

Part I: Canada

1. Canadian Future Defence Budget and Procurements; An Overall Analysis
2. Canadian Aerospace and Defence Industry: Output, Orientation and Main Products
3. Epicos “Industrial Cooperation and Offset Projects”
4. Portable, Semi-Automatic Heavy Gun Barrel Cleaning System
5. Production of small and medium-size sheet metal parts for the Aerospace and Defence industry
6. News from our A&D Business Network

Part II: Epicos Newsroom

1. Leidos Wins Delivery Order from Customs and Border Protection
2. Poland – JASSM-ER with Support
3. Rockwell Collins to modernize Chilean Navy P-3 Orion avionics
4. MTU Maintenance signs exclusive contract with Air Europa
5. Civil Aviation Authority of Colombia Approves Certificate for Sikorsky S-76C, S-76D and S-92A Helicopters

Canadian Future Defence Budget and Procurements; An Overall Analysis



National Defence and the Canadian Armed Forces



According to figures released by NATO, in 2016, Canada allocated 0.99% of its Gross Domestic Product (GDP) for defence, marginally increased (the government spent an additional .01% of the GDP) compared to 2015, but significantly decreased compared to 2009, when the North American country spent approximately 1.39% of its GDP on defence. Canada is ranked 24th out of the 28 member states wedged between Hungary (1.01%) and Slovenia (0.94%), lacking way back from the 2% NATO's target. The 2016 federal budget reaffirms the country's reluctance to commit a largest amount of funds to defence, as it is primarily focused on setting new paths in economic and social development.

Despite the fact that there is an explicit commitment by the government in the budget document that "the Department of National Defence is in the process of renewing its major equipment, including Canada's aging fleets of CF-18 fighter aircraft and maritime warships", further below the document reads that "the budget 2016, reallocate funding of 3.716 billion Canadian dollars (CAD) for large-scale capital projects from the 2015–16 to 2020–21 period to future years" and that "this is not a reduction in the National Defence budget," and that "this will ensure that funding is available for large-scale projects when it is needed." Moreover, the budget 2016, projects that the total amount of 84.3 billion CAD will be allocated for large-scale capital projects over the next 30 years out to 2044–45. An additional 2.8 billion CAD per year starting in 2045–46, on an accrual basis, is also projected to be spend on large-scale capital projects.

Additionally, the federal budget for 2016 foresees the allocation of an amount up to 379 million CAD for a period of eight years beginning in 2017–18 to extend Canada's participation in the International Space Station until 2024.

Furthermore, a budget of 77.4 million CAD over five years, starting in 2016–17, is foreseen to implement new measures to improve the security of government networks and information technology systems.

Finally, the budget provides an amount totalling 200.5 million CAD over two years beginning in 2016–17 for infrastructure projects. These will include a 77.1 million CAD on projects to repair and construct live-fire ranges, airfields and hangars and naval jetties across Canada.

Canadian authorities are planning to procure a wide range of defence equipment. Canadian army is currently implementing the [Tank Replacement Project](#) that was announced in April 2007. The project will provide the Canadian Forces with both an urgent short-term and a long-term, sustainable replacement for its aging Leopard 1 C2 Main Battle Tank fleet. The Canadian Forces Leopard 2 fleet of 100 tanks, once repaired, overhauled and upgraded, will provide the Canadian Forces with a sustainable heavy, direct-fire capability until 2035. Under this context, in November 2012, Wajax Power Systems, was awarded a contract valued at 10.6 million CAD for the repair and overhaul of engines for the Leopard 2 family.

Another project which is currently implemented is that for the procurement of [Tactical Armoured Patrol Vehicle](#) (TAPR). This project is part of the family of land combat vehicles, announced in July 2009. As of August 2016, the deliveries of the TAPV have begun. Another

project implemented under the family of land combat vehicles umbrella is that of the [Light Armoured Vehicle III Upgrade](#) (LAV III UP). The project will extend the LAV III fleet operational life up to 2035. In October 2011, General Dynamics Land Systems – Canada (GDLS–C) awarded a 1.064 billion CAD contract for the implementation phase of LAV III UP project, which is expected to be fully implemented by 2018.

On the other hand, the major program currently being implemented by the Canadian Navy is that of the refit of the Halifax class frigate, which known as the [Halifax Class Modernization Project \(HCMP\)](#). Under the project, a Lockheed Martin Canada-led team will complete the refit and modernization of all twelve ships of the class by 2018. The Canadian-built Halifax-class multi-role patrol frigates are considered to be the backbone of the navy and were commissioned between 1992 and 1996. Another important program for the Canadian navy is that for the [replacement of the current surface fleets](#) of the Royal Canadian Navy and the Canadian Coast Guard. The project is put under the umbrella of the National Shipbuilding Procurement Strategy. In March 2016, Vancouver Shipyards Co. Ltd. was awarded a 65.4 million CAD program under which will allow the shipyard to initiate early discussions with potential suppliers and to purchase material and equipment to build the Offshore Oceanographic Science Vessel (OOSV) and the Joint Support Ships (JSS).

Undoubtedly, the most important future procurement program for Canada will be the [CF-18 fleet replacement](#) program. The North American country is in an urgent need for procuring a fighter aircraft that will replace the CF-18 fighter that has been in service since the early 1980s. Canada is a partner in the F-35 development program, nevertheless, it is not yet sure that it will choose the F-35 to replace the CF-18 fleet. The procurement of a new fighter aircraft has been a source of considerable controversy in public policy circles in Canada for quite a long time. The CF-18 fleet is old and not fully capable to meet Canada's North American Aerospace Defence Command (NORAD) and NATO commitments, therefore, Canadian government is expected to move forward with a decision as soon as possible, keeping all the available options open.

Additionally, Canadian authorities will soon decide on the procurement of a new fleet of [fixed-wing search and rescue aircraft](#) that will replace the fleet of the six CC-115 Buffalo currently in operation with the Canadian air force.

As in any other domain, cooperation between Canada and USA in the defence sector is very strong. According to the Stockholm International Peace Research Institute (SIPRI), in the period 2010-15 Canada imported defence equipment from seven different countries. However, if we take a closer look in the Canadian defence imports we will see that USA plays an extremely important role, as 80.7% of the imported equipment was US-made. More on that direction, US and Canada are the only two non-European members of the NATO alliance and they have also signed several agreements and arrangements that further delineate their military-to-military relationship. One of these agreements is the NORAD, a bi-national military command established in 1958 with a mandate to monitor and defend North American airspace.

Kyriazis Vasileios,
Epicos Newsletter Head Editor



Canadian Aerospace and Defence Industry: Output, Orientation and Main Products

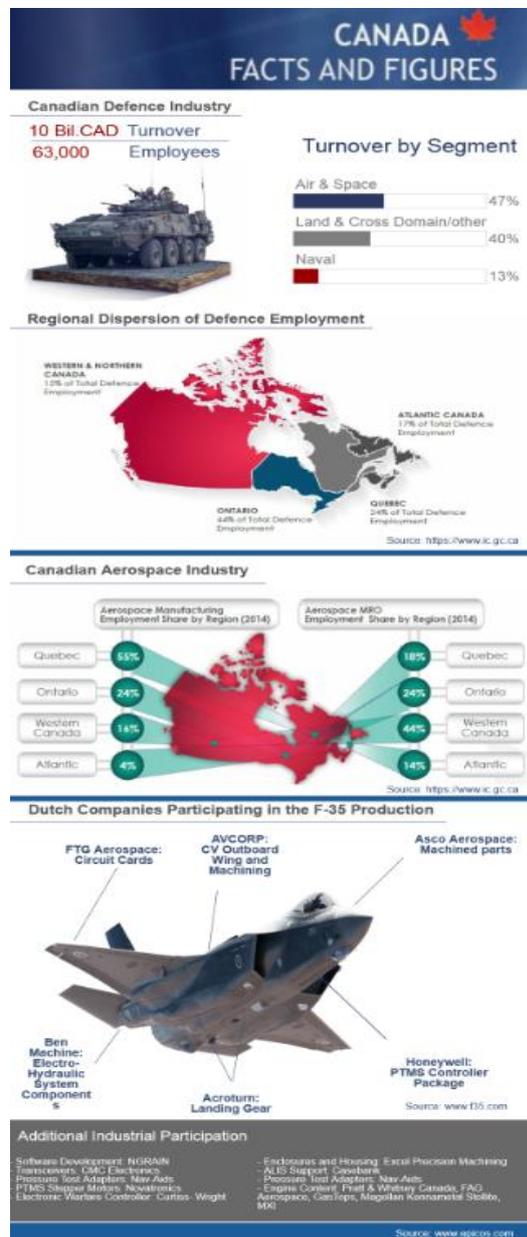


Canada’s aerospace and defence industry has a long history of innovation and success. Canada is a global market leader in producing regional aircraft, avionics, business jets, commercial helicopters, aircraft engines, flight simulators, landing gear systems, space systems and in providing Maintenance Repair and Overhaul (MRO) expertise. Additionally, it is worth

mentioning that leading aerospace companies from around the world choose to perform their manufacturing as well as Research and Development (R&D) activities in Canada.

Regarding the defence sector, Canada provides products and services which among others include the following: military aircraft and naval ship MRO services, development and manufacturing of combat vehicles, airborne sensors, fire control, warning & countermeasures systems, firearms, ammunition, missiles, rockets, and other munitions & weapons, as well C4ISR, avionics and simulation systems.

Canada’s defence industry has approximately 640 companies that sold almost 10 billion Canadian Dollars (CAD) in defence goods and services, in 2014. The defence industry, directly and indirectly contributed about 6.7 billion CAD to the country’s Gross Domestic Product (GDP) and close to 63,000 to employment. Local defence industry is export intensive as almost 60% of the total production is exported. Local production capabilities cover a broad range of products and services. In 2014, the “air and space” sector accounted for 47% of the total sales and 48% of the total exports of the defence industry. The air and space sector was followed by the “land and cross-domain” sector which accounted for 40% and 42% of total sales and total exports respectively, while the naval sector accounted for 13% of total sales and 10% of total exports.



Product and service wise, the aircraft fabrication, structures, components and MRO category captures the biggest percentage (31%) of defence sales and is followed by combat vehicles and related MRO services (28%), C4ISR, avionics, simulation systems and other electronics (25%), naval ship fabrication, structures, components and related MRO services (9%), firearms, ammunition, missiles, rockets and other munitions and weapons products (4%), troop support services (2%) and live personnel and combat training services (1%). Regional wise Canadian defence industry is mainly concentrated in the Ontario region, which accounts for 44% of total defence employment, followed by Quebec (24% of total defence employment), Atlantic Canada (17%) and Western and Northern Canada (15%).

On the other hand local aerospace industry generated 29.8 billion CAD in revenues, 89000 in direct employment and 13.3 billion CAD in direct GDP in 2015. Aerospace manufacturing crated revenues, which amounted to 22,179 million CAD, while MRO's revenues amounted to 7659 CAD, significantly increased (258 million CAD) when compared to 2014. Central Canada accounts for the majority of the aerospace manufacturing activity, while Western and Atlantic Canada captures close to 60% of the national MRO activity. It is indicative that the Quebec region accounts for 55% of the people employed in the aerospace manufacturing sector, while Western Canada accounts for 44% of the people employed in the MRO sector. The majority of aerospace sales were related to civil/commercial activities (80%).

Canadian aerospace industry economic activities breakdown, 2010-2015							
		2010	2011	2012	2013	2014	2015
GDP (\$ Million)	Aerospace Manufacturing	8,493	8,610	8,974	9,485	9,976	9,461
	Aerospace MRO	3,048	3,266	3,348	3,322	3,520	3,800
	Aerospace total	11,541	11,876	12,322	12,807	13,496	13,261
Employment (persons)	Aerospace Manufacturing	52,801	54,067	56,648	58,079	60,139	57,663
	Aerospace MRO	24,837	27,050	28,542	28,695	30,242	31,298
	Aerospace Total	77,638	81,117	85,190	86,774	90,381	88,961
Revenues (\$ Million)	Aerospace Manufacturing	13,953	16,147	15,860	17,926	20,310	22,179
	Aerospace MRO	6,078	6,620	6,985	7,022	7,401	7,659
	Aerospace Total	20,031	22,767	22,845	24,948	27,711	29,838
R&D (\$ Million)	Aerospace Total	1,552	1,662	1,837	1,988	1,936	1,914

Source: <https://www.ic.gc.ca>

In 2015, the vast majority of the aerospace manufacturing production (80%) was exported, while it should be noticed that 55% of the sectors' exports were supply chain related. United States is the key aerospace export market for Canada, while exports to Asia Pacific are growing at a fast pace (up 105%) and account for close to 12% of the overall export volumes of Canada. Additionally, airplanes and rotorcraft category is the biggest contributor (43%) to the exports' volumes of the country, followed by engines (27%), other parts (11%), avionics (9%), landing gear (7%) and simulators (3%). With more than 31,200 employees and a

leadership position in global markets, Bombardier Aerospace is the leading aerospace company in Canada. Bombardier, designs and manufactures aviation products for the business, commercial, specialized and amphibious aircraft markets. Among others Bombardier provides the following products and services: business aircraft (learjet-Challenger and Global aircraft families), commercial aircraft (new C Series program, CRJ Series and Q Series aircraft families), aerostructures & engineering services (aircraft structures, component repair and other services), specialized aircraft solutions and finally aircraft services and training (aircraft parts, maintenance, comprehensive training, technical support and publications, and online services).

While the continued success of the Canadian aerospace and defence industry cannot be guaranteed, the strong base upon which it is built and the help provided by the Canadian authorities will definitely foster its future development. The country's authorities help the companies through attractive investment fundamentals; leading-edge knowledge infrastructure; risk-sharing investments in technology development; commitment to investing in skills and research; and new business opportunities.

Additionally, the Canadian A&D sector is involved in the development and production of the F-35 fighter aircraft, as the North America country is a key contributor to the development, production, and sustainment of the F-35 program. Currently, there are more than 110 companies that have been awarded contracts valuing in total 750 million dollars and it is expected that Canadian industry will gain approximately 11 billion dollars in business opportunities in the future.

Under this context, in May 2016, Avcorp Industries Inc., has been awarded a contract extension with Lockheed Martin. This follow-on contract complements Avcorp's assembly of the F-35 Carrier Variant ("CV") Outboard Wing ("OBW"). Additionally, the Canadian company NGRain has developed critical software for the Low Observable Health Assessment System (LOHAS) which helps maintain the F-35 outer skin during operations. Moreover, Magellan Aerospace, a Canadian company that has been in the F-35 program since the concept demonstration phase in 1998, has been awarded a contract in October 2016 to produce F-35 Lightning II horizontal tail components.

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](#)

Portable, Semi-Automatic Heavy Gun Barrel Cleaning System



A well-established developer and producer of barrel cleaning solutions, is proposing the implementation of an advanced semi-automatic and environmental-friendly cleaning system to support military and peace keeping operations, in harsh environments worldwide.

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

Mail at: a-kintis@epicos.com

Production of small and medium-size sheet metal parts for the Aerospace and Defence industry



A company with significant experience in light sheet-iron works, surface treatment and painting manufacturing is proposing to cooperate with a Prime contractor or lower tier company for outsourcing/subcontracting part of sheet metal parts production.

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

Mail at: a-kintis@epicos.com

News from our A&D Business Network**Bombardier Delivers First CS300 Aircraft to AirBaltic****BOMBARDIER**
the evolution of mobility

Bombardier Commercial Aircraft today announced the delivery of the first CS300 aircraft to launch operator Air Baltic Corporation AS (airBaltic), the flag carrier of Latvia. The CS300 is the

larger variant of Bombardier's all new C Series aircraft, which is designed to carry between 130 and 150 passengers. The handover to airBaltic comes just five months after the successful entry into service of the CS100 variant of the C Series.

"We are thrilled to be taking home the first CS300 aircraft – the newest member of the most innovative and technologically advanced family of airliners in the world," said Martin Gauss, Chief Executive Officer, airBaltic. "With its longer range capabilities, lower fuel burn and reduced noise emissions compared to other airliners in its segment, the CS300 aircraft will enable airBaltic to open new routes and connect people all across Europe, while offering passengers an unparalleled in-flight experience.

"I would like to congratulate the entire Bombardier team; we are proud to collaborate with you on this great achievement," added Mr. Gauss.

"We congratulate airBaltic, the first airline in the world to operate the CS300 aircraft, for its forward-thinking vision. We thank them for their partnership and long-standing support and wish them continued success" said Fred Cromer, President, Bombardier Commercial Aircraft. "Wherever the C Series aircraft takes to the skies, it will be an ambassador for Bombardier and a symbol of Canadian innovation and achievement as the most technologically advanced aircraft for the 100- to 150-seat market segment."

"The delivery of the first CS300 aircraft is a major milestone and is the culmination of dedicated hard work and collaboration by thousands of employees, partners and suppliers. I congratulate the entire team for their commitment to the C Series aircraft program and for their perseverance in making this day possible," said Rob Dewar, Vice President, C Series Aircraft Program, Bombardier Commercial Aircraft.

"It is with pride that I acknowledge this significant, symbolic delivery, which once again confirms Québec's judicious decision to act as Bombardier's partner in the development and the industrialization of C Series aircraft. Indeed, Bombardier, which contributes \$8.5 billion to Québec's gross domestic product, equivalent to 2% of the province's economy, is not only a key stakeholder in the Québec aerospace industry but is also generating substantial spinoff for the Québec economy overall," Minister of Economy, Science and Innovation and Minister responsible for the Digital Strategy Dominique Anglade noted.

The maiden commercial flight of airBaltic's first CS300 aircraft, which will take passengers from Riga to Amsterdam, is scheduled for December 14, 2016.

About C Series Aircraft

The C Series is the only aircraft optimized for the 100- to 150-seat market segment, which drives the aircraft's phenomenal economic proposition and performance, opening up new opportunities for single-aisle aircraft operation. The C Series aircraft is manufactured by the C Series Aircraft Limited Partnership, an affiliate of the Bombardier Commercial Aircraft segment of Bombardier Inc.

Comprised of the CS100 and the larger CS300 aircraft, the C Series family represents the fusion of performance and technology. The result is aircraft that deliver unmatched performance and economics in the 100- to 150-seat market segment and an 18 per cent lower cost per passenger, making them the ideal candidates to complement larger single-aisle aircraft. Airlines can now operate routes that were previously not profitable or even possible. An improvement in range in excess of 20 per cent out of hot-and-high airports such as Denver, Mexico City or Lhasa has been confirmed.

Bombardier has created a new standard in cabin design and flexibility to ensure an unrivalled passenger experience. The aircraft's larger seats, overhead bins and windows deliver a wide body feel that offers passengers unparalleled comfort in a single-aisle cabin.

The CS100 and the CS300 aircraft have over 99 per cent parts commonality as well as Same Type Rating. The groundbreaking Pratt & Whitney PurePower® PW1500G engine, combined with the aircraft's advanced aerodynamics, delivers reduced fuel burn, noise, and emissions – making the C Series the most community-friendly aircraft.

For Further Information [Click Here](#)

Aircalin orders two A330neo and two A320neo aircraft



Aircalin, the Noumea based carrier in the French territory of New Caledonia has signed an agreement (MoU) for two A320neo single-aisle and two A330-900 wide-body aircraft. The agreement was finalised and signed at a ceremony in the capital Noumea attended by airline officials and Airbus executives. The A320neo engine choice will be made at a later date as will the cabin configuration of both aircraft types. The A320neo will be deployed on existing regional routes to Australia, New Zealand and the Pacific Islands. With the A330neo, Aircalin will boost services to Japan for onward connections and the possible opening of new routes such as to China.

“As part of our plan to boost tourism to New Caledonia, Aircalin has made a strategic decision to renew its complete fleet with the A320neo and the A330neo to grow routes and connect New Caledonia to the region,” said Didier Tappero, Aircalin CEO. “The NEO aircraft with its state-of-the-art technology will burn less fuel, lower our operational costs and offer our loyal passengers the highest standards in cabin comfort.”

Bernard Deladrière, Chairman of the Board and Member of New Caledonia Government asserted, “Aircalin is taking on an even more strategic step for its future, as it is about its profitability and its competitiveness.”

“We are delighted that Aircalin has embraced our best-selling A330neo and A320neo Family aircraft to secure a successful, profitable future, and to grow tourist traffic to New Caledonia,” said Christopher Buckley, Airbus Executive Vice President, Europe Africa and Pacific. “Thanks to the unique commonality between all variants of the A320 and the A330, Aircalin will benefit from a seamless and cost effective transition to these exciting new aircraft, continuing with all the efficiencies they currently enjoy with their existing fleet.

The A330neo is the most cost-efficient in its size category, offering a reduction in fuel burn of 14 percent per seat, an increase in non-stop flying range of up to 4000 nautical miles and the lowest maintenance costs of any aircraft.

The A320 Family is the world’s best-selling single aisle product line with over 12,500 orders since launch and more than 7,000 aircraft delivered to some 400 customers and operators worldwide. Thanks to their widest cabin, all members of the A320 Family offer unmatched comfort in all classes and Airbus’ 18” wide seats in economy as standard.

For Further Information [Click Here](#)



Leidos Wins Delivery Order from Customs and Border Protection

Leidos, a global science and technology solutions company, received a delivery order by the U.S. Department of Homeland Security (DHS), Customs and Border Protection (CBP), to supply cargo and vehicle scanning systems, as well as provide optional training and maintenance to help CBP officers identify illegal materials while facilitating international trade. This order has a 30-month base period of performance and an option period of up to 10 years of maintenance from the final acceptance of the final unit. If all options are exercised, the total value is approximately \$66 million.

Through this delivery order, Leidos will deliver 22 of the VACIS M6500 scanners, a Non-Intrusive Medium Energy Mobile Scanner, to CBP ports of entry across the United States. The VACIS M6500 scanners enable CBP to perform effective and efficient non-intrusive inspection of conveyances, including trailer trucks, pallets, trailer-mounted cargo containers and other vehicles for contraband such as illicit drugs, terrorist weapons and currency.

"Given that CBP screens more than 67,000 cargo containers each day, it is imperative that incoming cargo and vehicles are quickly evaluated with a high level of scrutiny," said Scott Gray, senior vice president of Homeland Security Solutions at Leidos. "The VACIS M6500 scanners and support we offer will enable CBP field officers to accurately identify dangerous materials while continuing to support the efficient flow of legal goods and people across U.S. borders."

For Further Information [Click Here](#)

Source: Epicos, Leidos

Poland – JASSM-ER with Support

The State Department has made a determination approving a possible Foreign Military Sale to Poland for Joint Air-to-Surface Standoff Missiles Extended Range (JASSM-ER) and related support, equipment, and training. The estimated cost is \$200 million. The Defense Security Cooperation Agency delivered the required certification notifying Congress of this possible sale today.

The Government of Poland has requested a possible sale of seventy (70) AGM-158B Joint Air-to-Surface Standoff Missiles Extended Range (JASSM-ER), two (2) AGM-158B Flight Test Vehicles, two (2) AGM-158B Mass Simulant Vehicles, one (1) AGM-158B Flight Test Vehicle – Captive Carry, three (3) AGM-158B Separation Test Vehicles. Also included are two (2) AGM-158B Weapon System Simulators, F-16 operational flight plan upgrade for the Polish F-16C/D, JASSM-ER integration, missile containers, spare and repair parts, support and test equipment, publications and technical documentation, personnel training and training equipment, U.S. Government and contractor engineering, technical and logistics support services, and other related elements of logistical and program support. The total estimated program value is \$200 million. The proposed sale will contribute to the foreign policy and the national security objectives of the United States by helping to improve the security of a NATO ally. Poland continues to be an important force for political stability and economic progress in Central Europe.

The proposed sale will improve Poland's capability to meet current and future threats of enemy air and ground weapons systems. Poland will use the enhanced capability as a deterrent to regional threats and to strengthen its homeland defense. These weapon and capabilities upgrades will allow Poland to strengthen its air-to-ground strike capabilities and increase its contribution to future NATO operations. Poland will have no difficulty absorbing these missiles into its armed forces.

The proposed sale of this equipment and support will not alter the basic military balance in the region. The prime contractor will be the Lockheed Martin of Ft. Worth, Texas. There are no known offset agreements proposed in connection with this potential sale.

Implementation of this proposed sale will not require the assignment of any additional U.S. Government or contractor representatives to Poland. There will be no adverse impact on U.S. defense readiness as a result of this proposed sale.

This notice of a potential sale is required by law and does not mean the sale has been concluded. All questions regarding this proposed Foreign Military Sale should be directed to the State Department's Bureau of Political Military Affairs, Office of Congressional and Public Affairs, pm-cpa@state.gov.

For Further Information [Click Here](#)

Source: <http://www.dsca.mil/>

Rockwell Collins to modernize Chilean Navy P-3 Orion avionics

Rockwell Collins' Flight2 integrated avionics system has been selected by IMP Aerospace for the Chilean Navy's cockpit modernization program for its P-3 Orion Maritime Patrol Aircraft.

"Chilean Navy pilots will experience greater situational awareness and communications capabilities with the highly advanced avionics on board these aircraft," said Alan Prowse, vice president and managing director, Americas and Global Services Business Development for Rockwell Collins. "This selection further solidifies our position as a key provider of P-3 cockpit modernization for military organizations around the world."

The Flight2 integrated avionics suite of communications, navigation and surveillance equipment seamlessly integrates new-generation avionics with legacy sensors, radios, autopilot and aircraft systems. Flight2 features advanced displays and an integrated military/civil flight management system, and is one of the most cost-effective, lowest-risk solutions available today. The system is currently flying on more than 900 fixed-wing aircraft.

Aircraft installation, integration and design work is being done within IMP's Halifax, Nova Scotia facilities in Canada. Rockwell Collins will provide dedicated in-country, on-site field service engineering and logistics support to IMP Aerospace during the aircraft modifications and test.

Rockwell Collins' work with IMP Aerospace will support their activities for service life extension and avionics upgrade of the Chilean Navy's P-3 aircraft.

For Further Information [Click Here](#)

Source: Epicos, Rockwell Collins

MTU Maintenance signs exclusive contract with Air Europa

MTU Maintenance, the world's largest independent provider for aero engine solutions, and Spanish airline Air Europa have signed an exclusive seven year contract for the maintenance, repair and overhaul (MRO) of the airline's CF34-10E engines. The contract between MTU Maintenance and Majorca-based Air Europa includes shop visits, on-site services and lease support as part of a customized solution tailored specifically to the airlines' needs. The contract is valued at approximately USD 120 million and covers the 24 engines, including spares, used on the airline's 11 E195 aircraft.

The activities will be carried out by MTU Maintenance Berlin-Brandenburg, the MTU Maintenance division's specialists for the CF34 family. "We have worked with Air Europa on a non-exclusive basis for several years and are delighted that they have now decided to award us an exclusive contract," says André Sinanian, Managing Director and Senior Vice President MTU Maintenance Berlin-Brandenburg. "This agreement is tribute to the great relationship we have built, an impressive record of turnaround times and the flexible and alternative MRO solutions offered by MTU Maintenance."

Since 2003, MTU Maintenance has carried out over 900 shop visits for this engine family (CF34-1/-3, -8C/E, -10E). Additionally, MTU Maintenance has maintained over 250 engine modules and at least 600 engines on-wing or on-site. In 2015, the group was the largest independent provider of CF34 services worldwide.

Founded in 1986, Air Europa carried over 10 million passengers in 2015, making it Spain's second largest airline according to passenger size. The network airline uses its E195 fleet to serve domestic and European markets. The company is owned by Globalia, one of Spain's leading tourist groups.

For Further Information [Click Here](#)

Source: Epicos, MTU Maintenance

Civil Aviation Authority of Colombia Approves Certificate for Sikorsky S-76C, S-76D and S-92A Helicopters

Colombia's civil aviation authority Unidad Administrativa Especial de Aeronáutica Civil (UAEAC) has approved the Offshore and Utility Type Certificate for Sikorsky's S-76C™ series (C, C+, C++), S-76D™ and S-92A® helicopters. The certificate enables Colombia's commercial aviation operators to add the multi-role helicopters for transportation of workers or cargo to offshore oil and gas rigs, as well as regional airline passenger service, and VIP transportation.

Colombia's civil aviation authority Unidad Administrativa Especial de Aeronautica Civil has approved the Offshore and Utility Type Certificate for Sikorsky's S-76C(tm) series, S-76D(tm) and S-92A(R) helicopters.

UAEAC signed the certificate Nov. 9, capping an intensive flight test program to introduce the commercial aircraft manufactured by Sikorsky, a Lockheed Martin Company (NYSE: LMT), to Colombia.

"The approval by UAEAC authorizing transportation companies across Colombia to operate the S-76D and S-76C medium helicopters and heavy lift S-92 in Colombia is an exciting development," said Dana Fiatarone, vice president, Sikorsky Commercial Systems & Services. "These multi-role aircraft will provide profitable, high reliability flight operations to local operators."

"Colombians know the robustness, reliability and industry leading safety record of Sikorsky products thanks to the history of Black Hawks in Colombia, where more than 100 have operated for over 20 years," said Adam Schierholz, Sikorsky Regional Executive for Latin America. "As Colombia moves to a peacetime footing, with infrastructure development and oil exploration as priorities, it is a natural progression to have Sikorsky commercial products introduced to the country." In Colombia, Sikorsky maintains training and support facilities in Melgar that employ more than 40 Colombian national employees. These facilities operate as Sikorsky's regional hub for support in Latin America.

Sikorsky has delivered more than 800 S-76 helicopters to customers globally since 1979. More than four million of the fleet's nearly seven million total flight hours have been flown in support of offshore oil transportation, and the aircraft boasts low operating costs and an accident rate that is half that of the industry's average. Sikorsky has delivered nearly 300 S-92 helicopters since 2004. With a best-in-class safety record, the multi-mission S-92 aircraft is the preferred aircraft of its size class for offshore oil worker transportation. These helicopters perform search and rescue missions, head of state missions, and a variety of transportation missions for utility and airline passengers.

For Further Information [Click Here](#)

Source: Epicos, Lockheed Martin