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Quelle:
Embry-Riddle

Bundeswehr orders 31 NH90 helicopters for shipborne operations

The German Bundeswehr has ordered 31 NH90 helicopters, to be known as Sea Tiger, for the German Navy's shipborne operations. Nathalie Tarnaud-Laude, President of NH90 Helicopter Industries (NHI) and Giorgio Gomma, General Manager of the NATO Helicopter Management Agency (NAHEMA), on behalf of the Federal Office for Equipment, Information Technology and In-Service Support of the German Armed Forces (BAAINBw) signed the contract on 26 November. The helicopters will replace the German Navy's Sea Lynx Mk88A fleet which entered into service in 1981. The Bundeswehr has already ordered 18 NH90 Sea Lion naval transport helicopters, seven of which have already been delivered.

"With the Sea Lion and Sea Tiger, the German Navy will have state-of-the-art, high performance helicopters and can benefit from the advantages of a harmonized fleet," said Bruno Even, CEO of Airbus Helicopters. "We look forward to working, together with our partners, to deliver the unique naval capabilities that the NH90 NFH has to offer as early as 2025," he added.

The widespread use of the NH90 TTH by the German Army and the NH90 NFH by the German Navy enables considerable synergies in terms of logistics and training. Naval flight crews and technical staff have already been undergoing basic NH90 training together with Army's NH90 crews since the introduction of the Sea Lion.

Both the Sea Tiger and the Sea Lion are derivatives of the NH90 NFH. The Sea Tiger is based on the Sea Lion configuration, enhanced by mission capabilities and equipment in order to carry out their specific tasks. In addition to reconnaissance and transport, the shipborne Sea Tigers missions include engaging targets above and below the surface. For this purpose, the Sea Tiger is, amongst others, equipped with an active dipping sonar, passive sonar buoys, and weapons (torpedoes and missiles).

100 naval NH90 helicopters have already been delivered to six nations and have completed over 70,000 flight hours in search and rescue, humanitarian, and military operations. There are currently 430 NH90 helicopters in service worldwide that have accumulated over 270,000 flight hour

Quelle:

Airbus Press Release 26 November 2020

Boeing Responds to ANAC Approval to Resume 737 MAX Operations in Brazil

Brazil's Aviation Authority, ANAC, joined the U.S. Federal Aviation Administration (FAA) today, by rescinding the order that halted commercial operations of Boeing 737-8s in Brazil. Commercial operations for the aircraft type can take place once airlines have met the requirements outlined by ANAC's order.

"Not a day goes by that we don't remember, reflect and rededicate ourselves to ensuring accidents like the ones that led to the decision to suspend operations never happen again," said David Calhoun, chief executive officer of The Boeing Company. "Boeing worked closely with the FAA and ANAC to meet their expectations to safely return the 737 MAX to commercial service in Brazil".

Throughout the past 20 months, Boeing conducted more than 4,400 hours of testing including more than 1,350 flights. Teams of Boeing mechanics and engineers have established appropriate maintenance processes during storage and are already working to support depreservation activities for the aircraft in Brazil.

Safety is Boeing's top priority and the company will continue to work with regulators and our customers to return the airplane back into service worldwide.

Quelle:

Boeing Press Release 25 November 2020

Lockheed Martin Completes Acquisition of i3 Hypersonics Portfolio

Lockheed Martin [NYSE: LMT] has closed its acquisition of the Hypersonics portfolio of Integration Innovation Inc. (i3), a software and systems engineering company based in Huntsville, Alabama.

This acquisition expands Lockheed Martin's capabilities to design, develop and product integrated hypersonic weapon systems for its customers.

Mike Wicks, the former CEO of i3, has been named vice president of the Hypersonic Engineering & Accelerated Technologies program within the Hypersonic Strike Portfolio for Lockheed Martin Space.

Quelle:

Boeing Press Release 25 November 2020

Whitepaper: Digitales Lernen im gewerblich technischen Bereich

Digitale Lernmedien sind in der betrieblichen Weiterbildung nicht mehr wegzudenken - insbesondere in der Weiterbildung von Fach- und Führungskräften.

Das Potenzial digitaler Lernformate spielte im gewerblich-technischen Bereich spielt bisher noch eine vergleichsweise geringe Rolle und rückt erst langsam in den Fokus der Personalentwicklung.

Das Whitepaper der DEKRA Akademie beschäftigt sich pragmatisch mit:

- positiven Effekten einer digital gestützten kontinuierlichen Weiterbildung aller Mitarbeitenden insbesondere im gewerblich-technischen Bereich
- Fragen, die sich Unternehmen vor der Einführung digitaler Lernformate stellen sollten
- Faktoren, die bei der Motivation der Mitarbeitenden, sich weiterzuentwickeln, eine Rolle spielen

Das vorliegende Whitepaper wird abgerundet durch:

- kurze Praxisbeispiele aus dem sogenannten Blue-Collar-Bereich
- die Kurzvorstellung ausgewählter digitaler Instrumente
- Antworten auf häufig gestellte Fragen zur Einführung digitaler Lernformen

Es soll dazu anregen, sich mit dem Thema des digitalen Lernens zu beschäftigen und zeigen, dass E-Learning keine Frage der Unternehmensgröße ist.

Quelle:

DEKRA Press Release 20 November 2020

Lufthansa erneut erfolgreich am Kapitalmarkt

- ***Unternehmensanleihe in Höhe von 1 Milliarde Euro begeben***
- ***Hybridanleihe verlängert***

Die Deutsche Lufthansa AG hat heute erfolgreich eine unbesicherte Euro-Anleihe mit einem Gesamtvolumen von einer Milliarde Euro begeben. Die Anleihe mit einer Laufzeit von 5,5 Jahren war nach erfolgreichen Investorengesprächen am Vortag rund 4-fach überzeichnet.

Die Anleihen mit einer Stückelung von 100.000 Euro werden mit 3,0 Prozent pro Jahr verzinst und haben eine Laufzeit bis 29. Mai 2026. Die Transaktion folgte auf die erfolgreiche Begebung einer Wandelanleihe von 600 Millionen Euro durch die Deutsche Lufthansa AG am 10. November. Beide Emissionen stärken weiter die Liquiditätsposition des Unternehmens. Zum 30. September standen dem Unternehmen liquide Mittel in Höhe von 10,1 Milliarden Euro zur Verfügung (einschließlich der bislang größtenteils nicht in Anspruch genommenen Stabilisierungsmaßnahmen in Deutschland, der Schweiz, Österreich und Belgien).

"Der große Erfolg beider Transaktionen unterstreicht das Vertrauen des Kapitalmarktes in unser Unternehmen und unsere Restrukturierungsmaßnahmen. Damit können wir weiterhin eine große Vielfalt an vorteilhaften Finanzierungsinstrumenten nutzen. Bereits jetzt haben wir den größten Teil unserer im Jahr 2021 auslaufenden Finanzverbindlichkeiten in Höhe von 3,2 Milliarden Euro erfolgreich refinanziert", sagt Wilken Bormann, Executive Vice President Group Finance der Lufthansa Group.

Verlängerung der 500 Millionen Euro 5,125 Prozent Hybridanleihe

Die Deutsche Lufthansa AG hat zudem beschlossen, das erste Kündigungsrecht ihrer am 12. August 2025 fälligen mit 5,125 Prozent verzinsten 500 Millionen Euro Hybridanleihe nicht auszuüben. Das Kündigungsrecht kann somit zum 12. Februar 2026 wieder ausgeübt werden. Darüber hinaus wird der Kupon am 12. Februar 2021 neu festgesetzt (auf den dann gültigen 5-jährigen Marktzins zuzüglich einer Marge von 4,783 Prozent, wie im Prospekt der Hybridanleihe näher ausgeführt).

Quelle:

Lufthansa Press Release 24 November 2020

Drohne für die Marine – erfolgreiche See-Erprobung des Sea Falcon

Projekt VorMUAS steht vor der Einsatzprüfung.

Im Herbst ist die ESG gemeinsam mit ihren Industrie-Partnern und dem für das Projekt „Vordringliches Marine-Unmanned Aircraft System“ (VorMUAS) verantwortlichen Team des Bundesamtes für Ausrüstung, Nutzung und Informationstechnik der Bundeswehr, BAANBw, auf die Zielgerade bei der Verwirklichung eines der zentralen Zukunftsthemen für die Deutsche Marine eingebogen.

Ziel des Vorhabens ist es, der Deutschen Marine ein robustes und zuverlässiges, auf den spezifischen schiffsbasierten Einsatz ausgerichtetes UAS zur Verfügung zu stellen. Damit soll

die Fähigkeit zur bildgebenden Aufklärung mittels eines unbemannten fliegenden Systems für die Korvette K130 realisiert werden.

Wesentliche Kernforderungen:

- Lieferung eines unbemannten Systems bestehend aus einer Bodenkontrollstation und zwei Luftfahrzeugen sowie integriertem EO/IR Sensor und entsprechender Datenübertragung
- Die militärische Zulassung durch Sicherstellung des Nichtverlassens des vorgesehenen Einsatzbereichs (Fähigkeit zur automatischen Flugbeendigung)
- Automatische Starts/Landungen (ATOL) bei bis zu 20 Knoten Windgeschwindigkeit und „Sea State 3“
- F44 „Heavy Fuel“-Fähigkeit,
- Integration der Bodenkontrollstation in die OPZ sowie der Flugsegmente in den vorgesehenen Hangar der K130
- Fähigkeit zum schnellen Transfer zwischen vorgerüsteten K130

In diesem hochkomplexen Projekt, für das die ESG als Generalunternehmer und systembetreuende Firma industrieseitig Gesamtverantwortung übernommen hat, wurde in vielen Bereichen technologisches Neuland betreten, echte Pionierarbeit geleistet. Dabei galt es im Vorhaben VorMUAS auch einzelne, aufgrund der besonderen technologischen sowie zeitlichen Herausforderungen bestehende Hürden gemeinsam mit allen Projektbeteiligten zu überwinden. Im Laufe dieses Jahres wurde der Sea Falcon, auf Basis des V-200 Skeldar des Herstellers UMS, zunächst erfolgreich in die Korvette K130 BRAUNSCHWEIG integriert, inklusive aller erforderlichen Umbaumaßnahmen an Bord des Schiffes.

Anschließend wurde der Nachweis erbracht, dass das eigens für diesen Zweck, gemeinsam mit der Firma CUONICS, neu nach „DAL B“ entwickelte Flugabbruch-System zur Sicherstellung des Nichtverlassens des vorgesehen Einsatzbereichs, allen Kundenanforderungen gerecht wird, so dass eine Kat 1 Zulassung durch das Luftfahrtamt der Bundeswehr erteilt werden kann.

Parallel hierzu wurden umfangreiche Test- und Nachweisflüge inklusive der automatischen Starts und Landungen bis hin zu Sea State 3-Konditionen von der Korvette BRAUNSCHWEIG durchgeführt.

Nach der insgesamt erfolgreichen Realisierung dieser höchst anspruchsvollen Meilensteine können nun die Einsatzprüfung des Gesamtsystems beginnen und die letzten Schritte zur Herstellung der Einsatzreife und der erfolgreichen Auslieferung des Sea Falcon umgesetzt werden.

Mit dem Projekt VorMUAS haben das BAABW als Auftraggeber, die Deutsche Marine als künftiger Nutzer und die ESG mit ihren Industrie-Partnern wegweisend in Europa an Bord von Schiffen den Nachweis erbracht, dass es möglich ist, UAV auch bei Seegang und Wind sicher zu betreiben und einzusetzen. Dies konnte nur durch eine jederzeit im besten Wortsinn partnerschaftliche, zielorientierte und hoch-motivierte Zusammenarbeit aller Beteiligten gelingen. Vor diesem Hintergrund steht die ESG als das nationale Drohnenhaus und leistungsfähiger Technologie- und Innovationspartner auch für kommende Herausforderungen bei der zukunftsorientierten Weiterentwicklung des Fähigkeitsprofils an der Seite des BAABW, der Deutschen Marine und der Bundeswehr insgesamt.

Quelle:

ESG Press Release 16 November 2020

Collins Aerospace and Boom Supersonic announce strategic collaboration

- *New agreement to focus on enhancing performance and unprecedented sustainability for world's fastest commercial aircraft*

Collins Aerospace Systems, a unit of Raytheon Technologies (RTX), has signed a collaboration agreement with Boom Supersonic, the aerospace company building the world's fastest airliner, to advance nacelle technology on Boom's forthcoming flagship supersonic airliner, Overture. Overture will be the world's fastest airliner and is designed and committed to industry-leading standards of speed, safety, and sustainability.

Collins Aerospace engineers will work in concert with Boom to develop inlet, nacelle and exhaust system technologies that enable fuel-burn reduction and cutting-edge acoustics for cleaner and quieter supersonic flight. They will do this via lightweight aerostructures and variable nacelle geometry. Collins Aerospace has been providing innovative nacelle technology for more than 70 years, including development of the first commercial variable fan nozzle for high-bypass-ratio geared turbofan (GTF) engines.

"Through improved acoustics and lightweight materials systems, we can provide the next generation of supersonic propulsion systems with the nacelle technologies that not only enable higher performance and lower fuel burn, but also quieter operation," said Marc Duvall, president, Aerostructures, Collins Aerospace. "Having completed 19 nacelle certification programs over the past decade, we're uniquely positioned to collaborate with Boom Supersonic to create new propulsion-system solutions that will be key enablers of Overture's success."

The combined engineering team will be exploring the development of advanced acoustics and variable inlet and exhaust technologies required to minimize aircraft noise for passengers and airport communities while enhancing performance.

"Boom is taking an all-encompassing approach to sustainability — from our commitment to make Overture 100% carbon neutral to minimizing community noise and emissions, we're dedicated to making mainstream supersonic travel environmentally and economically sustainable," said Blake Scholl, Boom founder and CEO. "We are leveraging Collins' experience in developing more fuel efficient and noise attenuating technologies for nacelles to help us develop Overture as an environmentally responsible supersonic jet."

Boom's mission is to make the world dramatically more accessible by making supersonic travel mainstream. Overture is in its design phase with plans to finalize the configuration and begin building the first airliner while XB-1 is flying supersonic. Boom will roll out the first completed Overture aircraft in 2025, with entry into service planned for 2029.

Quelle:

Collins Aerospace Press Release 17 November 2020

Handover of eight patient transport units (PTU NG) for Airbus A330 MRTT for the MMU of NSPA

- *PTUs and Oxygen Supply Systems serve to transport intensive care patients*

Lufthansa Technik AG has recently handed over eight Patient Transport Units (PTU NG) for intensive care patients and 16 oxygen supply systems for medium to lightly injured patients to Airbus Defence and Space. The new PTUs are destined for the multinational Airbus A330 MRTT operated by the MMU (Multinational Multi Role Tanker Transport Unit) of the NATO Support and Procurement Agency (NSPA), which will also collaborate with the European Air Transport Command (EATC), and enable the transport of up to eight intensive care patients and 16 lying patients with oxygen supply systems. This makes medical evacuation missions (MedEvac) with the aircraft of the MMU fleet possible.

Shortly after the handover, training for doctors and medical staff will begin at the new units, which are to be completed by the end of November. The first installation of an A330 MRTT of the MMU is scheduled for December. This will create one of the largest and most powerful MedEvac aircraft. The national Airbus A310 MRTT fleet of the German Air Force has already been equipped with the PTU's predecessor model for almost 20 years and is now being gradually replaced.

The Patient Transport Unit Next Generation complies with NATO standards and is also approved as a civilian medical device. With the units now delivered, the model is in use on four different military and civil aircraft types. Using seat track adapters, a PTU NG can be installed in almost any aircraft within minutes, allowing the same unit to be used in a fleet of different aircraft types. A unit consists of several modules that can be assembled very quickly without tools and, due to their size and weight, can be easily handled by two persons.

The core of the PTU NG is a new oxygen system, which is suitable for the latest ventilators. These require oxygen up to three times the amount of conventional devices. Technically, the latest aviation safety requirements have been applied. The PTU NG is developed and manufactured by Lufthansa Technik in cooperation with specialists of Aerolite.

The Airbus A330 MRTT combines the advanced technology of a new generation tanker with the operational experience recorded during more than 200,000 FH in service. The A330 MRTT is interoperable with receivers worldwide and delivers true multi-role capabilities as proven during the recent MedEvac and strategic transport missions related to the COVID-19 pandemic.

Quelle:

Lufthansa Technik Press Release 19 November 2020

Diehl Aviation repositions itself with concept for the future

Aviation supplier responds to long-term slump in sales

In response to the crisis in aviation triggered by the corona virus, Aviation supplier Diehl Aviation, a leading supplier of cabin interiors and aircraft systems as well as related services, has presented a concept for its future positioning. The concept will assist the company in securing its leading position in the aviation industry.

Diehl Aviation is commencing implementation of a future-oriented project with the objective of providing the division by the end of 2022 with an economically sustainable and future-oriented cost structure, through restructuring and an innovation campaign. Since the spring of 2020, the aviation industry has suffered a slump in demand by about half due to the fall-out from the corona pandemic. Airlines and aircraft manufacturers assume that it will take years to get to back to pre-crisis levels.

Specifically, Diehl Aviation expects that the business volume in 2022 will be slightly more than half of 2019 sales levels. In its concept for the future, the company plans to retain all of its sites in Germany and to employ around 4,000 people worldwide and 3,000 people in Germany. Following a peak in employment in 2019 with around 6,000 employees and steps to improve flexibility already implemented since then, this corresponds to a reduction of up to 1,400 jobs in Germany by 2022. Lay-offs due to restructuring should be avoided to the extent possible by taking socially acceptable steps, including partial retirement, volunteer program, intra-group job portal, etc.

This will affect all divisions, sites and companies, albeit to varying degrees and to a different extent. These measures will enable Diehl Aviation to reverse the trend by 2022 and to return to profitability by 2023.

Moreover, Diehl Aviation will develop new products and get involved in new projects. Among other things, these include product innovations for touchless cabin functions in commercial aircraft, entering the Urban Air Mobility (UAM) market segment as well as taking part in the multi-national military Future Combat Air System (FCAS) project and also the development of sustainable lightweight materials as well as systems for flying with zero emissions.

On 16 November, management notified the economic committee about the concept for the future and commenced discussions with the works councils on implementing the concept. Staff were also informed about the plans. The aim is to conclude talks and commence restructuring measures in 2021.

Diehl Aviation is determined to meet the current challenges with its concept for the future and to consolidate and further expand its role as a leading supplier in the aviation industry. The company aims to remain the preferred manufacturer of cabin interiors and aircraft systems for civil and military aircraft and helicopters in the future as well. This also includes services throughout the entire life cycle for airlines and customers in the services area.

Quelle:

Diehl Press Release 16 November 2020

