the total budget) respectively.

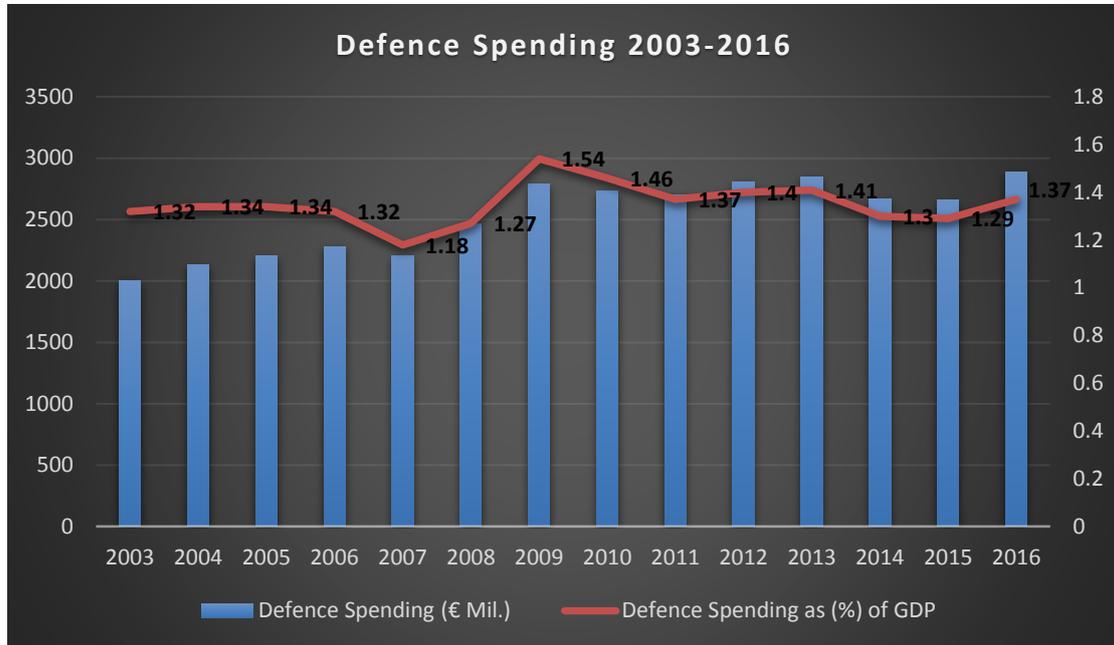


	2014		2015		2016	
	€ Mil.	%	€ Mil.	%	€ Mil.	%
Procurement of Materiel (Excl. VAT)	427.6	16%	416.8	15.7%	544.7	18.9%
Payroll of the Defence Forces	847.4	31.7%	793.4	29.8%	783.5	27.1%
Upkeep of Conscripts (excl. salaries)	161.3	6%	172.5	6.5%	173.3	6%
Real Estate Expenditure	249.6	9.3%	250.3	9.4%	259	9%
Other Operational Expenses	605	22.7%	626.9	23.6%	701.6	24.3
Military Crisis Management	57.3	2.1%	38.6	1.5%	36.6	1.3
Cost of VAT	298.1	11.2%	335.2	12.6%	367.4	12.7
Other Administrative Expenditures	24.5	0.9%	25.1	0.9%	20.2	0.7
Total	2670.8 € Mil.		2658.8 € Mil.		2886.3 € Mil.	

Source: <http://www.defmin.fi>

The prime goal of the Finish Defence authorities is to promote the security of Finland and to support the decision-making of the government. This goal is reinforced and materialized through the augmentation of the defence budget. We should not fail to notice that when

expressed as percentage of GDP, Finland's defence expenditure has not fluctuated significantly since 2003. For the period 2003-2016 on average, Finland allocates 1.35% of its GDP on Defence.



Source: <http://www.defmin.fi>

One of the most important procurement programs Finland is going to carry out in the following years is "Squadron 2020". Under this program the country will replace six surface vessels (including Rauma-class fast attack missile crafts and Hämeenlinna-class minelayers) that will become outdated by mid-2020s.

Additionally, Finland is planning to replace the Air Force F/A-18 aircraft, which will be decommissioned as of 2025, with a multi-role fighter. The final decision for the aircraft that will replace F/A-18 will be taken in the early 2020s.

Kyriazis Vasileios,
Epicos Newsletter Head Editor



Finnish Defence Industry: Main Competences & Total Turnover



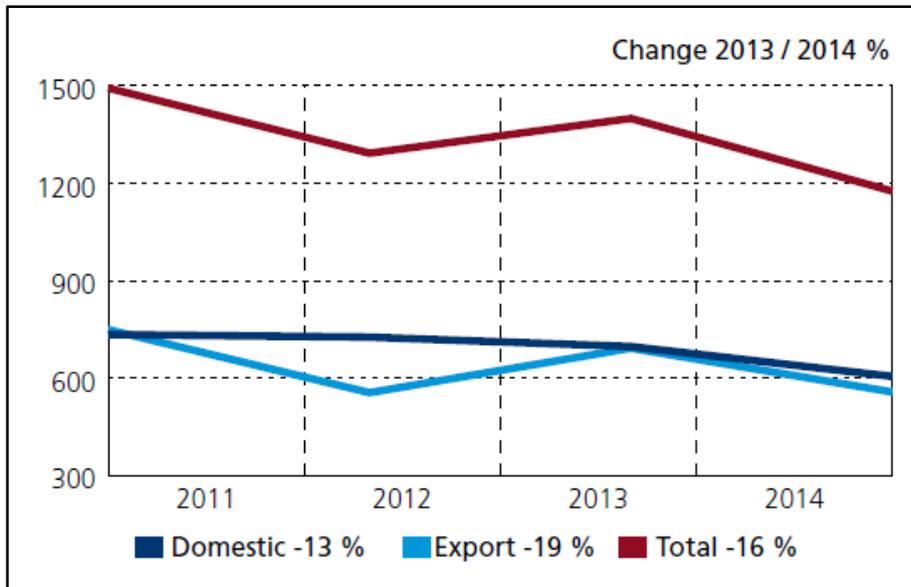
ASSOCIATION OF FINNISH DEFENCE AND AEROSPACE INDUSTRIES

Finnish aerospace, defence and security industry is small but agile and highly competent. The industry’s know-how is mainly focused on the domains of logistics, armored wheeled vehicles and turreted mortar systems. It is also extended to dual-use products, various sensor solutions and C4I. More on that Finnish companies have great competences with cyber and information

systems. Throughout the years the Finnish aerospace, defence and security industry has created an outstanding competitiveness in Europe and even worldwide in the production of the above-mentioned weapon systems.

The Finnish defence, aerospace and security industry is represented by the Association of Finnish Defence and Aerospace Industries (AFDA). AFDA has approximately 100 member companies. The total turnover of AFDA members was approximately 1.2 billion Euros in 2014. Exports represented approximately 48% of total turnover. Moreover AFDA’s member companies are responsible for approximately 5500 jobs. Finally, it is worth mentioning that Finish defence, aerospace and security companies invest significantly in R&D (15% of turnover for 2014).

Exports and Domestic Sales



Source: <http://pia.teknologiateollisuus.fi>

With a few exceptions, Finnish defence, aerospace and security companies are privately owned SMEs.

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](#)

Advanced Fiber Optics Cable Repair System



A company specializing in high-precision optical passive devices, equipment and fiber optic network systems, in the frame of an offset program, is proposing collaboration with a foreign company active in fiber optic equipment sales and/or manufacturing, in order to act as a local representative for its Advanced Fiber Optics Cable Repair System.

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

Mail at: g-menexis@epicos.com

Comprehensive military shooting training system based on optoelectronic technology



A company specializing in the design and manufacture of optoelectronic devices, for a wide range of applications, is proposing the implementation of a small arms shooting training system for armed forces. The system will comprise of training management facilities, training methods, related equipment and software, for indoor and outdoor facilities (basic, range and field shooting). The system design caters for a progressive method that provides further instruction for training personnel and covers the complete range of small arms.

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

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**Airbus Helicopters maintains civil market lead and sees commercial success for new products in 2015**

During 2015, Airbus Helicopters delivered 395 rotorcraft from the company's civil, parapublic and military product lines, strengthening its leading position on the civil & parapublic market while maintaining its share of the worldwide military market. Meanwhile, the company booked 383 orders – adjusted to 333 due to contract amendments for governmental NH90 and Tiger helicopters – with a strong performance of the new-generation medium H175. Demand remained steady for the H135 and H145 family of light twin helicopters, with bookings levels exceeding the company's targets for 2015.

“We are now harvesting the fruit of our strategic transformation plan that puts us in the best position to operate successfully despite a challenging market environment”, said Guillaume Faury, President and CEO of Airbus Helicopters. “Our focus on customer satisfaction, quality and safety, as well as competitiveness has produced tangible results on our journey to go from the biggest to the best and to become the benchmark of the helicopter industry”, he added.

Highlights of last year include a strong commercial performance of the 7-ton H175 with 36 units booked, exceeding the company's objectives for 2015. The gross order book of the H175 is now up to 101 units after being endorsed last year by several key oil & gas operators despite the low price of the barrel impacting them. Operated by NHV since December 2014, the H175 has achieved 2000 flight hours with a high level of availability thanks to the work done to improve maturity at entry into service. A first order for the public services variant was also placed in 2015 by Hong Kong operator GFS.

“The focus on our customers is resonating well with them as external surveys are now placing Airbus Helicopters in second position for customer satisfaction” explained Guillaume Faury. “In 2016 we will maintain our efforts to implement improvements for the benefit of our customers, and providing them with high-performing and reliable aircraft for their demanding missions,” Faury explained. “In this challenging environment, we are also preparing the future – the H Generation – embodied by the H160 and the X6,” he added.

In 2015, Airbus Helicopters successfully launched the flight-test phase of the new H160 medium helicopter, the first member of the “H Generation”. A second prototype joined the flight-test campaign in 2016, a year that will also see the launch of the H160 commercialization. In 2015, Airbus Helicopters also delivered the first H145M to the German armed forces, only two years after the contract was awarded for the development of this new, militarized version of the leading H145 helicopter. At the Helitech exhibition in London, the company also announced an upgrade of the H135 equipped with the Helionix digital avionics suite developed by Airbus Helicopters and providing increased safety and reduced pilot workload.

Major achievements in the field of safety during 2015, with the leading-edge H225 at the forefront of the developments, are the full implementation of the Flight Crew Operating Manual (FCOM) – a document outlining best practices and recommendations for oil and gas missions -- by North Sea operators in 2015 and the certification of Rig 'N Fly, an advanced avionics solution for “one-touch” approaches to oil rigs.

Last year was also an important one for Airbus Helicopters on the international stage, expanding its partnerships and international footprint. The company was selected by Korean Aerospace Industries as a strategic partner in the LCH-LAH development, ten years after the two companies partnered for the development of the Surion. This will bring an evolution of the H155 to the market in civil and military applications with several hundred units to be produced.

A new partnership was also signed with the aim to assemble 100 H135s in China and to strengthen Airbus Helicopters' position in-country, where the company already has a civil market share of 40%. In November, the heavyweight H215 was introduced along with a new industrial model and an expanded strategic partnership with Romania aiming at providing a modern and cost-effective solution for markets such as utility, peacekeeping operations and logistic support missions. Meanwhile, the US Army confirmed its endorsement for the locally-assembled UH-72 Lakota by ordering an additional 53 aircraft this year, bringing the total to more than 400 helicopters on order. This program has been recognized as a benchmark in terms of on-time, on-cost and on-quality delivery.

In the customer service domain, Airbus Helicopters launched HCare at Heli-Expo last March as the industry's most comprehensive coverage emphasizing the company's commitment to keep its customers flying, anytime, anywhere. Since then, the company started operations with its 24/7, 365 days a year technical hotline to provide non-stop support to all customers. Airbus Helicopters also won emblematic support contracts such as the seven-year comprehensive co-operative support and services agreement for the German Air Force's fleet of 15 H145M helicopters and the 5 year-year global service solution for the 50 EC145 fleet for the Gendarmerie Nationale and Sécurité Civile.

This year will be another year of transformation for Airbus Helicopters as the company will be modernizing its industrial capabilities. The Marignane Development Centre, designed to support innovation and future programs, will be inaugurated this year along with the new centre of excellence for blade production “Paris-Le-Bourget”. An all new automated final assembly line for the H160 will also be inaugurated second half of this year.

2015 at a glance

- Civil and parapublic market position moved up to 45 percent share in terms of aircraft delivered.
- Civil products represented 50 percent of consolidated turnover; military was 50 percent

- Airbus Helicopters' products accounted for 53 percent of consolidated turnover; the other 47 percent was generated by services

The 383 bookings in 2015 by product range

- H120/H125/H130 family: 163
- H135: 49

- H145: 107
- H155 family: 13
- H175: 36
- H225 family: 2
- Tiger: 7
- NH90: 6

About Airbus Helicopters

Airbus Helicopters is a division of Airbus Group. The company provides the most efficient civil and military helicopter solutions to its customers who serve, protect, save lives and safely carry passengers in highly demanding environments. Flying more than 3 million flight hours per year, the company's in-service fleet includes some 12,000 helicopters operated by more than 3,000 customers in 152 countries. Airbus Helicopters employs more than 23,000 people worldwide and in 2014 generated revenues of 6.5 billion Euros. In line with the company's new identity, fully integrated into Airbus Group, Airbus Helicopters has renamed its product range replacing the former "EC" designation with an "H".

www.airbushelicopters.com

Boeing to Provide C-17 Training to NATO

The Strategic Airlift Capability (SAC) program will soon train C-17 aircrews at Boeing's [NYSE: BA] C-17 International Training Centre (ITC) in the United Kingdom under a new \$8 million contract. SAC is comprised of ten NATO countries and two NATO Partnership for Peace countries. The program will begin training its multinational aircrews early this year. Prior to this contract, the SAC program sent aircrews to the United States for training.

"Boeing met the customer need to have access to affordable, high-quality training for aircrews from smaller countries with limited resources," said Larry Sisco, C-17 training program manager. "Having regional training is a big cost and time savings for the SAC Program." As part of the contract, the U.S. Air Force inspected and recognized Boeing's C-17 training simulators at the ITC as being fully able to train C-17 aircrews. The ITC houses a weapons systems trainer, loadmaster station and an integrated maintenance procedure trainer.

"The U.S. Air Force gave us their stamp of approval," Sisco said. "They were thrilled with our simulator capability and how concurrent the simulators are with the C-17 aircraft."

On behalf of the SAC program, the NATO Airlift Management (NAM) Programme Office requested this capability to meet the requirements of nations who make up this multinational program. In addition, the NAM Programme Office has ownership and is responsible for acquiring, managing and supporting NATO's Strategic Airlift Capability aircraft, including three Boeing C-17 Globemaster III airlifters, that member nations can call upon to fulfill national operational needs.

"This contract to deliver training to NATO forces demonstrates Boeing's commitment to the C-17 fleet and a truly global approach to our training service," said Joanne Finch, head of Boeing Defense United Kingdom Training Systems and Government Services."

A unit of The Boeing Company, 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, Defense, Space & Security is a \$31 billion business with about 50,000 employees worldwide. Follow us on Twitter: @BoeingDefense.

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ESA selects Airbus Defence and Space for two new Sentinel-2 satellites

Airbus Defence and Space, the world's second-largest space company, has signed a contract, worth around 285 million euros with the European Space Agency (ESA) to deliver two further optical satellites for the European Copernicus programme.

As part of the Sentinel-2 Earth observation satellite system, these two new models, called "Sentinel-2C" and "Sentinel-2D", will observe the environment and land surfaces and continue from 2021 with the measurements carried out by the first two flight units as part of the European Copernicus programme. As prime contractor, Airbus Defence and Space will lead an industrial consortium of more than 50 companies from 17 European countries and the USA.

"ESA's new order for the Copernicus satellites with by far the widest range of applications demonstrates the great confidence the agency has in our know-how," said François Auque, Head of Space Systems. "Continuous high-quality data spanning several decades is essential for the large community of users. The delivery of the Sentinel-2C and -2D satellites will ensure this continuity, allowing the advanced monitoring of our environment and land usage to continue."

The Sentinel-2 satellites deliver optical images from a height of 786 km with a resolution of 10, 20 and 60 metres at an image width of 290 km. These images are produced in 13 spectral bands, from the visible to the short-wave infrared range of the electromagnetic spectrum.

As part of Copernicus, the Sentinel-2 satellites make a significant contribution to meeting Earth observation data requirements in the areas of land use, water quality, agriculture and forestry, land management, natural disasters (floods, forest fires, landslides, erosion) and humanitarian aid. Environmental observation in coastal areas likewise forms part of these activities, as does glacier, ice and snow monitoring.

Sentinel-2 is also capable of using another ESA programme, the European Data Relay System (EDRS). EDRS-SpaceDataHighway will be a network of laser communication payloads on geostationary satellites and low Earth orbit satellites. The system will provide secure and fast communication services for the Sentinel-1 and Sentinel-2 satellites. It will ensure the timely availability of data particularly for time-critical applications such as environmental monitoring, emergency response and security missions.

The first satellite of this family, Sentinel-2A, lifted off on 23 June 2015 on a Vega launcher from the European spaceport in Kourou, French Guiana and is now in service. To date, over 7.000 products are available for download, cumulating a total volume of 35 TB, while over 57.000 products equivalent to 276 TB have been downloaded by the user communities. Since mid-January a step increase in the download activity was observed, reaching a volume

of 7 TB distributed daily. The development of Sentinel-2B is progressing in full swing for a launch late this year.

For Sentinel-2, Airbus Defence and Space in Friedrichshafen (Germany) is responsible for the system design, the platform and satellite integration and testing. Airbus Defence and Space in Toulouse (France) is delivering the Multispectral Instrument (MSI), while Airbus Defence and Space in Madrid (Spain) is responsible for the mechanical satellite structure for producing the thermal equipment and cable loom, and for the delivery of power, energy management and high speed data acquisition units.

Airbus Defence and Space has been a key partner in Copernicus since the very beginning of the programme in 1998. The company is playing a key role in the construction of the Sentinel satellites that form the space segment of the programme and complement the data from the Copernicus Contributing Missions. Airbus Defence and Space operates a fleet of optical and radar satellites – "SPOT", "Pléiades", TerraSAR-X and TanDEM-X – and is therefore one of the leading data suppliers for the Copernicus services through these contributing missions.

Airbus Defence and Space

Airbus Defence and Space is a division of Airbus Group formed by combining the business activities of Cassidian, Astrium and Airbus Military. The new division is Europe's number one defence and space enterprise, the second largest space business worldwide and among the top ten global defence enterprises. It employs more than 38,000 employees generating revenues of approximately €13 billion per year.

For Further Information [Click Here](#)

Source: Epicos, Airbus Defence and Space

Rockwell Collins technology aids in historic first KC-46A tanker refueling flight

The Rockwell Collins Remote Vision System (RVS) played an integral role as Boeing and U.S. Air Force aircrews successfully completed the KC-46A tanker's first refueling flight January 24 in the skies above Washington state.

Following takeoff from Boeing Field in Seattle, the KC-46A flight test team completed a series of checkpoints before smoothly offloading 1,600 pounds of fuel to an F-16 fighter aircraft flying at 20,000 feet.

"Today's refueling flight is an important milestone for the Air Force/Boeing team because it kicks off the Milestone C aerial refueling demonstration, which is the prerequisite for the low-rate initial production decision," said Col. Christopher Coombs, U.S. Air Force KC-46 System Program Manager. "We have a lot of work yet to do, but this is an exciting time for the airmen who are preparing to fly, maintain and support the KC-46 Pegasus for decades to come."

The Rockwell Collins RVS is a combination of 2-D and 3-D technologies in both visible and long wave infrared spectrums, providing visual information to support refueling operations. The RVS provides the ability for the air refueling operator to refuel aircraft at any time, in any weather and under any lighting conditions.

During the flight, the Air Force's air refueling operator, "flew" the tanker's 56-foot boom downward and waited for the F-16 to move into position before fully extending the boom into its refueling receptacle and the KC-46 then began offloading fuel to the fighter. When the fuel transfer was complete, the system automatically turned off the pumps and the operator smoothly retracted the boom.

The KC-46A that accomplished the refueling milestone shortly will begin refueling a number of other military aircraft in addition to the F-16, including a C-17, A-10, F/A-18 and AV-8B. This particular KC-46 (known as EMD-2) made its first flight September 25, 2015. The program's first test aircraft (EMD-1), a 767-2C, has completed more than 260 flight test hours to date since making its first flight in December 2014. Aircraft EMD-3 and EMD-4 will make their initial flights later this year.

As part of a contract awarded in 2011 to design and develop the U.S. Air Force's next-generation tanker aircraft, Boeing is building four test aircraft – two are currently configured as 767-2Cs and two KC-46A tankers. Boeing's KC-46A is a multirole tanker that can refuel all allied and coalition military aircraft compatible with international aerial refueling procedures, as well as having the ability to carry passengers, cargo and patients. Overall, Boeing plans to build 179 KC-46 aircraft for the U.S. Air Force.

In addition to the RVS, Rockwell Collins provides the following for the KC-46 tanker:

- Integrated display system featuring four 15.1-inch diagonal liquid crystal displays, built on proven technology from the Boeing 787 program, that deliver significantly higher levels of reliability and safety. Each display provides two independently controlled display windows, for a total of eight, that accommodate multiple display functions on a single screen.
- A Tactical Situational Awareness System (TSAS) processor built on a Joint Interoperability Test Command (JITC)-certified system. The TSAS provides situational awareness to the crew, routing cues to avoid imminent threats in the area, and awareness of friendly entities.
- Signal data concentrator network, a DO-178B and DO-254 certified system that forms the avionics network on the aircraft. It uses the ARINC 664 standard for fast translation and sharing of aircraft system information between components.
- State-of-the-art communications, navigation, surveillance, networking, and flight control systems.

About Rockwell Collins

Rockwell Collins is a pioneer in the development and deployment of innovative communication and aviation electronic solutions for both commercial and government applications. Our expertise in flight deck avionics, cabin electronics, mission communications, simulation and training, and information management is delivered by a global workforce, and a service and support network that crosses more than 150 countries. To find out more, please visit www.rockwellcollins.com.

Source: Epicos, Rockwell Collins

SAAB Receives Order from EDA for Carl-Gustaf Ammunition

The order comes under the terms of Saab's framework agreement signed between Saab and EDA in 2014, allowing for the co-ordinated purchase of Carl-Gustaf ammunition by the agency member states Estonia, Latvia, Lithuania, the Czech Republic and Poland. The agreement is in effect for five years, with a possible extension of two further years. The framework provides for potential orders of approximately SEK 460 million.

"This order is further proof of our ability to deliver Carl-Gustaf ammunition in a flexible and efficient way. In order to maintain capable and deployment-ready forces, the customer have high demands on the weapon deliveries and I am proud that we can offer these solutions when ever needed," says Torbjörn Saxmo, head of Saab business unit Ground Combat within business area Dynamics.

The Carl-Gustaf is a world-leading weapon system within the support weapon category. It has been constantly modernised and enhanced to meet users' changing needs. The latest version, the Carl-Gustaf M4, reduces the weight from 10 kg to less than 7 kg. Carl-Gustaf is a battle-winning system for soldiers operating in demanding environments. Employing a wide range of ammunition types, the Carl-Gustaf system allows dismounted soldiers to defeat multiple challenges – from neutralising armoured vehicles to clearing obstacles and engaging enemies in buildings.

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Saab serves the global market with world-leading products, services and solutions within military defence and civil security. Saab has operations and employees on all continents around the world. Through innovative, collaborative and pragmatic thinking, Saab develops, adopts and improves new technology to meet customers' changing needs.

Source: Epicos, Saab

First China Airlines A350XWB takes shape in Airbus' Final Assembly Line

Assembly of the main airframe sections of the first A350 XWB for China Airlines is advancing at Airbus' Final Assembly Line (FAL) in Toulouse, France.

This involves the assembly of the wing-fuselage junction, the installation of the tailplane and also the tailcone. The aircraft will then be moved to the next assembly station for structural completion, ground testing of mechanical, electrical and avionics systems, and then the start of cabin installation. First delivery of Airbus' latest generation widebody airliner to China Airlines is scheduled in Q3 2016.

China Airlines has 14 A350-900 twin engine widebodies on order. The aircraft will be deployed on the carrier's long-haul routes to Europe, Australia and the United States as well as on selected regional routes. China Airlines currently operates 24 A330s and six A340s on regional and long haul services.

The A350 XWB is the world's latest generation airliner and the newest member of Airbus' modern, comfortable & efficient widebody product family. The aircraft features the latest aerodynamic design, carbon fibre fuselage and wings, plus new fuel-efficient Rolls-Royce Trent XWB engines. Together, these latest technologies translate into unrivalled levels of operational efficiency, with a 25 per cent reduction in fuel burn and emissions, and significantly lower maintenance costs. For passengers, it brings new levels of in-flight comfort, with an extra-wide cabin offering more personal space in all classes, including 18 inch wide seats as standard in economy class. To date, Airbus has recorded a total of 777 firm orders for the A350 XWB from 41 customers worldwide, already making it one of the most successful widebody aircraft ever.

For Further Information [Click Here](#)

Source: Epicos, Airbus

Rheinmetall creates Europe's leading producer of military vehicles

Rheinmetall AG has decided to consolidate its Defence unit's extensive military vehicle activities in a new division called "Vehicle Systems". As a first step, Rheinmetall Landsysteme GmbH (RLS) and Rheinmetall MAN Military Vehicles GmbH (RMMV) have been placed under joint management effective from 1 January 2016. Ben Hudson (CEO) and Michael Wittlinger (CFO) will lead the new division.

Starting on 1 January 2016, Mr Hudson has also been appointed to the Executive Board of Rheinmetall Defence where he will represent the new Vehicle Systems division. The resulting unit is poised to be a comprehensive supplier of tracked and wheeled military vehicles and turret solutions, capable of meeting the complete ground mobility needs of the world's armed forces – all from a single source. Under the new structure, Rheinmetall Defence will consist of the following three divisions: Vehicle Systems, Electronic Solutions and Weapons and Ammunition.

The united competencies of RLS and RMMV create a leading European systems supplier and the world's most robust platform for tactical land mobility solutions, with annual sales expected to reach €1.4 billion in fiscal 2016. The portfolio ranges from main battle tanks and wheeled armoured vehicles to state-of-the-art trucks, and features such technological triumphs as the Puma infantry fighting vehicle*, the Kodiak armoured engineering vehicle*, the 8x8 Boxer*, the 6x6 Fuchs/Fox, the 4x4 AMPV*, as well as the new division's TG, HX and SX truck families. Rounding out the portfolio is Rheinmetall's unsurpassed expertise in turret systems, exemplified by products like the Lance turret and the turret structure for the UK's new Scout reconnaissance vehicle. The two management companies – RLS and RMMV – will pull closer together organizationally in the new division and present a common front, while still maintaining their own corporate seats and locations. The ownership structure of RMMV, in which MAN Truck & Bus AG holds a 49% stake, remains unchanged.

Clear market trends explain the need for the new division: customers today are more interested in systems than platforms. Large, highly complex procurement programmes are placing ever-greater requirements on the defence sector. Rheinmetall Defence is responding to these changes in a proactive way, presenting a bold, confident face to customers around the globe: hence the new Vehicle Systems division.

Up until now, Mr Hudson has headed Rheinmetall's Combat Platforms business unit and served as the CEO of Rheinmetall Landsysteme GmbH. Prior to coming to Rheinmetall he held a variety of executive posts at General Dynamics, BAE Systems and served in the Australian Army. Mr Wittlinger has been with Rheinmetall since 2007, first as head of Group Controlling, then as the commercial Managing Director of Rheinmetall MAN Military Vehicles GmbH.

For Further Information [Click Here](#)

Source: Epicos, Rheinmetall AG