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**C-27J
SPARTAN
FOR SLOVENIA**

WHAT'S THE FUTURE OF THE POLISH NAVY?



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PGZ

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EDITOR-IN-CHIEF: Michał Jaroński
mj@milmag.pl/+48 697 667 947

ADVERTISING: Jakub Link Lenczowski
marketing@milmag.pl/+ 48 662 936 595

EDITORIAL TEAM: Marta Błaszowska/Rafał Janicki/Michał Jaroński/Jakub Link-Lenczowski/Jarosław Lis/Paweł Ścibiorek

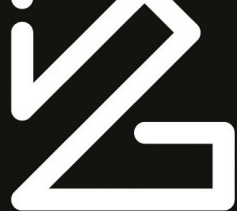
DESIGN: Marta Błaszowska

ASSOCIATES: Dariusz Borkowski/Bogusław Dawiec/Grzegorz Franczyk/Marcin Gałązka/Miłosz Grabski/Axel Jach/Michał Jaroński/Richard Jones/Krzysztof Kluza/Adam Koper/Bartosz Łuczak/Anna Mielczarek/Celina Pawlik/Marcin Sigmund/Michał Szafran/Karol Szcześniak/Bartosz Szymonik/Artur Wagner/Krzysztof Winiecki/Marcin Wrześniowski

COVER PHOTO: kmdr ppor. Radosław Pioch / 3rd Ship Flotilla // Italian MOD

PUBLISHER: MILMAG Sp z o.o, ul. Sikorskiego 22/2, 32-400 Myślenice, NIP: PL6812066653, KRS: 0000674230

ISSN: 2544-917



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ANY HOPE

FOR THE POLISH NAVY'S
SUBMARINE FLEET?





✉ MICHAŁ JAROŃSKI



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The Polish Ministry of Defense intends to decommission two remaining Kobben-class conventional submarines, ORP Sep and ORP Bielik, by the end of 2021. With the planned withdrawal of these vessels the Polish Navy's submarine fleet will be left with only one ship of this type, the Soviet-era Kilo-class ORP Orzel. With no realistic plans of acquiring new generation submarines, the fleet will lose most of its operational capabilities, limiting its potential to conducting non-complex operations at sea.

Final goodbye to the Kobben-class

In early January the Armed Forces Support Inspectorate (Inspektorat Wsparcia Sił Zbrojnych) informed that by the end of 2021 remaining two Kobben-class conventional submarines, ORP Sep (295) and ORP Bielik (297) will be definitely withdrawn from service.



Decision about their decommissioning has been taken due to the age of the vessels, which originally entered service with the Norwegian Navy in 1960's, as well as their worsening technical condition. Costly repairs, lack of proper maintenance equipment and spare parts, result in significant limitation of submarines' operational capabilities. In fact, for the past several years they

were mostly used for training of submarine crews and new cadets and Baltic Sea limited exercises.

In the early 2000's Poland acquired five Kobben-class submarines from Norway, including one which was used as a source of spare parts. Their acquisition was presented as an interim solution, intended to maintain the operational capability of Poland's submarine fleet, which

at that time was shrinking due to the gradual withdrawal of the old Soviet-era vessels.

Acquisition of Kobben-class submarines was intended to precede the procurement of next generation vessels of the Western origin. However, due to the change in Polish Armed Forces' investment priorities, naval project lost much of its importance, and *de facto*



were sidelined by procurement of new weapon systems for the army and air force.

The process of gradual withdrawal of Kobben-class submarines was launched in late 2017, when the first vessel, ORP Kondor was decommissioned. Shortly after it was followed by ORP Sokół, which left the service in June 2018.

The submarine fleet shrinking drastically

With the final two Kobben-class submarines planned for withdrawal,

the Polish Navy's submarine fleet will be left only with the single Soviet-era Kilo-class ORP Orzeł vessel.

In mid-January the vessel concluded a five-days long training period and returned to the Naval Base Gdynia. The recently finalized training precedes a series of tests which will evaluate the readiness of the vessel and its crew to commence operations at sea.

During the training session the crew of ORP Orzeł conducted a series of operations in a simulated wartime environment. It included such scenarios as protection of sea routes, shipping and navigation

control or search for, localization and tracking of enemy's vessels, establishing communications with allied vessels, self-defense and emergency crew rescue.

For the last couple of years ORP Orzeł has undergone a series of repairs and modernization, during which the vessel remained out of service. Three years ago a fire broke out on the submarine while it was undergoing maintenance work at the Gdynia Naval Base.

However, despite lengthened overhaul of ORP Orzeł and significant cost overrun of the project, the Polish Navy announced in





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mid-2019 its intention to keep the vessel in service for at least another decade.

In relation to this announcement the Polish MoD signed a contract for overhaul and repair of eight 533mm 53-65KE torpedoes, which constitute the main armament of the Polish submarine. The deal was signed with a Warsaw-based Thormex company. It has a value of 11.3 million Polish Zloty (\$346 000).

Although most of maintenance and repairs works on ORP Orzeł have already been finalized, the vessel is still far from reaching its final operational capability.

Limited operational and training capabilities

With its submarine fleet limited to a sole ORP Orzeł, the Polish Navy will lack the proper operational capabilities to meet its requirements. Protection of Poland's interests at sea, especially in the area of the Baltic Sea, which is an area specifically difficult for submarines to operate in, won't be possible to the extent envisioned by authorities.

Furthermore, Polish Navy won't be able to meet its international obligations, resulting from country's membership in NATO. Poland, due to its strategic location within the area of the Baltic Sea, would play a significant role in any potential conflict between the Alliance and Russia. In the nearest future the country will not only be able to protect its own sea lines and thwart any plans of setting up a blockade of Poland's ports and naval bases, but will also find it difficult to participate in any multinational combat operations within its area of responsibility.



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What is even more frustrating, is the fact that with the submarine fleet limited to only one vessel, which by the way is still far from reaching its final operational capability, the Navy won't be able to conduct proper training and skill improvement of submarine crews or new cadets.

In result, a number of submarines will most likely have to be transferred to other squadrons and operate on surface vessels, while others might simply leave the service. The fleet will be left with dropping numbers of officers capable of operating a vessel of this type.

Now bright sign of replacement vessels



For the last couple of years the Polish MoD aimed at filling the gap in the Polish Navy's submarine fleet by the procurement of a series of next generation vessels of this type. Under the 'Orka' programme the department planned to establish cooperation with one of the companies, which specializes in the design and production of conventional, diesel-electric submarines.

The programme called for the acquisition of 2-3 next generation submarines, equipped with the air-independent propulsion system and, if possible, capable of launching cruise missiles.

This cruise missile requirement was supposed to improve the operational capability of future Polish submarines, by enabling them to attack enemy targets, whether particular units or structure on the battlefield or objects far from enemy lines, while operating outside of the direct area of

warfare, e.g. on the Northern or Norwegian seas.

The 'Orka' programme attracted a number of European manufacturers, such as the German thyssenkrupp Marine Systems, French Naval Group and Swedish Saab. Each company spared no efforts and resources on the promotion of their offers and presentation of promising visions of industrial cooperation in Poland, which would result from the procurement deal.

For instead, the German thyssenkrupp Marine Systems offered not only the procurement of modern type 212CD conventional submarines, but also a prospect of industrial cooperation, which could have lead to setting up local production and assembly of submarines manufactured by the German company for its numerous export clients. This would also be a solution to relive the company's shipyard in Kiel.

Furthermore, thyssenkrupp Marine Systems also offered its training services for the Polish submarine crews, which would allow the Navy to maintain a number of trained and experiences naval personnel. Otherwise, the fleet would lose the manpower required to operate remaining ORP Orzeł submarine, or the vessels planned for procurement under the 'Orka' programme. Training of new submarines, only after next generation vessels are acquired, would take many years and hamper the whole rearming process.

Other companies interested in the 'Orka' programme offered their most renowned submarines, the French Scorpène and Swedish A26. In addition, Naval Group and Saab presented their vision of establishing or improving



THYSSENKRUPP MARINE SYSTEMS



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cooperation with the local defence and shipbuilding industries. As a sign of good faith the Saab outsources significant part of the construction of the new Swedish SIGINT vessel to Poland.

However, despite a lot of time and effort spent by bidding companies and Polish authorities, the 'Orka' programme so far did not lead to the procurement of anticipated submarines. Furthermore, the whole project seems to have been downgraded by the current authorities at the MoD, which don't see the modernization of the Polish Navy's subsurface fleet as a priority.

What are the other options?

Having failed with the proper finalization of the 'Orka' programme, the Polish MoD set a new goal, which called for the implementation of an interim solution – leasing or procurement of two 2nd hand vessels from one of Poland's regional allies, most likely Germany or Sweden. For the past few years it seemed likely that Warsaw will acquire two ex-Swedish Södermanland-class diesel-electric submarines, HSwMS Södermanland and HSwMS Östergötland. However, until now governments of Poland

and Sweden have not reached final agreement.

On the other hand, it is possible that the procurement of two ex-Swedish Södermanland-class submarines will turn out to be not an interim solution, but rather the final result. Just like in the case of the Kobben-class vessels acquired from Norway, which were to serve for no longer than 10 years, Swedish Södermanlands might remain in the Polish fleet for much longer, that it is currently planned. In result, the procurement of next generation submarines will once again be put off in time...again.



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Finland sends out request for Best and Final Offer for the HX Fighter Programme

The Ministry of Defense of Finland informed that the country's Defense Forces Logistics Command sent the Request for Best and Final Offer for the HX Fighter Programme on 29 January 2021. The document concerns the following multi-role fighters and their related systems and weapons: Boeing F/A-18 Super Hornet (United States), Dassault Rafale (France), Eurofighter Typhoon (UK), Lockheed Martin F-35 (United States) and Saab Gripen (Sweden). The deadline for finalised tenders is 30 April 21.

Initially, the Finnish authorities expected to launch the best and final offer phase of the HX Fighter Programme by the end of 2020. Those plans had to be revised due to the outbreak of the COVID-19 pandemic and following complications. Furthermore, the government had also to wait until the country's parliament approves the state budget for 2021.

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The Request for Best and Final Offer and the expected binding offers from bidders constitute the final phase of the HX Fighter Programme's tendering process. It began in Spring 2018, when a preliminary call for tenders and an invitation to participate in negotiations was sent by the Defence Forces Logistics Command.

Later on, in October 2019, a revised Request for Quotation (RFQ) was distributed among potential interested bidders. All responses were received by January 2020. Between each phase of the programme proper negotiations were held with bidding companies. With the Request for Best and Final Offer, each bidder is requested to compile the information provided in the previous tenders and negotiations into a final and binding package.



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The procurement of a fleet of new generation multi-role fighter aircraft to replace aging F/A-18C fighters was approved by the Parliament of Finland. The programme is supported by the country's legislature, which agreed to allocate €9.4 billion for its execution, with a five-year spending plan of €579 million per year.

Initial offers received by the MoD from different bidders differ in regards to the costs of introduction into service, construction needs and integration into the defence system. In order to reduce this differences, each tenderer will be given a tenderer-specific price limit. Furthermore, a similar option will be included in the Request for Best and Final Offer for each tenderer for later purchases and contractual changes. The price ceiling set for each tenderer is about EUR 9 billion.

The goal of the HX programme is to replace the capabilities of the fleet of currently operated F-18C/D Hornet fighter aircraft, which no longer meet the requirements of the modern battlefield.



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ORP Kontradmiral Xawery Czernicki concluded primary and dock repairs

On 3rd February 2021 the Polish Mine Countermeasures command ship, ORP Kontradmiral Xawery Czernicki (511) returned to active service, having concluded maintenance and repair process. The vessel left the Polish naval base in Gdynia and set the course to its homeport in Swinoujscie.

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PGZ STOCZNIA WOJENNA

NATO eFP Battalion Battle Group marks four years in Lithuania

On February 10 change of rotation and command ceremony of the NATO enhanced Forward Presence Battalion Battle Group (eFP BG) in Lithuania will be held at the Lithuanian Great Hetman Jonušas Radvila Training Regiment. German Armed Forces Lt Col Peer Papenbroock who has been in command of the NATO eFP BG Lithuania twice will relinquish to Lt Col Sebastian Hebisch.

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USS Donald Cook Conducts Port Visit in Batumi, Georgia

By U.S. Naval Forces
Europe-Africa.

The Arleigh Burke-class guided-missile destroyer USS Donald Cook (DDG 75) conducted an arrival ceremony in Batumi, Georgia, while making a brief stop for fuel and supplies, Feb. 5, 2021. The port visit and associated arrival ceremony symbolized the importance of relationships between allies and partners in the Black Sea region.

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LT. COL. KARL WETHE, US NAVY

The Defense Forces are learning to use the Spike LR anti-tank system

The Defense Forces of the 1st Infantry Brigade’s anti-tank company and support army are studying the operation of the long-range missile system Spike LR in the town of Jõhvi under the guidance of the instructors of the Israeli factory Rafael.

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Additional Krab SPHs for the Polish Army

The Armament Inspectorate of the Polish MoD signed an annex to the previous agreement with HSW, under which the Company will manufacture and deliver by the end of 2022 another two 155 mm Krab SPHs and accompanying vehicles. The order has a value of about PLN 100 million.

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WARMATE is designed to locate and precisely engage high-value attack targets with low collateral effect



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The V4 states will buy ammunition together

The member states of the Visegrad Group - the Czechia, Slovakia, Poland and Hungary - signed an agreement for the joint purchase of ammunition on 28 January 2021. The signing of the so-called „Letter of Intent” (LOI), signed by the national armaments directors of the V4 countries, was preceded by several months of intensive work by employees of the Armaments and Acquisitions Section of the Ministry of Defense and the Czech Armed Forces Logistics.

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STICHOŘ.MAR.ADWULATEK, POLISH MOD





Spanish AF joins NATO's enhanced air policing in Romania for the 1st time

Six Spanish Air Force Eurofighters touched down at the Mihail Koglaniceanu Air Base, Romania, on January 25, 2021, to start flying NATO Air Policing missions alongside the Romanian Air Force. Operated by a 130-strong team of Spanish Air Force personnel, the Eurofighters will be deployed in Romania under NATO's enhanced Air Policing mission to help patrol the Romanian airspace for two months.

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Poland wants to manufacture Mk44S Bushmaster II chain guns

The Huta Stalowa Wola (HSW) company, a subsidiary of the Polish Armaments Group (PGZ, Polska Grupa Zbrojeniowa) entered into discussion with Northrop Grumman about setting up licensed production of Mk44S Bushmaster II chain guns in Poland.

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Additional RPP robots delivered to the Polish Army

The Minister of Defense of Poland, Mariusz Blaszczak, informed that the Army took delivery of a batch of 17 Portable Patrol Robots (Robot Patrolowo Przenośny, RPP) from the Lukaszewicz – PIAP (Industrial Institute for Automatics and Measurements) Institute. Delivery package also included spare parts and repair sets.

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Final delivery of Poprad AA systems in 2020

The Polish Armaments Group (Polska Grupa Zbrojeniowa, PGZ) informed that one of its subsidiaries, the Warsaw based Pit-Radwar company, delivered the full batch of Poprad very short range (VSHORAD) anti-aircraft missile systems provisioned for the Polish Army in 2020. The final Poprad system was handed over in the end of November.

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Polish AF withdraws TS-11 Iskra trainer jets

At the premises of the 41st Training Air Base in Deblin a withdrawal ceremony of the TS-11 Iskra bis A trainer aircraft was held. The Polish Air Force will no longer use these jets for advanced training of its future pilots.

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Poland takes delivery of first Ford Ranger XLT vehicles

The Polish Ministry of Defense took delivery of the first batch of 100 Ford Ranger XLT tactical, all-terrain vehicles. The handover ceremony took place today at the premises of the 2nd Regional Logistics Base in Warsaw. The event was presided by the Minister of Defense, Mariusz Blaszczak, and the head of the Armed Forces Support Inspectorate, Major General Dariusz Ryczkowski.

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Slovenia will buy



C-27J Spartan transport aircraft



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With the purchase of a new transport aircraft, Slovenia will become independent in providing air transport for its own requirements. Last year's outbreak of the COVID-19 pandemic showed that the country is mostly dependent on other carriers for the evacuation of its citizens from abroad and the provision of protective equipment.

In the search for the most favourable bidder, the project group of the Slovenian Ministry of Defense highlighted the issue of meeting military technical requirements, which was essential to taking the decision to purchase a tactical



transport aircraft, and the feasibility of such a purchase from a long-term maintenance point of view. Two types of tactical transport aircraft were included in the final assessment, but after examining the military technical

requirements, the C-27J Spartan aircraft of the Italian manufacturer Leonardo proved to be the best option.

The Expert Council for Key Investments has completed the investment process, proposing

that the aircraft be procured, if possible, through a government-government mechanism with the Italian Republic. The Logistics Directorate has therefore already started procurement procedures for the aircraft under



the government-government system. The procurement process will continue as soon as the Constitutional Court of the Republic of Slovenia decides on the Act on the Provision of Funds

for Investments in the Slovenian Armed Forces in 2021-2026. Slovenian authorities have a goal of a transparent purchase of key equipment for the Slovenian Army, without intermediaries and by

providing a comprehensive service (training, provision of spare parts, maintenance throughout the entire period of use), in the shortest possible time, in accordance with the provided financial resources.



International competition

The global COVID-19 pandemic and the challenges of evacuating citizens of the Republic of Slovenia from abroad, as well as the provision

of stocks of protective equipment, proved that the Slovenian Armed Forces do not have required air-lift capabilities. In result, in the spring of 2020 the government of Slovenia agreed to the plan of

filling this gap by procurement of new transport aircraft.

The new tactical transport capability will be intended primarily for (1) providing the movement of SAF forces to the



area of operation and from the area of operation back home, (2) ensuring the resilience of SAF forces in performing combat or humanitarian tasks and (3) medical evacuation of SAF forces and evacuation of RS citizens.

The new procurement goal of SAF was presented in a series of strategic documents, such as the White Paper on Defense of the Republic of Slovenia and the Resolution on the general long-term program of development and equipping of the SAF by 2025. A market study was conducted involving manufacturers and users of potential types of aircraft belonging to the category of light (C-295 CASA manufactured by

Airbus and C-27J Spartan manufactured by Leonardo) and medium (C-130J-30 Super Hercules manufactured by Lockheed Martin; C-390 Millennium by Embraer; A-400 by Airbus) transport aircraft.

Based on the obtained data, an analysis of the minimum military technical requirements within the framework of air and cargo and survival capabilities and an economic analysis of the investment costs over the life of the aircraft were prepared. The advantages and disadvantages of each version were presented. The size of the aircraft in relation to the cargo capacity shows that the larger the aircraft, the greater the





2ITALIAN MOD











cargo space volume and payload. The same goes for costs - for a larger aircraft, there are higher purchase costs and maintenance and operating costs. It is therefore important to consider the economic viability of the investment,

Meeting operational requirements

Based on the findings of the analysis of the SAF air transport situation, identified requirements and economic justification of the investment and the fact that with

the use of new aircraft the country could transport larger masses and dimensions of cargo through the strategic air transport programs, the purchase of a new light transport aircraft was proposed as the best. Two types of tactical transport aircraft were included in the final





assessment, but after examining the minimum military technical requirements, the C-27J Spartan proved to be the best.

As the Ministry of Defense of the Republic of Italy already operates C-27J Spartan tactical transport aircraft, the Ministry of Defense of the Republic of Slovenia is currently intensively studying the possibility of purchasing its own C-27J through the government-government procedure. Inter-government sales are a way of selling that allows governments to procure defense equipment, services, and construction from other governments. The country which is the buyer in this case does not do business directly with the manufacturer of defense products or services, but the purchase of goods is made with



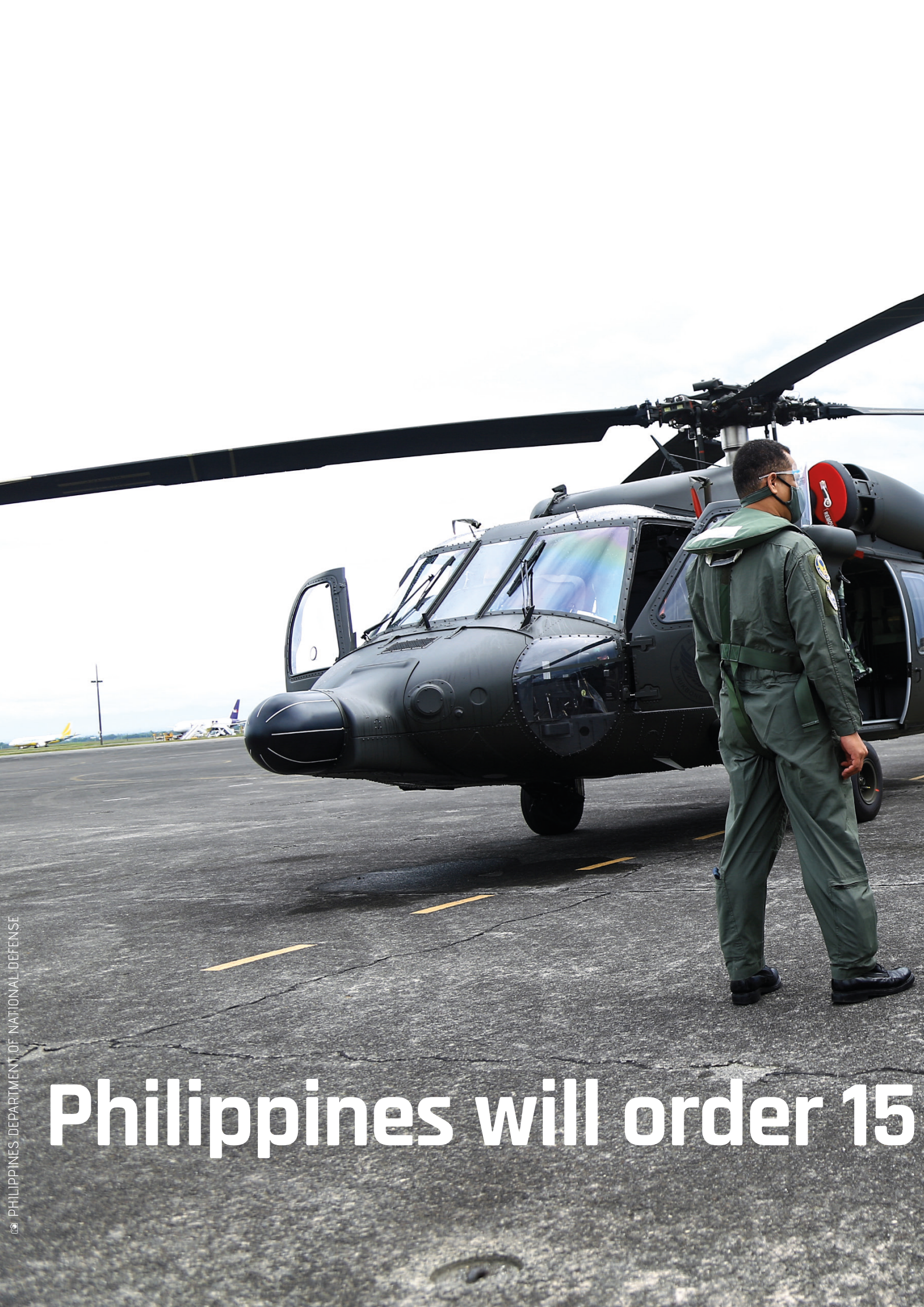
the country which is the seller in this case, from the stocks of this government or by purchasing the equipment for this purpose.

If the Ministry of Defense succeeds in purchasing the C-27J Spartan tactical transport aircraft

through the Italian government, it will also avoid potential corruption risks, as the purchase will be made directly through the Italian government. As the Italian Republic already has a C-27J Spartan tactical transport

aircraft, the future agreement will also relate to logistics, spare parts, lifecycle maintenance and pilot training on the C-27J Spartan tactical transport aircraft under a contract with the Italian government.





Philippines will order 15



more S-70i Black Hawk
helicopters from Poland

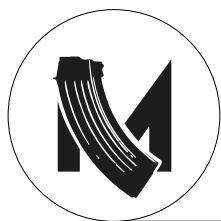
The President of Philippines, Rodrigo Duterte, approved the acquisition of additional 15 S-70i Black Hawk helicopters for the Armed Forces of the Philippines (AFP). New rotorcrafts will replace the currently operated H-1 family of helicopters, that will be decommissioned.

Initially, president Duterte wanted to procure 55 more helicopters for the military, which would be delivered before the end of his term

in 2022. However, the number was reduced to 15 due to budget constraints.

New helicopters will come on top of the 16 Sikorsky S-70i Black Hawks ordered by the AFP in April 2019 from the Poland-based PZL Mielec manufacturer, a subsidiary of Lockheed Martin. Procurement of new helicopters will allow to speed up the modernization of the country's rotary-wing fleet, which is troubled by a high number of accidents resulting from the age and technical condition of the currently used rotorcrafts.

S-70i Black Hawk helicopters will be used in a range of military



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and humanitarian missions, such as: cargo and personnel transport, reconnaissance, troop insertion and extrication, limited close air support, combat search and rescue, combat resupply,

casualty and medical evacuation and disaster relief.

The first batch of six S-70i Black Hawk helicopters was already delivered to the Philippines. The official handover ceremony took place on

10 December 2020 at Clark Air Base. The event was presided over by Secretary of National Defense Delfin Lorenzana. Among the many special guests of the event were: Lt. Gen. Allen T. Paredes, Commanding



General, Philippine Air Forces and Jarosław Szczepankiewicz, charge d'affaires a.i. of the Embassy of the Republic of Poland in Manila. Numerous representatives of the Philippine Army, took part in the

show. The remaining 10 rotorcrafts should be delivered to the Philippines in late 2021.

"Yes, the five arrived in Clark (Air base in Angeles City, Pampanga) aboard an Antonov heavy transport

plane (An-124). The sixth was loaded on a ship that will arrive on Dec. 2," Defense Secretary Delfin Lorenzana said

"We expect these aircraft to serve you well in the coming decades

and provide safety and security to all those who fly. I am looking forward to 2021 when PZL and Sikorsky will deliver the next 10 contracted helicopters” – said Janusz Zakręcki, PZL Mielec President, General Director.


The order for 16 S-70i Black Hawk helicopters was granted to PZL Mielec in April 2019 as part of the Armed Forces of the Philippines Modernization Act. It is one of the largest orders for Black Hawk helicopter, received by the

Polish manufacturer. The contract had a value of US\$241.4 million

To date PZL Mielec has manufactured almost 70 S-70i, with first deliveries beginning in 2011. The Philippines is the ninth country to acquire Polish-built Black Hawk helicopters.





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