



EIB World Trade Headlines

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Export Control Enforcement

Current System

In the current export control system, a multitude of agencies are authorized to conduct investigations into export control violations, the primary agencies being the Department of Homeland Security, Immigration and Customs Enforcement (ICE), Department of Commerce, and the Federal Bureau of Investigation. ICE and the FBI currently investigate cases involving the Arms Export Control Act (AECA), the Export Administrations Regulations (EAR), the International Emergency Economic Powers Acts (IEEPA), as well as sanctions violations. The Department of Commerce has investigatory authority involving EAR and IEEPA violations. The primary licensing agencies also have in-house compliance operations to address administrative violations.

Improvements have been made in recent years as a result of the creation of the National Export Enforcement Coordination Network (NEECN), which currently acts as a voluntary coordination center to incorporate the resources and expertise of homeland security, law enforcement, intelligence, and foreign officials in countering the illegal export of munitions and critical technology, more comprehensive reforms are needed.

Completed Reforms

Harmonizing Export Violation Penalties: On July 1, 2010, the President signed into law the [Comprehensive Iran Sanctions, Accountability, and Divestment Act of 2010 \(Public Law 111-195\)](#) that made significant improvements for the nation's export enforcement authorities.

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Working in collaboration with the Congress, Public Law 111-195 harmonizes the different maximum export control criminal penalties under four different statutes. It also permanently restores the Department of Commerce's export enforcement authorities, in lapse with the expiration of the Export Administration Act and kept in place under Executive Order and emergency authorities. These were key steps to "higher walls" to U.S. export controls.

Export Enforcement Coordination Center (E2C2): On November 9, 2010, the President signed Executive Order 13558, establishing an Export Enforcement Coordination Center (E2C2) among the Departments of State, the Treasury, Defense, Justice, Commerce, Energy, and Homeland Security as well as the Intelligence Community. The Department of Homeland Security administers the E2C2 and provides its Director. There are two Deputy Directors, one from the Department of Commerce and one from the Department of Justice. On March 7, 2012, the E2C2 officially opened with the following mission:

- De-conflict criminal and administrative enforcement operations and coordination of industry enforcement outreach activity;
- Provide a conduit between Federal law enforcement agencies and the U.S. Intelligence Community;
- Serve as the primary point of contact between enforcement agencies and export licensing agencies for enforcement and licensing matters;
- Resolve interagency conflicts not settled in the field;
- Establish government-wide statistical tracking capabilities for U.S. export enforcement activities

ATK and Airbus Finalize Agreement on A350 XWB-1000 Variant

ATK (NYSE: ATK) has finalized an agreement with Airbus to manufacture and supply composite stringers and frames on the -1000 variant of the A350 XWB program. The contract expansion adds to the work already being performed on the A350 XWB program. This agreement is the next step in ATK's valuable working relationship with Airbus and its partners, Aerolia SAS and Premium Aerotec GmbH.

"This is another significant milestone in our long-term partnership with Airbus on the A350 XWB program. We are excited about the possibilities that the -1000 variant presents, and our team is eager to continue this journey," said Joy de Lisser, vice president and general manager of ATK's Aerospace Structures division. "Our work with Airbus is an incredibly important component of growth for ATK in the commercial aerospace structures business, as we consistently provide highly engineered solutions

ATK is currently producing composite stringers and frames for the A350 XWB-900 and has successfully delivered more than 10,000 parts since the inception of the program. These parts – the equivalent of more than 15 ship sets – are a demonstration of ATK's ability to meet customers' high quality standards and delivery requirements, and ATK is ready to meet planned production rate increases.

The A350 XWB work is performed at ATK's Aircraft Commercial Center of Excellence (ACCE) facility in Clearfield, Utah. This contract expansion will allow ATK to hire additional professional and manufacturing employees, adding to Utah's job market.

ATK's proprietary automated stiffener forming machines (ASFM) have been instrumental in the development and manufacture of high-rate production composite stringers and frames. This highly engineered technology is essential to manufacture the A350 XWB composite stringers and frames, which enables ATK to produce extremely high quality, dimensionally precise and highly repeatable composite components.

NASA, JAXA Prepare Rain and Snow Satellite for Launch



The world enters a new era of global weather observing and climate science in February with the launch of the Global Precipitation Measurement (GPM) Core Observatory, a new international science satellite built by NASA.

GPM, a joint mission between NASA and the Japan Aerospace Exploration Agency (JAXA), is scheduled to launch Feb. 27 from Tanegashima Space Center in Japan. The observatory will link data from a constellation of current and planned satellites to produce next-generation global measurements of rainfall and snowfall from space.

The GPM mission is the first coordinated international satellite network to provide near real-time observations of rain and snow every three hours anywhere on the globe. The GPM Core Observatory anchors this network by providing observations on all types of precipitation. The observatory's data acts as the measuring stick by which partner observations can be combined into a unified data set. The data will be used by scientists to study climate change, freshwater resources, floods and droughts, and hurricane formation and tracking.

"The water-cycle, so familiar to all school-age young scientists, is one of the most interesting, dynamic, and important elements in our studies of the Earth's weather and climate," said John Grunsfeld, associate administrator for NASA's Science Mission Directorate in Washington. "GPM will provide scientists and forecasters critical information to help us understand and cope with future extreme weather events and fresh water resources."

The GPM Core Observatory will fly 253 miles (407 kilometers) above Earth in an orbit inclined 65-degrees to the equator. This orbit allows the Core Observatory to observe precipitation from the Arctic Circle to the Antarctic Circle at different times of day so it is able to observe changing storm and weather systems that behave differently during day and night. Normal operations will begin about 60 days after launch. Data will be downlinked through NASA's Tracking and Data Relay Satellite System to the agency's Goddard Space Flight Center's Precipitation Processing Center in Greenbelt, Md., where it will be processed and distributed over the Internet.

GPM's Core Observatory carries two instruments to measure rain and snowfall: the Dual-frequency Precipitation Radar (DPR), designed by JAXA and the National Institute of Information and Communications Technology in Japan, and built by NEC Toshiba Space Systems Ltd., Tokyo; and the GPM Microwave Imager (GMI), provided by NASA and built by Ball Aerospace & Technologies Corp. in Boulder, Colo. Together, these two instruments will collect improved observations that will allow scientists to better "see" inside clouds. In particular, they both provide new capabilities for observing smaller particles of rain, ice and snow.

"Knowledge of how water moves around the Earth system through precipitation is vital for monitoring freshwater resources," said Gail Skofronick-Jackson, GPM project scientist at Goddard. "The data from the GPM mission provides unprecedented measurements of global precipitation. The GPM Core Observatory will observe detailed characteristics of rain and snow systems that are also extremely important for improving weather and climate forecasts."

The DPR precipitation radar adds a new frequency with which to observe precipitation, allowing it to capture ice and light rain. It will return three-dimensional profiles and intensities of liquid and solid precipitation that will reveal the internal structure of storms within and below clouds.

The GMI is a microwave radiometer designed to sense the total precipitation within all cloud layers. In addition to collecting data on heavy to moderate rain, four new channels will be sensitive to light rain and snowfall, two types of precipitation that are especially prevalent in mountain regions and the higher latitudes over North America, Europe and Asia.

Together, DPR and GMI will provide observations on the size, intensity and distribution of raindrops and snowflakes. Scientists will be able to use this data to look at how precipitation behaves and influences weather and climate patterns. These patterns affect the distribution of fresh water around the world, impacting supplies for drinking water and agriculture.

The GPM Core Observatory, built by Goddard, will launch on an H-IIA rocket provided by JAXA. Mitsubishi Heavy Industries Ltd. is managing the launch.

GPM Core Observatory is the latest mission to support NASA's mission to monitor Earth's vital signs from land, air and space with a fleet of satellites and airborne and ground-based observation campaigns. NASA develops new ways to observe and study Earth's interconnected natural systems with long-term data records and computer analysis tools to better see how our planet is changing. The agency shares this unique knowledge with the global community and works with institutions in the United States and around the world that contribute to understanding and protecting our home planet.

Source : **NASA**

Smiths Detection IONSCAN 500DT Explosives Detector on 2014 TSA Air Cargo Screening 'Qualified' Technology List

Smiths Detection's IONSCAN 500DT is included among "qualified" technologies for Explosive Trace Detection on the TSA Air Cargo Screening Technology Lists (ACSTL) and meets new procurement guidelines that took effect on January 1, 2014.

A reliable trace detection system used to screen cargo, packages or baggage, the IONSCAN 500DT uses Ion Mobility Spectroscopy (IMS) to perform material analysis in seconds helping to expedite inspections.

TSA's guidelines state that "when procuring equipment from the ACSTL, regulated parties are encouraged to select equipment from the qualified technology section." Since August 2010, IONSCAN 500DT meets the new 2014 qualified standards. IONSCAN 500DT systems deployed earlier can be easily upgraded to maintain qualification.

Lance Roncalli, U.S. Managing Director for Smiths Detection, said: "The IONSCAN 500DT is one of the most widely deployed trace detection solutions at airports around the world because it is highly effective and easy to use. By providing easily installed upgrades, Smiths Detection ensures this technology will continue to help protect travelers around the world for years to come."

Source : **Smiths Detection**

Intel's Ban on Conflict Minerals Wows National Geographic Photographer

Marcus Bleasdale has spent a decade documenting brutal conditions in eastern Congo's mines. He calls the Intel announcement "huge."

Intel's announcement that every microprocessor that it ships will be made without conflict minerals from Africa hit both a personal and professional nerve for photographer Marcus Bleasdale.

Bleasdale has spent the past decade photographing in the Democratic Republic of the Congo (DRC) to bring the issue to the world's eyes: workers, including children, toiling in brutal conditions in mines overseen by militias in eastern Congo. In October *National Geographic* magazine published "The Price of Precious," which featured Bleasdale's powerful photos dramatizing the suffering of people caught in the middle of the violent, illegal grab for minerals like tin, tungsten, and gold. They're referred to as "conflict minerals" because of the ongoing strife between army commanders and militia chiefs over control of the mines.

Intel CEO Brian Krzanich said the company's action is the culmination of years of effort to track down the smelters, more than 60 in all, that provide the company with minerals such as tantalum, tungsten, gold, and tin and then auditing them for where the minerals came from. The result is that, now, all the smelters that Intel contracts with use minerals from mines not involved in the DRC conflict.

National Geographic spoke with Bleasdale in Washington, D.C.

What was your reaction to the Intel announcement?

It was: "Wow!" I have been working closely with the Enough Project to find ways to engage companies on the issue of using conflict minerals, but I didn't expect such a significant action. Intel is one of the world's largest manufacturers of microprocessors. What they did is huge. It gives the effort momentum. Almost one-fourth of the smelters used by electronic companies have been audited as conflict-free. Plus, more and bigger mines in the DRC are coming on tap as certified conflict-free.

There are so many players in this; it is so complex. Conflict minerals are not like diamonds that are relatively easy to source. We need a tracking system.

It must be gratifying to know that your photography has played a role in creating public pressure for such an action.

Let me say that an individual photograph can have a powerful impact. But the real power is what you do with it and whom you partner with. By working with Human Rights Watch, beginning in 2004, my work hit a nerve and was instrumental, for instance, in making a Swiss company stop buying Congolese gold.

(*Continued On The Following Column)

What has the response been to your photos in our October issue?

The response has been massive. I have been surprised by how many people were not aware of where the minerals in their cell phones and computers and other electronics came from. I know the article will also engage industries, and there are hundreds of them that use these minerals.

I have also been amazed by the reaction to "The Moment," a page in the back of the magazine with a photograph of a child's funeral at the St. Kizito orphanage in the Congo. As a result of that picture, tens of thousands of dollars in donations to the orphanage have come in, from donors ranging from a media company in L.A. to a law firm in Oslo where I recently spoke. Every cent donated has been spent by the orphanage for the children.

Why do photographs have this potency?

With every conflict it is very difficult to show the enormity of the suffering. You have all these statistics, 4.5 million people killed, 30,000 women raped. To get through to people you have to show individuals touched by the conflict. That's how you engage people, how you shock them to maybe change their behavior. I want to repeat, though: It's difficult for photographs to do this work on their own. You need an advocacy group to partner with who can knock on the doors of Congress and corporations. This advocacy work is as satisfying to me as taking a photograph. (**Related:** "Marcus Bleasdale on Shock and Change.")

It sounds like a personal brand of photojournalism.

Objectivity is important to me. But when you face such horrific suffering and you know that it's fueled in great part by [the] conflict minerals industry, you want it to stop; you are human and say it has to stop.

(Photos shown are regional photos. Not those taken by Marcus Bleasdale)



Appeals Court Expresses Doubts About SEC Rule on Conflict Minerals Regulation Is Aimed at Stopping Illicit Trade That Funds Armed Groups in Central Africa

WASHINGTON—A federal appeals court voiced skepticism about a controversial rule requiring publicly traded U.S. companies to disclose whether their goods contain certain minerals whose sales result in profits that fund violent armed groups in central Africa.

The hour long oral argument Tuesday, before the U.S. Court of Appeals for the District of Columbia Circuit, cast uncertainty over the future of the 2012 Securities and Exchange Commission rule, after two conservative judges on a three-member panel expressed repeated concerns about the measure.

The rule, a mandate of the 2010 Dodd-Frank law, requires companies scour their supply chains for metals and minerals—such as tin, tantalum, tungsten and gold—that are tied to armed conflicts in and around the Democratic Republic of the Congo.

The aim is to curb violence by pressuring companies to avoid using so-called conflict minerals from the region. Supporters say the disclosures will create a legitimate market for the minerals and reduce funding for both government and rebel groups engaged in violence.

Companies have said the requirements are unduly expensive and violate their First Amendment rights by compelling them to criticize their own products if they contain the minerals. They also mark a departure from the SEC's traditional role of requiring disclosures related to a company's financial health.

At Tuesday's arguments, Judges David Sentelle and A. Raymond Randolph, both appointees of Republican presidents, expressed concerns with the rule. Judge Sentelle said he thought the SEC's rule was written more broadly than required by Dodd-Frank. Both judges also appeared swayed by at least some of the free-speech concerns raised by the business groups challenging the measure.

There seems to be "a slippery slope," said Judge Randolph, who asked rhetorically if regulators would require companies to report on how their products are manufactured overseas, including whether they're made in factories that comply with U.S. workplace-safety rules.

"Is that the next step here?" he asked.

Tuesday's hearing comes about six months after U.S. District Judge Robert Wilkins upheld the rule, saying the SEC "rightly maintains that its role was not to 'second-guess' Congress's judgment as to the benefits of disclosure." The National Association of Manufacturers and the U.S. Chamber of Commerce, which brought the court challenge, appealed that decision this fall.

*(*Continued On Following Column)*

Yet the judges appeared to have concerns with the underlying statute, which was authorized by Congress. Judge Sentelle asked if it was "normal" for the SEC's rules to target everyday consumers rather than those investing in the firms. The disclosures seem more in line with a Federal Drug Administration requirement than the types of disclosures typically required by the SEC, he said.

The SEC's attorney, Tracey Anne Hardin, acknowledged the rule is "unusual" for the agency but said the commission is following its mandate from Congress.

The SEC estimates the rule will cost companies a total of \$3 billion to \$4 billion upfront, plus more than \$200 million a year. Large companies may have to scour supply chains consisting of hundreds, or even thousands, of suppliers to comply with the rule. A decision is expected in the coming months.

Lithium Battery Regulations

The regulations applicable to air shipments of lithium batteries have changed. Compliance with the new regulations becomes mandatory January 1, 2013. Note: Readers of this information are urged to monitor the work of the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) for up to date information. See PHMSA's website at the following address: <http://hazmat.dot.gov>

Shipping Lithium Batteries by Air Service

Please use the following information as a general guide only, all shippers are required to understand and comply with the applicable regulations pertaining to their domestic and international shipments. Full air regulation information is published by the International Air Transport Association (IATA) and can be found at: <http://www.iata>

When lithium batteries of relatively small electrical capacity are shipped in small quantities in accordance with the regulations, packages are not fully regulated as Dangerous Goods and do not require a UPS Dangerous Goods contract.

This guide is for illustrative purposes only. Please reference IATA regulations when shipping lithium metal or lithium ion batteries or cells:

<http://www.iata.org/lithiumbatteries>



2014 Conflict Minerals Action Item Plan

- Be exposed to Conflict Minerals Regulations through training, certify and log class
- Identify any products that have the Conflict Minerals
- Identify any manufacturing process that uses Conflict Minerals (tools etc.)
- Send Inquiry Letter to Source/supplier of these goods asking if any goods originate in the Conflict Region. Ask Certificate of Origin evidence of where goods originate
- If recycled, they are not in conflict
- If not recycled, but originate outside conflict region, goods acceptable
- If goods originate in conflict region, explore ways in which goods can be resourced or replaced with conflict free goods in the product itself or when tool expires for use
- Work with each business unit to resolve conflict goods
- Once business unit is clear of conflict goods indicate same on website and through press releases
- CONFLICT MINERALS: Tantalite, Tantalum, Tin and Gold (3T's and Gold)

Columbite-Tantalite, also called Coltan, the metal from which tantalum is extracted, cassiterite, the metal ore from which tin is extracted, gold, wolferimite, the metal ore from which tungsten is extracted.

CONFLICT REGION:

US Conflict Minerals Law applies to materials originating (or claimed to originate) from the DRC as well as the nine adjoining countries: Angola, Burundi, Central African Republic, Congo Republic (a different nation than DRC), Rwanda, Sudan, Tanzania, Uganda, and Zambia.



Israel - V-22B Block C Aircraft

The Defense Security Cooperation Agency notified Congress January 13 of a possible Foreign Military Sale to Israel for V-22B Block C Aircraft and associated equipment, parts, training and logistical support for an estimated cost of \$1.13 billion.

The Government of Israel (GOI) has requested a possible sale of 6 V-22B Block C Aircraft, 16 Rolls Royce AE1107C Engines, 6 AN/APR-39 Radar Warning Receiver Systems, 6 AN/ALE-47 Countermeasure Dispenser Systems, 6 AN/AAR-47 Missile Warning Systems, 6 AN/APX-123 Identification Friend or Foe Systems, 6 AN/ARN-153 Tactical Airborne Navigation Systems, 6 AN/ARN-147 Very High Frequency (VHF) Omni-directional Range (VOR) Instrument Landing System (ILS) Beacon Navigation Systems, 6 Multi-Band Radios, 6 AN/APN-194 Radar Altimeters, 6 AN/ASN-163 Miniature Airborne Global Positioning System (GPS) Receivers (MAGR), 36 AN/AVS-9 Night Vision Goggles, Joint Mission Planning System, support and test equipment, software, repair and return, aircraft ferry services, tanker support, spare and repair parts, publications and technical documentation, personnel training and training equipment, U.S. Government and contractor engineering and technical support, and other elements of technical and program support. The estimated cost is \$1.13 billion.

The United States is committed to the security of Israel, and it is vital to U.S. national interests to assist Israel to develop and maintain a strong and ready self-defense capability. This proposed sale is consistent with those objectives.

The proposed sale of V-22B aircraft will enhance and increase the Israel Defense Forces' search and rescue and special operations capabilities. The V-22B provides the capability to move personnel and equipment to areas not accessible by fixed wing lift assets. The GOI will have no difficulty absorbing this technology into its current aircraft inventory.

The proposed sale of these aircraft will not alter the basic military balance in the region.

The principal contractors involved with this proposed sale will be Bell and Boeing in California, MD via a joint venture arrangement with final aircraft assembly occurring in Amarillo, TX. There are no known offset agreements in connection with this potential sale.

Implementation of this proposed sale will require travel of up to thirty (30) U.S. Government or contractor representatives to Israel on a temporary basis for program technical support and management oversight.

There will be no adverse impact on U.S. defense readiness as a result of this proposed sale. This notice of

CBP at JFK Seizes \$150,000 in Counterfeit Currency

Jamaica, N.Y. — U.S. Customs and Border Protection (CBP) officers at John F. Kennedy International Airport seized 1500 counterfeit \$100 Federal Reserve Notes (bills) last month.

On December 14, CBP officers selected Ciara Ryan for a random baggage examination. Ryan, 38 was returning from Colombia and had two bags in her possession. The first bag was examined by officers and was found to have a strong odor of glue coming from it. Upon further inspection, CBP found alterations to its bottom; within the alterations were several suspected counterfeit U.S. \$100 bills.

A black leather satchel also in her possession was examined and found to contain more suspected counterfeit bills concealed within its lining.

Ms. Ryan was placed under arrest and a total of 1,500 counterfeit \$100 bills (\$150,000) were seized. She will be prosecuted by the U.S. Attorney's Office in the U.S. Eastern District Court of New York.

"The responsibilities of a CBP officer are vast," said Robert E. Perez, Director of CBP's New York Field Operations. "Despite the multi-faceted challenge our officers encounter every day, they are ever vigilant in their efforts to protect the United States. This seizure speaks to the diverse CBP mission."

"The men and women of Customs and Border Protection at JFK Airport continue to provide invaluable assistance to the U.S. Secret Service in the battle against counterfeit U.S. currency entering the United States. The JFK Resident Office of the U.S. Secret Service maintains a close professional relationship with CBP and all law enforcement agencies at JFK and LaGuardia Airports as we carry out our investigative and protective missions," said John McQuade, Resident Agent in Charge – USSS JFK Resident Office.

All defendants are considered innocent unless and until



proven guilty.

What Some May Call a Job "For The Birds"

What some may call a job "for the birds" is all in a day's work for CBP agriculture specialists at Laredo Port of Entry who recently intercepted a live macaw lacking proper export certification.

On December 26, 2013, a passenger entered through the pedestrian walkway at Gateway to the Americas Bridge with a live macaw after being rejected entry into Mexico by Mexican Customs due to a lack of U.S. exportation certification. The passenger stated that he had arrived in Nuevo Laredo, Mexico by bus but was rejected by Mexican Customs thereby returning to Gateway to the Americas Bridge as a pedestrian hoping to re-import the bird so the proper documentation could be obtained.

CBP agriculture specialists took custody of the bird and advised the macaw's owner of the official CBP processing procedures including the appropriate requirements for the bird's exportation. The owner then advised that he intended to comply with any and all exportation requisites to be able to export the bird to Mexico, even if it did take up to six weeks to complete.

For the duration that the live macaw was in the custody of agriculture specialists, they went out of their way to make sure that the bird was fed and properly cared for. The 'aggies' took turns visiting and ensuring the bird's overall well-being – even going as far as hand-feeding him.

CBP agriculture specialists cared for the macaw for at least a day before the macaw was remanded to the custody of U.S. Department of Agriculture-Veterinary Services for transfer to a proper quarantine facility so that the corresponding health and CITES certifications could be obtained for the macaw's export to Mexico.

"I would like to commend our agriculture specialists for going above and beyond the call of duty and showing true dedication and compassion by taking excellent care of the macaw prior to its transfer to USDA Veterinary Services," said Jose R. Uribe, Acting Port Director, Laredo Port of Entry.



Austal Launches USNS Fall River

First of four Navy ships to be launched at Austal in 2014

On January 16, 2014, Austal USA successfully completed the launch process of the USNS Fall River (JHSV 4). Recently christened, this 103-meter high-speed catamaran represents the U.S. Department of Defense's next generation multi-use platform. It is part of a 10-ship program, the funds for all of which have been appropriated, worth over US\$1.6 billion.

The launch of USNS Fall River was conducted in a multi-step process that involved having Berard Transportation transfer the ship from Assembly Bay 3 onto a deck barge, which was then towed to BAE Systems Southeast Shipyard. The next day, Fall River was transferred onto BAE's dry dock Alabama; it was floated then returned to Austal's facility where it will undergo final outfitting and activation before sea trials and delivery to the Navy later this year.

Craig Perciavalle, Austal USA President, commented, "It's really amazing at how easy the team makes this complicated process look. I appreciate the efforts of all involved."

JHSV 4 is now one of four Austal-built Navy ships moored in the Mobile River, joining USNS Millinocket (JHSV 3), Coronado (LCS 4), and Jackson (LCS 6).

Perciavalle added, "With JHSV 3 recently completing Acceptance Trials and preparing for delivery, and now the launch of Fall River, the JHSV program continues to progress well as we meet our commitments to the Navy. The incredible shipbuilders here at Austal should be very proud of this accomplishment".

USNS Spearhead (JHSV 1) was delivered in December 2012 and has been deployed. USNS Choctaw County (JHSV 2) was delivered to the Navy in June 2013. USNS Millinocket (JHSV 3) has completed Acceptance Trials and is scheduled to be delivered within the next month. Construction is well underway on Trenton (JHSV 5) which will begin final assembly in, now vacant, Assembly Bay 3 by the end of January, and construction will begin on Brunswick (JHSV 6) by the end of this month.

The JHSV is a relatively new asset that will be an important Navy connector. In peacetime, JHSVs will be operating forward supporting Navy Expeditionary Combat Command and riverine forces, theater cooperating missions, Seabees, Marine Corps and Army transportation. Each JHSV also supports helicopter operations and has a slewing vehicle ramp on the starboard quarter which enables use of austere piers and quay walls, common in developing countries. A shallow draft (under 4 meters) will further enhance theater port access.

Austal USA is also prime contractor for the construction of ten Independence-variant Littoral Combat Ships (LCS), a contract totaling \$3.5 billion. Four of these ships are under construction at this time, the first of which was launched just last month.

For the LCS and JHSV programs, Austal, as prime contractor, is teamed with General Dynamics Advanced Information Systems, a business unit of General Dynamics. For the JHSV program, General Dynamics is responsible for the design, integration and testing of the navigation and communication systems, C4I and aviation systems. As the Independence-variant LCS ship systems integrator, General Dynamics is responsible for the design, integration and testing of the ship's electronic systems.



Source : **Austal Ltd.**

Airbus Helicopters to Supply 6 Super Puma AS332 C1e Helicopters to the Plurinational State of Bolivia

The Bolivian Air Force (FAB) has selected the latest high-power version of the Super Puma to fight drug trafficking and perform public-security and disaster-relief missions throughout the country. The contract includes a logistics package that will support fleet sustainability in the coming years. The first two helicopters will be delivered this year and the remaining four before 2016.

The signing of the contract underscores the pledge Bolivian President Evo Morales made at a meeting with his French counterpart Francois Hollande in New York last September, while allowing the FAB to renew and strengthen its fleet with helicopters boasting the latest technology. The contract also includes a logistical support package that aims to provide the FAB with the resources and know-how it needs to ensure high fleet availability.

"We are very proud to provide our air force with latest-generation multi-role aircraft that will enable us to successfully carry out our ongoing missions and face the challenges of the future," said General Victor Hugo Meneses Gomez, Air Chief Marshal of the Bolivian Air Force.

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The helicopters will mainly be used to combat drug trafficking and will also carry out public-security and disaster-relief missions throughout the country. General Meneses added: "Bearing in mind the extreme operating conditions in Bolivia, the Super Puma was chosen mainly because of its versatility, safety and, above all else, its ability to operate at high altitude."

"We would like to thank the Bolivian Air Force for renewing their confidence in our helicopters," said Mesrob Karalekian, Airbus Helicopters' Vice-President of Sales and Customer Relations for Latin America. "The Super Puma is a powerful multi-role helicopter that is perfectly suited to the demands of operating in the region and which, thanks to its state-of-the-art onboard technology, allows missions to achieve more, all in complete safety."

The relationship between Airbus Helicopters and the Bolivian Air Force began several decades ago with the Lama and the Alouette. The FAB now operates the Ecureuil AS350 B3 and, as of last year, two EC145s, which are used to transport dignitaries and conduct missions in support of the population. With this latest purchase, the FAB will benefit from a technology transfer program that includes the training of more than 80 technicians and pilots in France and Bolivia. It will also be supplied with special tools for setting up a maintenance center, where intermediate inspections (every 500 hours) will be carried out, and two operational bases for smaller inspections (every 100 hours), the objective being for the FAB to acquire strategic autonomy.

The Super Puma family is particularly well-suited to operations in Latin America, where more than 100 helicopters are in service and more than 60 are on order. Its ability to operate at high altitude (up to a certified service ceiling of 7,620 meters), in the jungle, and at extreme temperatures (ranging from -45°C to 50°C) allows it to meet the region's unique challenges, especially in the mountains and plateaus of the Andes, where altitude and temperature often prove challenging. Source : **Eurocopter, an EADS N.V. company (Paris: EAD.PA)**

Ball Aerospace Completes Integration of WorldView-3 Spacecraft

Ball Aerospace & Technologies Corp. has completed integration of WorldView-3, the next generation commercial remote-sensing satellite being built for DigitalGlobe, a leading global provider of high-resolution earth imagery solutions. WorldView-3, the fourth remote-sensing satellite built for DigitalGlobe by Ball, is scheduled to launch from California's Vandenberg Air Force Base in summer 2014.

With the imagery sensor and associated electronics now integrated, the completed satellite bus is ready for system-level performance testing, followed by thermal vacuum and environmental testing.

"Ball's third commercial platform in the WorldView series will equip DigitalGlobe with advanced technologies to enhance its high-resolution imagery constellation," said Cary Ludtke, vice president and general manager for Ball's Operational Space business unit. "Ball and DigitalGlobe have proven to be a strong team for providing government and commercial customers with some of the highest quality and resolution satellite imagery available."

WorldView-3 is the first multi-payload, super-spectral, high-resolution commercial satellite for earth observations and advanced geospatial solutions. Operating at an expected altitude of 617 km, WorldView-3 collects 31 cm panchromatic resolution, 1.24 m multispectral resolution, 3.7 m short-wave infrared (SWIR) resolution, and 30 m CAVIS resolution.

In addition to the satellite bus, Ball Aerospace is providing an atmospheric instrument called CAVIS, which stands for Cloud, Aerosol, Water Vapor, Ice, Snow. CAVIS will monitor the atmosphere and provide correction data to improve WorldView-3's imagery when it images earth objects through haze, soot, dust or other obscurants. CAVIS has also been integrated with the spacecraft.

"With each successive payload developed in partnership with Ball, DigitalGlobe has expanded the range of questions about the surface of the earth that can be answered with high-resolution satellite imaging," said Dr. Walter Scott, executive vice president, chief technical officer and founder of DigitalGlobe. "DigitalGlobe prides itself on owning and operating one of the most agile and sophisticated constellations of high-resolution commercial earth imaging satellites in the world, currently capable of collecting over 1 billion km² of the highest quality imagery per year. WorldView-3 follows in this pioneering tradition with innovations like CAVIS that continue to enable DigitalGlobe to lead the industry and help our customers see things never before possible."

WorldView-3 builds upon WorldView-2 and WorldView-1 technology by carrying forward the satellites' advanced Control Moment Gyroscopes (CMGs). The CMGs reorient a satellite over a desired collection area in 4-5 seconds, compared to 30-45 seconds needed for traditional reaction wheels.

WorldView-3 employs the Ball Configurable Platform BCP 5000 spacecraft, designed to handle the next-generation optical and synthetic aperture radar remote sensing payloads and is currently meeting or exceeding all performance specifications on the WorldView-2 satellite. The high-performance BCP 5000 has a design life of more than seven years, and provides a platform with increased power, resolution, agility, target selection, flexibility, transmission capability and data storage. Ball provided the BCP 5000 under a fixed-price contract.

Source : **Ball Aerospace & Technologies Corp.**

Iraq - AH-64E APACHE LONGBOW Attack Helicopters

The Defense Security Cooperation Agency notified Congress today of a possible Foreign Military Sale to Iraq for AH-64E APACHE LONGBOW Attack Helicopters and associated equipment, parts, training and logistical support for an estimated cost of \$4.8 billion.

The Government of Iraq has requested a possible sale of 24 AH-64E APACHE LONGBOW Attack Helicopters, 56 T700-GE-701D Engines, 27 AN/ASQ-170 Modernized Target Acquisition and Designation Sight, 27 AN/AAR-11 Modernized Pilot Night Vision Sensors, 12 AN/APG-78 Fire Control Radars with Radar Electronics Unit (LONGBOW component), 28 AN/AAR-57(V)7 Common Missile Warning Systems, 28 AN/AVR-2B Laser Detecting Sets, 28 AN/APR-39A(V)4 or APR-39C(V)2 Radar Signal Detecting Sets, 28 AN/ALQ-136A(V)5 Radar Jammers, 52 AN/AVS-6, 90 Apache Aviator Integrated Helmets, 60 HELLFIRE Missile Launchers, and 480 AGM-114R HELLFIRE Missiles. Also included are AN/APR-48 Modernized Radar Frequency Interferometers, AN/APX-117 Identification Friend-or-Foe Transponders, Embedded Global Positioning Systems with Inertial Navigation with Multi Mode Receiver, MXF-4027 UHF/VHF Radios, 30mm Automatic Chain Guns, Aircraft Ground Power Units, 2.75 in Hydra Rockets, 30mm rounds, M211 and M212 Advanced Infrared Countermeasure Munitions flares, spare and repair parts, support equipment, publications and technical data, personnel training and training equipment, site surveys, U.S. government and contractor engineering, technical, and logistics support services, design and construction, and other related elements of logistics support. The estimated cost is \$4.8 billion.

This proposed sale supports the strategic interests of the United States by providing Iraq with a critical capability to protect itself from terrorist and conventional threats, to enhance the protection of key oil infrastructure and platforms, and to reinforce Iraqi sovereignty. This proposed sale of AH-64E APACHE helicopters will support Iraq's efforts to establish a fleet of multi-mission attack helicopters capable of meeting its requirements for close air support, armed reconnaissance and anti-tank warfare missions. The proposed sale of this equipment and support will not alter the basic military balance in the region.

The prime contractors will be The Boeing Company in Mesa, Arizona; Lockheed Martin Corporation in Orlando, Florida; General Electric Company in Cincinnati, Ohio; Lockheed Martin Mission Systems and Sensors in Owego, New York; Longbow Limited Liability Corporation in Orlando, Florida; and Raytheon Corporation in Tucson, Arizona. There are no known offset agreements proposed in connection with this potential sale.

Implementation of this proposed sale will require the assignment of three U.S. Government and two hundred contractor representatives to Iraq to support delivery of the Apache helicopters and provide support and equipment familiarization. In addition, Iraq has expressed an interest in a Technical Assistance Fielding Team for in-country pilot and maintenance training.

To support the requirement a team of 12 personnel (one military team leader and 11 contractors) would be deployed to Iraq for approximately three years. Also, this program will require multiple trips involving U.S. Government and contractor personnel to participate in program and technical reviews, training and installation.

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.

Boeing Joins New BIOjet Abu Dhabi Team to Grow Biofuel Supply Chain in UAE

- Collaboration focuses on research, feedstock production and refining capability
- Announcement follows Etihad 777 biofuel demonstration flight in Abu Dhabi

Boeing [NYSE:BA], Etihad Airways, Takreer, Total and the Masdar Institute of Science and Technology today announced they will collaborate on a new initiative to support a sustainable aviation biofuel industry in the United Arab Emirates.

BIOjet Abu Dhabi: Flight Path to Sustainability will engage a broad range of stakeholders to develop a comprehensive framework for a U.A.E. biofuel supply chain. This initiative will focus on research and development and investments in feedstock production and refining capability in the U.A.E. and globally.

Etihad Airways showed the promise of this homegrown effort yesterday with a 45-minute demonstration flight in a Boeing 777 powered in part by U.A.E.-produced sustainable aviation biofuel. The biofuel was partially converted from plants by Total and refined into jet fuel by Takreer, a wholly-owned subsidiary of Abu Dhabi National Oil Co. (ADNOC). U.A.E. is now among a handful of countries that have produced and flown on their own aviation biofuel, which emits at least 50 percent less carbon dioxide than fossil fuel over its lifecycle.

"In collaboration with our key partners, our goal is to support and help drive the commercialization of sustainable aviation fuel in Abu Dhabi, the region and also globally," said Etihad Airways President and CEO James Hogan. "We have made some important first steps in this process and our continued focus will be to develop further initiatives such as this which will facilitate the availability of sustainable aviation biofuels for Etihad Airways in the coming years."

(*Continued On The Next Page)

Boeing and Etihad Airways are also among the founding partners of the Sustainable Bioenergy Research Consortium, hosted by the Masdar Institute in Abu Dhabi.

The consortium has been researching and developing salt-tolerant plants that would be raw material for the same refining processes used to produce renewable fuel for the Etihad Airways flight.

The flight and BIOjet Abu Dhabi announcement lead into Abu Dhabi Sustainability Week and the World Future Energy Summit. These activities and Masdar Institute's aviation biofuel research are aligned with the Abu Dhabi Economic Vision 2030, which seeks to develop sustainable energy sources to diversify the U.A.E. economy and increase workforce opportunities for Emiratis.

"With further commitment and investment, the U.A.E., a global leader in commercial aviation, is well-positioned to lead efforts to make our industry more sustainable," said Jeffrey Johnson, president, Boeing Middle East. "Boeing works with partners around the world to advance sustainable biofuel development and sees great opportunity for BIOjet Abu Dhabi to have a positive impact in the U.A.E. and globally."



"Takreer is proud to have been involved in refining this aviation biofuel at its Abu Dhabi research center," said Takreer CEO Jasem Ali Al Sayegh. "We support the concept of using biofuel as a sustainable aviation fuel for a cleaner future in line with ADNOC's sustainability policy. We see this strategy as complementary to our future plans in meeting the rapid growth in demand for jet fuel in the country and the region in view of the expansion of the operations of airlines here."

Source : **The Boeing Company (NYSE: BA)**

*"If You Can Imagine It, You Can Achieve It. If
You Can Dream It, You Can Become It"*
~William Arthur Ward~

Helpful Hints and Frequently asked Questions from the US Department of State

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<http://www.pmdtc.state.gov/faqs/ecr.htm>



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