



EIB World Trade Headlines

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Evolutions in Business Celebrates 25 Years



Evolutions in Business celebrates 25 Years as a company. After twenty-five years we are pleased that the services we offer are more relevant than ever.

We have rebuilt our website for a look toward the future. www.eib.com. We have expanded course offerings in ITAR and EAR Compliance. We have one of the foremost leading programs in Export Reform for small to medium businesses implementing changes to ITAR Categories VI, VII, VIII and XIX, the CCL 600 series and license exception "STA"

We are expanding and promoting our relationship with EXITS, Global Wizard export software services.
<http://documentsforexports.com/>

We are continuing our efforts working with and speaking at conferences, consortiums and trade organizations around the country. Meeting your export compliance needs remains our top priority! *Thank you for letting us serve your organization.*

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First Flight Trials of Taranis Aircraft

MOD and BAE Systems have revealed that the Taranis unmanned combat air vehicle surpassed all expectations during its first flight trials.

The most advanced aircraft ever built by British engineers made its maiden flight at an undisclosed test range on Saturday 10 August 2013 under the command of BAE Systems test pilot Bob Fraser.

MOD has today revealed that the demonstrator aircraft made a perfect take-off, rotation, 'climb-out' and landing on its 15-minute first flight. A number of flights took place last year, of up to 1 hour in duration and at a variety of altitudes and speeds.

The Taranis demonstrator is the result of 1.5 million man-hours of work by the UK's leading scientists, aerodynamicists and systems engineers from 250 UK companies.

The aircraft has been designed to demonstrate the UK's ability to create an unmanned air system which, under the control of a human operator, is capable of undertaking sustained surveillance, marking targets, gathering intelligence, deterring adversaries and carrying out strikes in hostile territory.

The findings from the aircraft's flights prove that the UK has developed a significant lead in understanding unmanned aircraft, which can strike with precision over a long range whilst remaining undetected.

The technological advances made through Taranis will also help MOD and the Royal Air Force make decisions on the future mix of manned and unmanned fast jet aircraft and how they will operate together in a safe and effective manner for the UK's defenses.

Costing £185 million and funded jointly by MOD and UK industry, the Taranis demonstrator aircraft was formally unveiled in July 2010, but only a very limited number of scientists and engineers have ever been given full access to the top-secret aircraft.

Initial 'power-up' or ground testing commenced later in 2010 at BAE Systems' military aircraft factory in Warton, Lancashire, followed by a comprehensive and highly detailed program of pre-first flight milestones.

These included unmanned pilot training, radar cross-section measurements, ground station system integration and, in April 2013, taxi trials on the runway at Warton.

The aircraft and its ground station were then shipped from Warton to the test-range before being reassembled and undergoing systems and diagnostics checks. Taranis then made a number of high-speed taxi tests in July before its maiden flight in August 2013.

Minister for Defense Equipment, Support and Technology, Philip Dunne, said:

"Taranis is providing vital insights that will help shape future capabilities for our armed forces in coming decades. Its advanced technology is testament to the UK's world-leading engineering skills that keep Britain at the cutting-edge of defense."

Commenting on behalf of the industry team, Nigel Whitehead, Group Managing Director of BAE Systems, added:

"The first flight of Taranis represents a major landmark for UK aviation. The demonstrator is the most advanced air system ever conceived, designed and built in the UK.

"It truly represents an evolution of everything that has come before it. This milestone confirms the UK's leading position as a centre for engineering excellence and innovation."

About the size of a BAE Systems Hawk aircraft, Taranis has been designed and built by BAE Systems, Rolls Royce, the systems division of GE Aviation (formerly Smiths Aerospace) and QinetiQ, working alongside MOD military staff and scientists.

In addition to prime contracting the project, BAE Systems led on many elements of the Taranis technology demonstrator, including the low observability, systems integration, control infrastructure and full autonomy elements (in partnership with QinetiQ).

Source: **Ministry of Defense (United Kingdom)**



(*Continued On The Following Column)

The Global Military Simulation and Virtual Training Market 2014-2024

What are the key drivers behind recent market changes?

The defense ministries around the world are taking significant cost cutting initiatives across their militaries in order to cope with their reduced financial resources. Governments are downsizing their militaries and cutting down on training budgets. As a result, militaries are currently focusing on attaining cheaper and more effective solutions for their training requirements. Many countries have claimed to have reorganized their militaries, so that they are smaller but more powerful, they intend to achieve the same through innovative simulation and virtual training systems. Governments consider live training programs to be expensive and logistically difficult, whereas simulators are more cost effective and agile alternative. Therefore, militaries are gradually moving towards a balanced mix of live training and simulator training for their forces. For example, Air Force pilots undergo extensive flight training in academies and the live flight training exercises are very expensive. The US Air Force claims to spend approximately US\$2.9 M to train a fighter jet pilot and US\$600K to train an airlift pilot. The militaries are incorporating flight simulators in order to cut down on the live flight training hours, which results in significant cost savings. Most of the leading military training and simulation suppliers have recorded significant revenue growth and do not expect any slowdown as their customers continue to look towards simulators as a way to reduce costs, while improving the readiness of their pilots. While much of the growth in the military simulation market has been generated by orders for new simulators, orders for existing equipment upgrades are also contributing to the total market.

Flight Simulator



V-300 Shooting Simulator



Former Connecticut Resident Indicted for Attempting to Ship Sensitive Military Documents to Iran

Deirdre M. Daly, United States Attorney for the District of Connecticut, today announced that a federal grand jury sitting in Bridgeport has returned an indictment charging MOZAFFAR KHAZAEE, formerly of Manchester, Conn., with interstate transportation of stolen property, after he attempted to ship to Iran proprietary material relating to military jet engines and the U.S. Air Force's F35 Joint Strike Fighter program that he had stolen from defense contractors where he had been employed. KHAZAEE was arrested January 9, 2014 at Newark Liberty International Airport in New Jersey, and was ordered detained pending his transport to Connecticut to face the charges.

As alleged in court documents, federal law enforcement agents began investigating KHAZAEE in November 2013 when officers with U.S. Customs and Border Protection Service ("CBP"), assisted by Homeland Security Investigations ("HSI") special agents, inspected a shipment that KHAZAEE sent by truck from Connecticut to a freight forwarder located in Long Beach, Calif., which was intended for shipment from the U.S. to Iran. The documentation for KHAZAEE's shipment indicated that it contained household goods. Upon inspecting the shipment, however, CBP officers and HSI personnel discovered that the content of the shipment primarily contained numerous boxes of documents consisting of sensitive technical manuals, specification sheets, and other proprietary material relating to the U.S. Air Force's F35 Joint Strike Fighter program and military jet engines. Upon further investigation, law enforcement learned that KHAZAEE holds Iranian and U.S. citizenship and, as recently as August 2013, worked as an engineer for defense contractors, including firms that are the actual owners of the technical and proprietary documents and materials in KHAZAEE's shipment.

KHAZAEE, who became a naturalized U.S. citizen in 1991 and holds a valid U.S. passport, recently moved from Connecticut to Indianapolis. He was arrested after flying from Indianapolis to Newark, before he was able to board a connecting flight to Frankfurt, Germany. KHAZAEE's ticketed destination was Tehran, Iran.

The indictment charges KHAZAEE with two counts of transporting, transmitting and transferring in interstate commerce goods obtained by theft, conversion, or fraud. Each charge carries a maximum term of imprisonment of 10 years and a fine of up to \$250,000.

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U.S. Attorney Daly stressed that an indictment is only a charge and is not evidence of guilt. Charges are only allegations and the defendants are presumed innocent unless and until proven guilty beyond a reasonable doubt.

U.S. Attorney Daly stated that there is an ongoing investigation in this matter and encouraged anyone with information that may be relevant to that investigation to call HSI or the FBI in Connecticut.

This matter is being investigated by Homeland Security Investigations in New Haven and Los Angeles, the New Haven Division of the Federal Bureau of Investigation, the Defense Criminal Investigative Service in New Haven, the U.S. Customs and Border Protection Service in Los Angeles, the U.S. Air Force's Office of Special Investigations in Los Angeles and Boston, and the Department of Commerce's Boston Office of Export Enforcement.

U.S. Attorney Daly also commended the efforts of the many other agencies and offices that have been involved in this investigation, including the U.S. Attorney's Offices for the Central District of California, the Southern District of Indiana and the District of New Jersey, as well as HSI, CBP, and FBI in New Jersey, and HSI, FBI and DCIS in Indianapolis.

This case is being prosecuted by Assistant U.S. Attorney Stephen Reynolds of the District of Connecticut and Trial Attorney Brian Fleming of the Justice Department's Counterespionage Section (CES).

Pennsylvania Company Settles with Commerce Dept. for Charges of Illegal Exports

WASHINGTON – Under Secretary of Commerce for Industry and Security Eric L. Hirschhorn announced today that the Bureau of Industry and Security (BIS) has reached a civil settlement with Amplifier Research Corporation of Souderton, PA, in connection with the illegal export of U.S.-origin amplifiers controlled for national security reasons to Hong Kong, the People's Republic of China, Singapore, Malaysia, Taiwan, Korea and Thailand. Today's action follows the January, 2013 sentencing of the company's former export coordinator, Timothy Gormley, of North Wales, PA, to 42 months in prison related to the exports, and BIS's September, 2013 10-year denial of Gormley's export privileges as a consequence of his criminal conviction. In 2010, Under Secretary Hirschhorn stated that individuals will be held accountable for willful violations of the Export Administration Regulations, and not be allowed to hide behind the corporate veil. Mr. Gormley's sentence attests to that commitment.

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Under Secretary Hirschhorn said the settlement "holds Amplifier Research responsible for failure to exercise sufficient oversight of its export coordinator." BIS has suspended the civil penalty of \$500,000 because of Amplifier Research's substantial cooperation during the course of the investigation, including submission of a voluntary self-disclosure (VSD) in 2011 that detailed Gormley's actions. Should Amplifier Research violate the regulations during the next two years, the entire penalty will come due.

The settlement also mandates that Amplifier Research hire an expert outside of the company to audit its compliance with export control laws, including recordkeeping. By filing the VSD, Amplifier Research avoided criminal charges against the company itself, and the suspended fine will be waived at the end of the penalty period, provided all commitments are met. This case is a result of an investigation by the Special Agents in the New York Field Office of BIS's Office of Export Enforcement.

Many of Amplifier Research's products have applications in military systems which include radar jamming, weapons guidance systems, and require export licenses. The unlawfully exported amplifiers were valued at approximately \$3 million and were exported between January 2008 and June 2011. Of the 50 unlicensed shipments, 25 were made to the People's Republic of China.

BIS controls exports and reexports of dual-use commodities, technology, and software for reasons of national security, missile technology, nuclear non-proliferation, chemical and biological weapons non-proliferation, crime control, regional stability, foreign policy and anti-terrorism. Criminal penalties and administrative sanctions can be imposed for violations of the Export Administration Regulations. For more information, please visit www.bis.doc.gov.

DEPARTMENT OF STATE 22 CFR Parts 120, 122, 126, 127, 128, 130 [Public Notice: 8620]

Amendment to the International Traffic in Arms Regulations:

Changes to Authorized Officials and the UK Defense Trade Treaty Exemption; Correction of Errors in Lebanon Policy And Violations; and Adoption of Recent Amendments as Final

AGENCY: Department of State.

ACTION: Final rule.

SUMMARY: The Department of State is

to remove the managing director as an authorized official, update the marking and reporting requirements for the UK defense treaty exemption, correct a typographical error in the paragraph on export policy regarding Lebanon, and correct an error of syntactical arrangement in a section of the regulations regarding violations. The

Department is also adopting as a final rule certain sections of the ITAR that were published in an interim final rule.

DATES:

Effective Date: This rule is effective February 11, 2014.

FOR FURTHER INFORMATION CONTACT: Mr. C. Edward Peartree, Director, Office of Defense Trade Controls Policy, U.S. Department of State, telephone (202) 663-2792, or email DDTCResponseTeam@state.gov. ATTN: Regulatory Change, Removing Managing Director, Other Changes.

SUPPLEMENTARY INFORMATION: The Department is removing "Managing Director of Defense Trade Controls" as an authorized official from ITAR § 120.1(b)(1) because it is no longer a position within the Department. Various sections of the ITAR are amended as a result. In each of these instances, another authorized official as identified in ITAR § 120.1(b) replaces the managing director.

The Department is updating the text of the licensing exemption created pursuant to the Treaty Between the Government of the United States of America and the Government of the United Kingdom Concerning Defense Trade Cooperation (the "UK defense trade treaty exemption"), at ITAR § 126.17, so that it is a clearer representation of treaty requirements and is also consistent with ITAR § 126.16 (the Australia defense trade treaty exemption). Most of the updates are formatting and textual edits. However, the Department notes in particular changes to: 1) The text for marking requirements (paragraph (j)) to make it clear that items should be marked "prior to" export, and to bring the classification level reading in line with treaty requirements; and 2) the indicated method of notification (paragraph (o)) to remove inclusion of Form DS-4048 from the process.

Microsoft Flaw Used to Attack French Aerospace Employees, Veterans

SAN FRANCISCO (Reuters) - A flaw in recent versions of Internet Explorer was used to attack visitors to a website for U.S. military veterans, and also appears to have been used earlier against French aerospace industry employees, researchers said Friday.

The flaw in Microsoft Corp's IE 10 Web browser was reported on Thursday, days after it was used inside the Web page of nonprofit U.S. group Veterans of Foreign Wars. The VFW said Friday that an unspecified federal law enforcement agency is investigating and that the malicious code on its site had been removed.

Security firm Websense Inc said it found similar attack code on a page set up on January 20 with a Web address nearly identical to one used by a French aerospace association.

That suggests the attacks using the flaw have been going on for at least three weeks, but might have succeeded earlier against higher-value targets and escaped discovery, said Websense Director of Security Research Alexander Watson.

FireEye Inc, which discovered the VFW attack, said it appeared connected to previous attacks against the Japanese financial sector, security firm Bit9 and others that Symantec Corp security researchers attributed to a large and well-organized group in China.

(<http://www.reuters.com/article/2013/09/17/cyberattacks-china-idUSL2N0HD0M320130917>)

The latest attacks are considered to be sophisticated as they rely on a previously unknown flaw of a sort that can cost \$50,000 or more when sold by shadowy brokers to government agencies or contractors. The industry calls these flaws "zero-day vulnerabilities."

They also seem part of a multistage operation, with the attackers seeking to break into the computers of U.S. veterans or French defense contractors in the future. Once there, they could look for military plans or designs or passwords that would enable them to impersonate the individuals electronically. Assuming those victims' identities in emails sent to more prominent targets would make it more likely that the recipients would click on baited links or unwittingly install more spying software.

Although the initial report in the new campaign mentioned only IE 10, Microsoft said it had determined that IE 9 is also vulnerable.

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"We recommend customers upgrade to Internet Explorer 11 for added protection," said Adrienne Hall, general manager of Microsoft's Trustworthy Computing Group.

Despite the use of the unknown flaw, Websense's Watson said the attacks were not that hard to spot. For one thing, a program that exploited the flaw was submitted on January 20 to Virus Total, a free Google Inc service that shows whether any major antivirus provider would block the sample. In this case, none did. In addition, the programming language operated in the open, without complicated obfuscation that can deter analysis.

Watson said that was why he felt the attacks could prove to be by a new group, or even two different new groups. As an example, the exploit code might have been written elsewhere, and used with more success, then passed along to a new group with less expertise.

The French page that was imitated is GIFAS, which claims more than 300 members, including contractors making satellites, missiles and other arms, as well as helicopters, military planes and engines.

Links to the fake page might have been sent via email to industry officials.

In the VFW's case, the hackers broke into the real Web page and inserted code shown to visitors that would lead to infection if they were using the right version of IE. FireEye said hundreds or thousands of infections occurred.

VFW spokeswoman Randi K. Law said the nonprofit group was working with law enforcement and private security incident responders.

"At this point, there is no indication that any member or donor data was compromised," she said in an email.

It was unclear whether that statement referred to the computers of website visitors or merely data stored by the VFW itself, and she did not respond to follow-up questions.

The FBI did not return a call seeking comment.



ST Aerospace Delivers C-130 Upgrades to Oman, Singapore

ST Aerospace last week redelivered its first C-130 modernization for an export customer. Turnround time on the Royal Air Force of Oman (RAFO) C-130H was only seven months, including a full depot overhaul. The company previously modernized eight C-130s in the Republic of Singapore Air Force (RSAF) fleet, one of which can be seen in the static park here this week.

"The Oman modernization was a highly compressed program," noted Loh Piang Khuen, director military business unit for ST Aero, during a briefing here Tuesday. Loh said it was made possible by the company's long experience in C-130 overhauls; teamwork with supplier companies; and the presence of RAFO project engineers in Singapore during the work. A further two aircraft are scheduled for the upgrade.

Over the years, ST Aero has logged 570 visits by C-130s to its hangars. The company has done more than 1,200 T56 engine overhauls, and is capable of overhauling 90 percent of components on the Hercules. "We have more than 400 in-house design and analysis engineers for this sort of project," Loh said.

The core of the modernization on both the RSAF and RAFO C-130s is the Rockwell Collins Flight2 integrated avionics suite. This multi-option digital system has also been sold in this region to Thailand, where 12 C-130Hs were modernized. The other partners with ST Aero on the RAFO aircraft are ADP, EuroAvionics, GE, L-3 and Test and Training Flight Services.

There are six multifunction displays, and the cockpit lighting has been modified to permit pilots to wear night vision goggles, Loh explained. The crew also has the advantage of a flight management system that automates such tasks as the calculation of airdrop release points, which was previously done manually. A cockpit working group was created to ensure that pilots' opinions were considered; in the RAFO case, this resulted in a deviation from previous Flight2 installations, to house the HF radio controls above the main displays.

With only two more RSAF C-130Hs to modernize, ST Aero is looking for more C-130s to modernize. There are plenty out there.

by Chris Pocock



TECT Aerospace Commits \$100,000 to Bolster WSU Mentoring Program

The gift will be used to help WSU's College of Engineering create a citywide mentoring program to help stimulate interest among girls, low-income youth and students of color in STEM education and careers, according to WSU.

The program will recruit professionals in STEM-related fields in the Wichita area to volunteer to help with mentoring and activities.

The financial support is crucial to efforts by WSU's College of Engineering and a coalition of partners as it seeks to help Wichita be named winning city in the US2020 initiative, which works to bolster STEM mentorship to students, according the university.

Wichita is one of 13 finalists in the competition, which will award \$1 million in resources to five winning cities. The winners will be announced in March.

The gift was made with the assistance of The Glass Foundation, which supports philanthropic endeavors on behalf of Kenneth Glass and family, which owns the TECT family of businesses.

"TECT Aerospace and The Glass Foundation are pleased to support Wichita State's effort to obtain a STEM mentoring grant for Wichita," Pete Knapper, TECT Aerospace president, said in a statement. "We see this as an investment in the future. Engineering professionals are key to the success of our business, and we want to encourage the development of skills that we need to staff the work force of the future."

Growth in STEM related jobs over the next 10 years is expected to exceed the growth of non-STEM jobs, WSU said. The U.S. is producing too few STEM professionals to fill demand.

"That could result in Wichita, as well as the United States, losing its competitive edge in areas that are vital to economic growth," it said.

The WSU-led coalition for the US2020 competition includes the city of Wichita, school districts, industry and business, volunteer groups and youth-serving organizations.

The coalition will move forward with the local mentoring program even if it's not selected for the US2020 initiative, the university said.

"We have to continue to grow our own talent and make students aware of exciting STEM careers that impact our community and the world," Larry Whitman, associate dean of WSU's College of Engineering, said in a statement. "This commitment from TECT Aerospace demonstrates the kind of leadership that will keep Wichita as the Air Capitol of the World.



April 2-3

Harrisburg, PA Complying with U.S. Export Controls

[Details](#)

April 8-9

Houston, TX Complying with U.S. Export Controls

[Details](#)

April 10

Houston, TX How to Develop an Export Management and Compliance Program

[Details](#)

April 9-10

Denver, CO Complying with U.S. Export Controls

[Details](#)

April 15

Los Angeles, CA Export Control Reform

[Details](#)

April 17

Seattle, WA Export Control Reform

April 23-24

Silicon Valley, CA Complying with U.S. Export Controls

[Details](#)

May 7-8 Newport Beach, CA Complying with U.S. Export

C May 13-14 Detroit, MI Complying with U.S. Export

Controls May 15 Detroit, MI Export control Reform

May 21 San Antonio, TX Essentials of Export Controls

May 22 San Antonio, TX Export Control Reform

Email Evolutions in Business if you need a link to any of these events!

NC would 'do anything' for Boeing plant; 7K jobs

RALEIGH, N.C. (AP) — Assembling one of the largest package of tax breaks and other incentives in North Carolina history earned the state consideration for as many as 7,250 Boeing aircraft manufacturing jobs — but its \$683 million offer was dwarfed by Washington state's winning promise of nearly \$9 billion in corporate sweeteners.

North Carolina and about 20 other states offered lavish tax breaks, free land and other enticements to land the thousands of jobs needed to build the 777X, a jet designed to be more fuel efficient than Boeing's strong-selling 777 airliner.

Missouri offered up to \$1.7 billion over more than two decades. North Carolina, Kansas, Utah, South Carolina and Texas stressed their laws limiting union membership.

North Carolina's pitch — which would have been boosted by local offers — was more than double the largest the state has dangled and successfully landed an employer. Dell Inc. was offered more than \$300 million in state and local incentives in 2004 to open a computer assembly plant near Winston-Salem. Most state incentives were never paid, and Dell repaid local governments \$26 million in upfront spending after the plant closed in 2010.

Boeing was shopping for offers for a site to assemble the new 777X airliner two days after union machinists in the Seattle area rejected a contract on Nov. 13 that would have cut worker benefits, according to North Carolina recruiting documents and emails released to The Associated Press in response to a public records request.

Gov. Pat McCrory spoke to a Boeing executive by phone two days after the union vote and met with others the following week on the sidelines of a Republican Governors Association meeting in Phoenix, recruiting records showed.

"We will do ANYTHING we can to be helpful with your site selection process," former McCrory adviser Jonathan Felts said in a memo describing what "PLM" told Boeing executives, a likely reference to Patrick Lloyd McCrory. The governor's office did not respond to requests to clarify the identity of PLM.

Boeing executives were told about last year's corporate and personal tax cuts, company-tailored training programs offered at community colleges, and the thousands of aircraft mechanics and other military veterans at North Carolina bases resuming civilian life each year.

Executives for the jet-building giant "said that 'financial incentives' were not going to determine their final decision but that they are not opposed to 'love,' "

Time for making an impression was tight. Boeing wanted to be ready with an alternative site by January 2014, shortly after a Jan. 3 union vote on whether to reconsider and accept the benefit cuts, emails showed. Plant construction would begin in November and hiring for the first job was due to start in January 2015, state recruiters said.

Landing all the work to assemble 777x wings and the full plane would mean 1,450 new jobs by the end of 2015, ramping up within five years to 7,250 jobs paying an average salary of \$55,000 a year.

The documents show North Carolina submitted three sites to Boeing and offered three levels of incentives for each tied to how much work came to the state. State recruiters considered incentives of up to \$780 million for Charlotte Douglas International Airport, \$883 million for a site at Greensboro's Piedmont Triad International Airport and \$2.5 billion for a factory at Global TransPark near Kinston.

Those packages were never offered to Boeing, in part because they would have included special tax breaks requiring legislative approval, state Commerce Department spokesman Josh Ellis said. The General Assembly is not scheduled to open its annual meetings until May, though McCrory could call them into a special session.

"These types of manufacturing operations have a very large multiplier effect," Ellis said, adding that parts manufacturers would be certain to cluster near the aircraft plant. "That's the real reason states are interested. It's not just the 7,000 jobs you're talking about here."

Boeing told North Carolina officials they were out of the running on Dec. 20, emails showed.

Boeing's negotiations with Missouri and other finalist states ended after union members in Washington's Puget Sound voted Jan. 3 to accept the company's contract offer. The Chicago-based company then quickly announced that it would assemble the 777X in its traditional, Seattle-area operating base.

Boeing last week predicted is 2014 revenues would reach between \$87.5 billion and \$90.5 billion

By EMERY P. DALESIO, AP Business Writer





The Bureau of Industry and Security has a number of seminars scheduled around the country this Spring.

Our two-day "Complying with US Export Controls" seminar is the core program you should attend to help you understand the full range of controls under the Export Administration Regulations (EAR). We will be conducting these events in:

- 3/26/14-3/27/14: San Diego, CA**
- 4/9/14-4/10/14: Denver, CO**
- 4/23/14-4/24/14: Silicon Valley, CA**

Our one-day "Export Control Reform" seminar is intended to help firms who have had the jurisdiction of their items changed from the Department of State (ITAR) to the Bureau of Industry and Security (EAR). State and Commerce have published several sets of regulations over the last year changing jurisdiction on numerous Munitions List categories. This program can help you get up-to-speed quickly on the new regulations:

4/15/14: Los Angeles, CA

Finally, BIS will conduct the ninth annual "Export Control Forum" at the end of February. BIS Under Secretary Eric Hirschhorn will provide the keynote address at this day-and-a-half event. Representatives from BIS and other key agencies will discuss the many changes that have been implemented in the export control field in the past year. The Forum will be held:

2/24/14-2/25/14: Newport Beach, CA.

You can see the entire Fiscal Year 2014 projected seminar schedule at:

<http://www.bis.doc.gov/index.php/compliance-a-training/export-administration-regulations-training/current-seminar-schedule/25-compliance-a-training/export-administration-regulations-training/579-current-seminar-schedule-fy13-14>

"The best thing about the future is that it comes one day at a time"

~Abraham Lincoln~



Export Control Forum: BIS has posted the agenda for the ninth annual "Export Control Forum," which will take place on February 24-25, 2014, in Newport Beach, CA. BIS Under Secretary Eric Hirschhorn will provide the conference keynote address at this day-and-a-half event. Assistant Secretary for Enforcement David Mills will give the enforcement keynote on day two. In addition to the Commerce Department's Bureau of Industry and Security and Bureau of the Census, representatives from the Departments of State, Defense and Treasury will also participate. This event offers a great way to find out about the many changes that have taken place recently and about other changes on the horizon.

The agenda and registration information is available on our website (www.bis.doc.gov).

Export Control Reform: BIS has added another Export Control Reform seminar. The one day seminar will be held on April 17, 2014 in Seattle, Washington. This seminar is intended to help firms who have had the jurisdiction of their items changed from the Department of State (ITAR) to the Bureau of Industry and Security (EAR), and to help them get up-to-speed quickly on the new regulations. Registration information will be posted shortly.

You can see the entire Fiscal Year 2014 projected seminar schedule at:

<http://www.bis.doc.gov/index.php/compliance-a-training/export-administration-regulations-training/current-seminar-schedule/25-compliance-a-training/export-administration-regulations-training/579-current-seminar-schedule-fy13-14>

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