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ESD SPOTLIGHT

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MASTHEAD

ESD Spotlight
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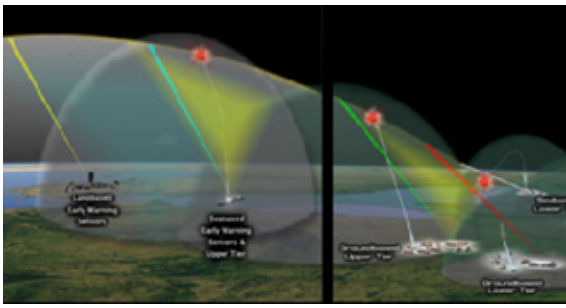
NATO's BMD shield in Europe

(df) With the arrival of US Navy destroyer USS Carney at its new home in southern Spain last Friday, the last of the four American multi-mission ships to be stationed in Europe and contribute to NATO's ballistic missile defence shield is now operational. They are the only assets for Upper Tier ballistic missile defence so far, since the European countries have not acquired any capabilities yet.



"The arrival of the USS Carney marks an important step for European security and for transatlantic cooperation," said NATO Secretary General Jens Stoltenberg. "The four missile defence ships are key for building up Europe's protection against ballistic missile threats. I thank the United States for their significant contribution to keeping our nations safe," Stoltenberg concluded.

The guided-missile destroyer USS Carney is the last of four ships the United States Navy has deployed to Europe. USS Carney will join her sister ships of the same class at the naval station in Rota: USS Donald Cook, USS Porter and USS Ross.

Each ship has advanced sensor capabilities and interceptor missiles which can detect and shoot down ballistic missiles. They will also conduct a wide variety of other tasks including security operations, search & rescue, multinational training and exercises, and NATO operations and deployments.

These ships are capable of tracking and shooting down ballistic missiles in flight, using their AEGIS radar system and SM-3 interceptor missiles. These capabilities make the destroyers a key component of NATO's missile defence shield for Europe. They also are able to simultaneously track up to 200 targets at distances of more than 200 nautical miles, provide long-range surveillance and tracking of intercontinental ballistic missiles, and can work with other US BMD elements to provide advance warnings.

In response to the growing threat posed by the proliferation of ballistic missiles, NATO Heads of State and Government, decided in 2010 that NATO will develop a missile defence capability to protect all NATO European populations and territory against missile attacks. NATO missile defence draws on voluntary contributions from the states, linking together national satellites, ships, radars and interceptor missiles under NATO command for specific periods and tasks.

Some plans have been made by European countries to also develop further capabilities and therefore support the USA in the defence of Europe. Spain already operates the first European ships equipped with the AEGIS system, with its four F-100 Álvaro de Bazán-class AEGIS frigates. So the Spanish and US ships are able to expand joint training and exercises, since they use the same system.

In September 2011, The Netherlands have announced plans to upgrade four ships with ballistic missile-defence capable radars. Both Germany and The Netherlands have also offered their Patriot systems to the BMD shield for Europe. In August 2014 Denmark announced the decision to acquire a frigate-based radar system.

www.nato.int

Defence

Solving the last RPAS-problem

(df) The MIDCAS (Mid Air Collision Avoidance System) consortium together with the European Defence Agency (EDA) has announced the final results of the MIDCAS project at the final stakeholder workshop in Brussels. The major milestones of this project were the flight tests with fully automatic avoidance manoeuvres of a remotely-piloted aircraft systems (RPAS), that might fill the gap in legislative regulations and standards, countries and engineers are still suffering of in most European countries.

Civilian and military aviation organisations agree European wide that the future be-

(Graphics: EDA)

longs to remotely-piloted aircraft systems (RPAS). The issue of type certification has now largely been resolved, given that relevant regulations now exist – at least in draft version.

However, discussions surrounding the use of drones in general civilian aviation are more complicated. The problem is that drones are required to have sense and avoid or detect and avoid systems, and these were not yet available.

There is no commercially available RPAS technology, nor were there any internationally recognised or European standards for these systems. So engineers had no model on which to base their work.

In terms of certification, there are two distinct issues, one is airworthiness with the criteria STANAG 4671 and the other is integrating RPAS into airspace. For the latter, there are currently neither any standards nor a sense and avoid system. So MIDCAS would be the first one, worldwide. No other country or company has one in it's portfolio.

In manned aviation, a Traffic Alert and Collision Avoidance System (TCAS) is a standard requirement for larger aircraft. It warns pilots about other aircraft that pose a risk of collision and proposes an alternative course. However, TCAS also highlights the limits of what is currently possible.

TCAS II is the current standard system, and it can only calculate options for avoiding collision along a vertical line, i.e. upwards or downwards, but not sideways. Moreover, TCAS focuses on the one aircraft it is trying to avoid. So an evasive manoeuvre can bring it closer to a third aircraft, creating a situation that could be even more critical than the original one.

TCAS III, the successor project to TCAS II, was found to be unsound, so research moved directly on to the next generation of system. This was in the mid-1990s. So, for almost 20 years, civil aviation has been conducting research into an improved TCAS, but without any concrete results. Even TCAS IV would not meet the requirements in place for RPAS.

But since 2010, five MIDCAS stakeholder workshops have been organised by the EDA to prove an opportunity for valuable discussions and exchange of information with stakeholders about the project results and findings. The final workshop, which took place this September, provided a summary of the project, final results and conclusions regarding operational and technical recommendations. "About a hundred committed and engaged stakeholders from around the world took part in the workshop. This manifests the will and necessity of working together to bring Detect and Avoid to a conclusion", says Johan Pellebergs, MIDCAS project leader.

One of the solution might be to implement the standardisation of the MIDCAS protocol for the coordination of horizontal RAs in Europe.

Flights with a demonstrator Detect & Avoid (D&A) system integrated in the Sky-Y RPAS test bed have been successful. Fully automatic coupled avoidance manoeuvres were performed by the RPAS based on combined cooperative and non-cooperative detection as well as non-cooperative detection only against manned aircraft on collision course. Flight tests have covered numerous scenarios and sensor combinations bringing RPAS traffic integration a significant step closer to reality. The Detect and Avoid system tested, performs collision avoidance and traffic avoidance using data fusion for various combinations of the included detection technologies.

Several types of simulations including Monte Carlo simulations, real-time simulations and Air Traffic Control operational simulations have also been performed to validate the system and operational requirements successfully.

MIDCAS has been carried out by an industrial consortium composed of eleven partners: Saab (project leader) from Sweden, Sagem and Thales from France, Airbus DS, Diehl BGT Defence, DLR and ESG from Germany, Alenia Aermacchi, Selex ES, CIRA from Italy and Indra from Spain. Throughout the project, external stakeholders such as EASA, EUROCONTROL, EUROCAE and JARUS, were involved in the process.

With this experise and the successful test flights the EDA might have really found a solution for the worldwide problem of integrating RPAS into airspace. Europe might take the lead in setting standards for RPAS with their MIDCAS programme and therefore enhance their industry with this new technology.

www.midcas.org

Technology

Terrex 2 amphibious and armoured

(gwh) ST Kinetics has unveiled the TERREX 2, the newest addition to its stable of proven armoured platforms for the military, at DSEI 2015.

The TERREX 2 is a cutting-edge 8x8 wheeled armoured vehicle, encompassing superior mobility, innovative survivability solution and network centricity on land and in water that enhances the capabilities of global armed forces to fight as a mobile, networked force. Its uniquely shaped hull and innovative swim systems allow the TERREX 2 to be nimble in littoral operations, achieving speed beyond eleven km/h and survivable up to Sea State 4 conditions. With all-wheel steering capability, the advanced driveline design accords it superior manoeuvrability and a tight turning radius to overcome challenging terrain and grants it agility in urban operations.

Highly protected against mine and IED blasts, TERREX 2 grants crew space without sacrificing the payload capability of the vehicle. Integrating smart vetronics

(Photo: ST Kinetics)

solutions enable unmatched situational awareness for the crew even when operating close-hatched. Space for crew and mission loads is sufficient for a crew of 14 including driver and commander.

www.stengg.com

Futuristic Uniform Design

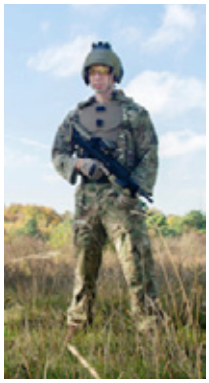
(gwh) Following the "Infanterist of the Future" the Defence Science and Technology Laboratory (DSTL) is developing the "Future Soldier Vision" (FSV). To enhance awareness, communication and protection are unmodified the main goals of soldier modernisation programmes. New technologies and new materials help to make further progress.

Sensor-laden body armour, a smart watch that monitors life signs and smart glasses with integrated cameras are all part of a futuristic design for military uniforms, unveiled by the British MoD on 16. September 2015. FSV is part of the Ministry of Defence's plan to ensure that British soldiers of the future have high quality equipment, utilising the latest technologies. The demonstration showed what a soldier could be wearing and using on the battlefield in the 2020s, based on current military research and emerging commercial technology.

The first phase of the concept has been developed by the DSTL with industry partners Kinneir Dufort and SEA Ltd with the British Army and was on display at the Future Soldier Showcase at DSEI.

The design includes:

- Head sub-system (hearing protection, lightweight sensors and integrated power supply),
- Torso sub-system (segmented armour, integrated connectors and power supply),
- Smart watch style wearable communications (biometric data),
- Smart glasses (heads-up display, integrated camera, bone conducting headphones),
- Robust personal role computer (information sharing and communications),
- Ergonomic and customisable weapon concept.



(Graphic: DSTL)

www.gov.uk

New soldier protection system

(df) The U.S. Army has awarded BAE Systems a contract modification worth €40 million for the low-rate initial production of lightweight torso and side body armour that protects soldiers while reducing their carrying load. The modification was awarded under the Soldier Protection System Vital Torso Protection Program, which represents the future in lightweight, high-performance hard body armour, with BAE Systems to deliver more than 90,000 plates.

Under the contract, BAE Systems will provide three armour variants: the Lightweight X

(Photo: BAE Systems)

Small Arms Protective Insert (XSAPI), a torso plate that protects against various threats; and two side plate variants, the Lightweight X Side Ballistic Insert (XSBI) and Lightweight Enhanced Side Ballistic Insert (ESBI), which enhance the protection afforded by the torso plates. These plates offer the same level of ballistic performance as previous generations but are at least seven percent lighter, reducing the load on the warfighter.

"This award shows the continued importance of BAE Systems to the Army's drive to deliver the lightest weight body armor available today," said Robert Monks, director of Warfighter Protection Programs at BAE Systems. "It positions us to continue as a leading supplier of the lightest, next-generation body armor for the U.S. Department of Defense."

www.baesystems.com

Updated Rosomak

(gwh) Rosomak, the armoured infantry fighting vehicle proven by the Polish army, has been upgraded by Wojskowe Zakłady Mechaniczne (WZM). WZM has delivered most of the Polish Rosomaks and develops the 8x8 vehicle with permission from Patria to market it in eastern Europe.

The Rosomak-M was presented at MSPO in Kielce fitted with an upgraded Hitfist-turret from OTO Melara armed with 30 mm Bushmaster cannon und Spike rocketlauncher.

(Photo: WZM)

New air conditioning and mine-protected seats contribute to sustainability and survivability as well as nanometric steel armour. The latter saved so much weight, that Rosomak – in combination with enlarged width – is again able to fully operate amphibiously. The weight allowed to swim has been raised by 1,600 kg. As tool-boxes between the two rear axles have been removed the swim speed has returned to ten km/h.

WZM presented a new powerpack as well, being composed of a 525-kW-MTU-diesel engine (Euro 3) and a 6-speed Allison transmission. The powerpack increases the specific power to weight ratio above 20 kW/t.

www.wzm.pl

LRV 400 MK2 by Supacat

(gwh) An all new lightweight reconnaissance vehicle was one of the centrepieces from Supacat at DSEI. Designed as a versatile tactical capability for special forces, the LRV 400 can be transported inside a CH-47 Chinook fully equipped and loaded so the user can "drive on, drive off" the aircraft operationally ready. The LRV 400 has the unique feature of being convertible from 4×4 to 6×6 to provide a flexible alternative configuration that increases payload, capacity and range to meet different operational requirements.

(Photo: Supacat)

The significant design change is a move to a well-known, mass produced base automotive platform (Land Rover Discovery) , adapted by Supacat for specialist military applications. The automotive platform delivers proven performance, reliability and cost efficiencies to the LRV 400.

A variety of lightweight armour solutions, weapons and communications systems can be fitted to meet each customer's requirements offering a multi-role capability. LRV 400 Mk2 is powered by a 188 kW turbo diesel (600 Nm torque) coupled with an 8-speed automatic transmission and permanent 4WD with centre diff lock. Top speed of the 4.6-t-vehicle reaches 160 km/h.

The vehicle displayed was number two of preproduction. After intense evaluation seriesproduction could be started by the end of the year.

http://supacat.com

Meggitt Training Systems

(df) Meggitt Training Systems will exhibit at the 2015 Levels of Fidelity annual conference in Walenstadt, Switzerland, from Oct. 19-21. "The best service organizations from countries all around the world are increasingly turning to Meggitt for their live-fire and simulation training needs," said Stuart Westlake-Toms, European regional director, Meggitt Training Systems. "The US Army, US Marine Corp, UK MoD, Italian Army and many other groups around the globe have all formalized partnerships with Meggitt during the past couple of years."

http://meggitttrainingsystems.com

Compact Mine Detector COMID

(gwh) Schiebel presented its new generation hand-held COMID Compact Mine Detector at the DSEI in London.

The mine detector is characterized by easy handling in static search, quick calibration and improved visual and acoustic support functions, helping the user to implement the required actions quickly and safely. The COMID is able to consistently locate both large and small targets with precision and ease.

Simplified pin-pointing is made possible with different audio and visual signals for the left and right halves of the search head, aiming at maximum support with minimal training effort. Furthermore, the tone modulation varies depending on the size and geometry of as well as the distance to the detected object. Always in the visual field, an LED display, integrated in the search head, minimizes the risk of distraction.

Enhanced ground and saltwater compensation eliminates the difficulties of the terrain, helping the deminer to focus on his essential work in all types of military and humanitarian operations.

(Photo: Schiebel)

www.schiebel.net

First ARCHER delivered

(df) BAE Systems has delivered the first production series ARCHER artillery system to the Swedish Defence Materiel Administration (FMV) during a ceremony at the company's Karlskoga facility.

The ARCHER system is an advanced artillery systems with high mobility and precision. ARCHER provides fire support that is powerful and flexible, and features high levels of autonomous operation under protection. It is based on proven subsystems and has an extensive ammunition portfolio.

"BAE Systems and FMV have been working very closely to achieve our high-level requirements for the ARCHER programme. This is an important milestone as we begin the delivery of all systems for our Swedish customer," said Lena Gillström, Managing Director for Weapon Systems, Sweden at BAE Systems, Inc. "ARCHER will provide the Swedish armed forces with an advanced artillery system that focuses on the safety of our soldiers."


(Photo: BAE Systems)

www.baesystems.com

Supply of the Norwegian Combat Centre

(df) Saab has received an order from the Norwegian Defence Logistics Organisation (NDLO) to supply the Norwegian Combat Training Centre with advanced training and simulation systems, plus support. The order amounts to €15 million with delivery from 2016 to 2020.

The Norwegian Combat Training Centre consists of a complete battalion-level training system for soldiers, vehicles, anti-tank weapons along with a first-class exercise control system.

http://saabgroup.com

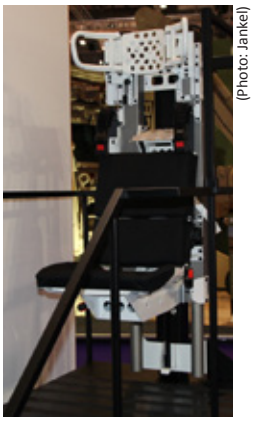
New seats for the Scout

(df) UK company Jankel showed its latest development in its BLASTech Seating line up: The Scout turret seat, part of the Lockheed Martin UK Scout SV Turret Programme at this year's DSEI.

Following on from the contract award earlier this year, Jankel has designed, developed, manufactured and tested the seat, which will be integrated onto the platform destined for service with the UK MoD as part of the Army 2020 fleet. The seat provides specific ergonomic design together with protection against blast threats, creating a new solution for vehicle seating.

Additionally Jankel has successfully developed a method of testing its survivability systems to the extremely high dynamic loads experienced in the initial stage of a blast event, of peaks up to 11,000 G. Using a bespoke surrogate blast test rig, Jankel have reproduced the loading input which occurs during the initial and most extreme phase of the blast event. This test method is used in addition to the physical drop test performed on BLASTech seat systems to fully verify survivability due to exposure to both dynamic and global vehicle accelerations.

Jankel has also developed a brand new solution to combat the physical effects associated with Whole Body Vibration (WBV). Utilising a user proven and patented air bladder cushion, Jankel has proved in comparative trials a significant reduction in WBV seen in heavy engineering and tracked vehicle platforms. The system is extremely modular and can be retrofitted to legacy or new vehicle fleets.


(Photo: Jankel)

www.jankel.com

Tactical communication solutions

(df) Bittium (former Elektrobit) exhibited its latest products and solutions for tactical communications at DSEI. Among them the Bittium TAC WIN, a high-performance wireless network solution enabling quick and flexible construction of link, point-to-multipoint and MANET (Mobile Ad Hoc Network) connections. The system offers broadband IP data transfer for mobile troops in all parts of the battlefield and also connects them to landline networks.

Another shown product, the Bittium Tough Mobile, is a secure and durable Android-based LTE smartphone combining the latest information security and commercial device technologies. Bittium Tough Mobile incorporates a hardware-based security platform implemented with special components, which enables the integration of both customers' own and third party software security solutions. This dedicated hardware is essential for building layered mobile security solutions. In addition Bittium Tough Mobile's features include for example a programmable Push-to-Talk button (PTT), glove-usable 5" full HD display, IP67 level water and dust protection and MIL-STD-810G level shock resistance.

www.bittium.com

Meteor launched during Typhoon trials

(df) In recent trials as part of the flight test campaign for Typhoon's Phase 2 Enhancements (P2E) programme a Meteor guided missile was launched successfully from a Typhoon. The Meteor is a long-range, ramjet-powered air-to-air missile and the integration of this weapon will further enhance the Typhoon's capabilities in allowing the pilot to engage hostile air threats at long range, at the same time as identifying and engaging targets on the ground.

The aircraft used for these trials was a Typhoon IPA6, a Tranche 2 standard equipped with the latest P2E software.

www.mbda-systems.com

Roboter landing gear for helicopters

(gwh) Funded by DARPA' Mission Adaptive Rotor (MAR) program, the Georgia Institute of Technology (GaTech) has developed a revolutionary landing gear. This enables the helicopter to land on and take off from angled, irregular and moving surfaces.

The adaptive system replaces standard landing gear with four articulated, jointed legs that are able to fold up next to the helicopter's fuselage while in flight and are equipped with force-sensitive contact sensors in their feet. During landing, each leg extends and uses its sensors to determine in real time the appropriate angle to assume to ensure that the helicopter stays level and minimize any risk of the rotor touching the landing area.

Potential benefits have been derived from simulation and first demonstration flights:

- Reduced risk of damage during hard landings,
- Stable landing and take-off on sloping terrain of up to 20 degrees and on boulder-strewn or otherwise irregular terrain and
- Ship landings in violent sea states.

www.darpa.mil
www.gatech.edu

Speed record AW609 TiltRotor

(df) The AW609 TiltRotor set a new speed record for a 1,000 km journey by travelling in only 2 hours 18 minutes from UK to Italy. The AW609 TiltRotor is a technology demonstrator. In combining fixed-wing and rotary-wing flight attributes, the AW609 provides at least 30% to 50% time savings when compared to using a combination of car, helicopter and business jet, typically for travel to destinations up to 1100 km (700 miles) away. In the future the AW609 might connect two important cities, such as London and Milan, in about two hours, taking off and landing vertically from the cities' urban areas just like a helicopter, flying at the cruise speed of a turboprop airplane in all weather conditions.

www.finmeccanica.com

Small UAS for UK

(df) The U.K. Ministry of Defence has awarded Lockheed Martin a contract to support the Desert Hawk 3 programme and establish the small unmanned aerial system (UAS) as a Core Defence Capability.

The battery-powered Desert Hawk 3 is designed for portability, ruggedness, rapid employment and reliability. The hand-launched system weighs only 8 lbs. (3.6 kg) and can fly for up to 90 minutes with a 2-lb. (0.91 kg) payload. Recently the U.K. Desert Hawk 3 was upgraded to a digital data link achieving Ministry of Defence Full Operational Capabilty on schedule.

Desert Hawk 3 has flown more than 30,000 hours, mostly under austere conditions, to support critical mission needs, such as enhanced situational awareness, security and counter-IED operations, threat detection, or route reconnaissance.

Lockheed Martin recently upgraded Desert Hawk 3 to the Desert Hawk 3.1 configuration by providing simplified launch, deep stall landing, all- environment capability, longer endurance, updated sensor payloads and operation using Lockheed Martin's mobile ground control system.

British Minister Philip Dunne said: "Desert Hawk has proved its worth on operations in Afghanistan, providing our Armed Forces with vital intelligence and allowing our commanders to stay one step ahead of the enemy. We recognise that unmanned and remotely-piloted air systems are increasingly important in today's operational environment, and our protected Defence budget and GBP160 billion investment in equipment has allowed us to bring Desert Hawk into our core programme."

www.lockheedmartin.com

Financing the Standard Missile-3 Block IIA

(df) The Missile Defense Agency awarded Raytheon Company €78 million to purchase long-lead materials needed to produce up to 17 Standard Missile-3 Block IIAs that will be used for testing and initial deployment. The SM-3 Block IIA is a U.S. Japanese cooperation programme with deployment of the missile scheduled for 2018.

The SM-3 Block IIA has larger rocket motors and a bigger, more capable kill vehicle that allows it to take out threats sooner in flight and protect larger regions of land. "The SM-3 Block IIA can be used at sea or on land with no modification to the missile," said Amy Cohen, Standard Missile-3 Program Director. "The SM-3 is the only ballistic missile defense interceptor that can be deployed both ways, and that flexibility is a tremendous asset."

The programme is on track for both land and sea deployment in 2018 in line with Phase 3 of the U.S.'s Phased Adaptive Approach for missile defense of U.S. deployed forces and allies in NATO Europe.

SM-3s destroy incoming ballistic missile threats in space using nothing more than sheer impact, which is equivalent to a 10-ton truck traveling at 600 mph. They are key part of the Upper Tier ballistic missle

(Photo: Raytheon)

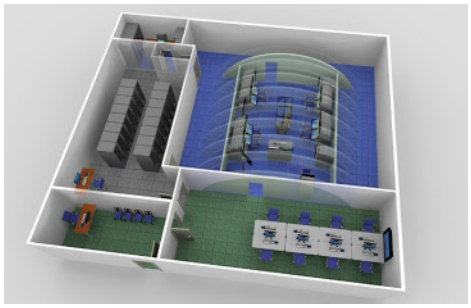
defence measurements undertaken by NATO and USA. SM-3 Block IB will be deployed at sea and ashore in 2015 in Romania. SM-3 Block IIA is on track for deployment at sea and ashore in 2018 in Poland and/or Romania.

www.raytheon.com

Submarine laboratory

(df) Lockheed Martin Australia will open a submarine combat system laboratory in Mawson Lakes in November to support the company's pursuit of the Royal Australian Navy's Future Submarine project SEA 1000 Phase 1.

"A submarine's combat system is essentially the eyes, ears and sword of the boat," said Raydon Gates, chief executive, Lockheed Martin Australia & New Zealand. "A submarine's tactical effectiveness depends on a fully integrated suite of the best technologies from Australia and around the world. The ability to seamlessly integrate the best



(Graphic: Lockheed Martin)

sensors, sonar, radar, navigation, imagery systems and weapons will give Australia's future submarine the tactical advantage it needs– and that is what Lockheed Martin Australia will deliver."

Establishing a submarine combat system laboratory in parallel with early stages of submarine design leverages a key lesson learned from the success of the U.S. Navy's Virginia class submarine programme, Gates pointed out.

The laboratory includes a reconfigurable submarine command centre to test and validate the Royal Australian Navy's concept of operations in a simulated operational environment. The laboratory will feature advanced computer processing with reconfigurable hardware, and collaboration space dedicated to bringing known and proven technologies to the next generation of Australian submarines.

www.lockheedmartin.com

Measurement of the seas and oceans

(df) Thales Alenia Space signed a contract with the French space agency CNES (Centre National d'Etudes Spatiales) covering the design and development phase for the Poseidon-3C radar altimeter on the SWOT (Surface Water and Ocean Topography) satellite, new altimetry program that will demonstrate new applications. SWOT aims to measure the topography of seas and oceans, as well as lakes and large rivers.

The contract covers the supply of a nadir altimeter (for vertical measurement), along with the brand-new main instrument, the KaRIn (Ka-band Radar Interferometer) wide-swath altimeter. The Poseidon-3C instrument will integrate the latest improvements from the Poseidon 3B instrument, already mounted in the Jason-3 satellite, to be launched shortly by a Falcon rocket.

Thales Alenia Space's Poseidon family of altimeters are dual-frequency radars operating at 13.6 GHz and 5.3 GHz. They provide precise measurements of ocean surface height, a critical parameter to monitor climate change and the rise in sea levels, along with ocean dynamics and currents, wave height and surface wind force. More recently, and especially since the advent

(Graphic: Thales)

of Jason 2, these instruments have added the measurement of river and lake heights, and we are now seeing a boom in „space hydrology", which will be the stake of the SWOT mission.

www.thalesaleniaspace.com

Industry & Trade

MoU between AgustaWestland and LOM Praha

Finmeccanica-AgustaWestland announced the signing of a Memorandum of Understanding (MoU) with LOM Praha of the Czech Republic. Under the MoU the partners are paving the way for cooperation in the field of helicopter maintenance, training, servicing and support, as well as the designing and manufacturing of helicopter kits. The partnership would be firmly established in the event Finmeccanica-AgustaWestland's solution for the Czech Ministry of Defence's multipurpose helicopter requirement is selected. AgustaWestland is offering the AW139M multi-role military helicopter.

The state-owned company LOM Praha will bring in their experience in maintenance, training, repair, overhaul and modernization of aircraft and helicopters, as well as training solutions for NATO and service supplier to the Czech Ministry of Defence. This partnership, together with Finmeccanica-AgustaWestland's commitment to pursue further industrial collaboration opportunities in the Czech Republic, will enable outstanding long term support and training capabilities to be delivered to the Czech Armed Forces.

www.agustawestland.com
www.lompraha.cz

Airbus DS and Atos sign strategic partnership

(df) Airbus Defence and Space (Airbus DS) and Atos have signed a strategic partnership agreement on research and development and the provision of a complementary range of products, services and solutions in the field of cyber security. Both companies will complement their portfolios with this agreement in order to provide a larger and more effective range of cybersecurity products, services and solutions.

(Photo: Airbus DS)

By combining their respective expertise and research and development knowledge in Europe, the two partners will for example work on the development of security solutions for extended enterprises (group, subsidiaries and supply chain).

The partnership includes a worldwide distribution channel partner agreement. It addresses a broad range of businesses and industries including banking and insurance as well as the public sector, notably the defence market. Together, Atos and Airbus Defence and Space will have the opportunity to better benefit from the growing cyber security market estimated to be worth €75 billion by 2016.

http://airbusdefenceandspace.com
http://atos.net

Bell Helicopter receives Russian CAA certification

(df) Bell Helicopter announces that the Bell Helicopter Prague, Customization and Delivery Center, has received Russian Civil Aviation Authority (CAA) certification to perform maintenance on Russian registered aircraft. "This is an important milestone for Bell Helicopter Prague," said Michael Reagan, director, global services at Bell Helicopter. "We are committed to enhance our customer offerings for our Russian customers. This new certification will provide them with easy access to Bell support and service in the region." Bell Helicopter Prague is the company's regional customization, delivery and aftermarket service center, and addresses the needs of Bell Helicopter's European and Russian customer base.

www.bellhelicopter.com

Volga-Dnepr increases presence in Russia

(df) Volga-Dnepr has been consistently increasing its presence as a 3PL provider in the ground logistics market of Russia and CIS. As part of growing cooperation with a newly acquired customer — a project engineering company Telekom-Zapad — various shipments totaling 200 tones have already been successfully delivered as promised. The scope of logistics services provided to the client in the last seven months covered a total distance of 71,000 km.

www.volga-dnepr.com