

## **Auction of A380 parts**

TARMAC Aerosave gives a second life to aircraft parts

*On the 13, 14 and 15 October 2022, five hundred A380 parts will be auctioned by Airbus for the benefit of the Airbus Foundation and the AIRitage association.*

*These parts were selected following the deconstruction of MSN 13 by TARMAC Aerosave, partner of the auction.*

Lamps, the bar, stairs, handrails, trolleys, seats, paddles, and even the cockpit rescue rope: more than 500 items, mostly from the cabin of this emblematic aircraft, will be offered to enthusiasts at an auction to be held in Toulouse and on the Internet, under the hammer of Maître Labarbe.

The vast majority of the parts come from the A380 MSN13, which entered service in 2008 and was meticulously deconstructed in 2021 by TARMAC Aerosave, the world leader in the sustainable management of aircraft end of life, from maintenance to recycling , which you can discover in the video here.

Since its creation in 2007- by Airbus, Safran and Suez - TARMAC Aerosave has been implementing the most environmentally friendly processes for the dismantling and recycling of aircraft and engines. In line with current European regulations, the techniques used enable a recovery rate of more than 90% of the aircraft to be achieved.

In addition to the aircraft and engine recycling activities, TARMAC Aerosave is the European leader in storage and an important player in the transition and maintenance of aircraft. Discover these four activities in video here.

Quelle:

Airbus Press Release 03 June 2022

## **Boeing-NATO PROJECT X Challenge Spurs Innovative Ideas for Future Autonomous Capabilities**

The joint Boeing – NATO PROJECT X innovation challenge has generated new ideas for autonomous systems to reach inaccessible locations and improve situation awareness. This three-month-long intense rapid-prototyping competition allowed innovators from Dutch universities, including the Technical University of Delft, the opportunity to propose new approaches to supporting the Alliance’s most pressing needs.

Robert Weaver, deputy assistant secretary general for Defence Investment at NATO, highlighted the importance of autonomy and its digital enablers in areas such as data and artificial intelligence. “Project X sets a benchmark for new and creative ways to engage academia and industry and help Allies develop and adopt emerging technologies at the speed of relevance,” said Weaver.

“This project is a fantastic example of the great potential within such public-private partnerships and the speed of innovation we can achieve if we inspire young innovators to apply a unique and creative approach to tackling tomorrow’s challenges,” said Kim Stollar, managing director, EU & NATO Government Affairs at Boeing International. “We all agree that there is a bright future ahead of all of the PROJECT X participants.”

The two competing PROJECT X teams presented their concepts at an event in May hosted by Unmanned Valley, an autonomous technology incubator in Valkenburg, Netherlands.

“Surrounded by the leading experts from NATO, Boeing, and an incredible team, PROJECT X has given me the opportunity to finally put theory into practice, which resulted in a highly fruitful and rewarding experience that opened up a new range of opportunities,” said Dennis van Eck van der Sluijs during his team’s final presentation.

### ***Different approaches***

Supported by experts from both Boeing and NATO, the two teams, Monarch and Alpha, took two very different approaches.

Team Monarch’s concept consists of a hierarchical model of specialized unmanned aerial vehicles (UAVs) that can autonomously survey hazardous areas, evaluate risks and prioritize drone positioning. The drones’ three-level network structure facilitates an accurate assessment of dynamically changing environments. This makes the concept suitable for many applications including search and rescue, disaster management, surveillance and target detection.

Team Alpha on the other hand designed a multi-agent drone system that incentivizes UAVs to explore, identify, verify, and resolve targets of interest. The drones prioritize targets to complete the mission in the most efficient way by utilizing the presence of multiple intelligent assets and realizing the concept of egoistic altruism in machines.

Team Alpha’s concept was named winner of the PROJECT X design competition after deliberation from the jury of experts from Boeing, NATO and Unmanned Valley.

PROJECT X is a unique public-private partnership between NATO, Boeing, the Government of the Netherlands, and Dutch industry, developed as part of Boeing’s Industrial Participation program in the Netherlands, with the support of the Dutch Ministries of Defence and Economic Affairs and Climate Policy. It is exemplary of Boeing’s commitment to fostering an ever stronger industrial and innovation partnership with the Netherlands, NATO and other Allied countries across Europe.

Quelle:

Boeing Press Release 06 June 2022

### **SWISS hat vom Bund verbürgten Bankkredit vorzeitig zurückgeführt**

*SWISS hat den vom Bund verbürgten Bankkredit vor Ende der Laufzeit zurückgeführt. Die Lufthansa Group wird die Finanzierung zukünftig über den Kapitalmarkt sicherstellen. Seit Beginn der Pandemie hat SWISS nie mehr als die Hälfte des Überbrückungskredits beansprucht und insgesamt CHF 60 Mio. an Zinsen und Gebühren bezahlt. Gleichzeitig konnte das Unternehmen einen Grossteil der Arbeitsplätze in der Schweiz sichern und die Anbindung an die Welt auch während der Pandemie aufrechterhalten. SWISS hat die mit der finanziellen Unterstützung verbundenen standortpolitischen Auflagen jederzeit erfüllt und ist durch die Restrukturierung zu finanzieller Stabilität zurückgekehrt.*

Swiss International Air Lines (SWISS) hat per Ende Mai 2022 den vom Bund verbürgten Bankkredit zurückgeführt. Aufgrund der stabileren pandemischen Lage sowie der positiven Entwicklung der Liquiditätssituation infolge gelockerter Reisebeschränkungen ist SWISS nun in der Lage, sich über die Lufthansa Group am Kapitalmarkt zu finanzieren. Damit löst sich SWISS von dem zu 85% durch den Bund verbürgten Bankkredit noch vor Ende der regulären Laufzeit 2025. Seit Beginn der Kreditlaufzeit hat SWISS nie mehr als die Hälfte des Kredits in Anspruch genommen und insgesamt CHF 60 Mio. an Zinsen und Gebühren bezahlt.

Reto Francioni, Verwaltungsratspräsident von SWISS: „Die Corona-Pandemie hat weltweit die grösste Krise seit Bestehen der Luftfahrt ausgelöst. SWISS ist dem Bund unter Federführung des Finanzdepartements dankbar, dass er in einer sehr schwierigen Phase an die Zukunft von SWISS geglaubt hat. SWISS hat bewiesen, dass in dem Unternehmen enorm viel Substanz und Zukunftspotenzial vorhanden ist. Bund, Banken und SWISS haben gemeinsam in einem grossen Kraftakt sichergestellt, dass eines der wichtigsten Unternehmen für die Schweizer Wirtschaft die akute Bedrohung infolge der Coronakrise erfolgreich meistern konnte.“

### **SWISS hat Auflagen des Bundes erfüllt**

SWISS hat nach Ausbruch der Pandemie im März 2020 umgehend reagiert und umfassende Kostensparmassnahmen eingeleitet, um den Liquiditätsabfluss zu reduzieren. Weiter hat die Lufthansa Group SWISS in der Pandemie mit Darlehen von einer halben Milliarde Franken unterstützt. Der vom Bund verbürgte Bankkredit war an standortpolitische Auflagen geknüpft, deren Einhaltung von der Schweizer Luftfahrtstiftung überwacht wurde. Dabei stand die proportionale Entwicklung von SWISS zu den Fluggesellschaften der Lufthansa Group im Vordergrund.

Dieter Vranckx, Chief Executive Officer von SWISS und Verwaltungsratspräsident von Edelweiss: „Wir sind dem Bund sehr dankbar, dass er zusammen mit den Banken SWISS und Edelweiss während der Corona-Pandemie die benötigte Liquidität zur Verfügung gestellt hat. Dadurch konnten wir einen Grossteil der Arbeitsplätze in der Schweiz und nachhaltig wettbewerbsfähige Kostenstrukturen sichern sowie die Anbindung an die Welt auch während der Pandemie aufrechterhalten. Zudem konnten wir unseren Hub in Zürich im Einklang mit den anderen Drehkreuzen der Lufthansa Group hochfahren und unser Flugangebot proportional entwickeln.“

### **Durch Restrukturierung zurück zu finanzieller Stabilität**

SWISS hat im Sommer 2021 eine Restrukturierung eingeleitet und im Zuge dessen die Flotte um rund 15 Prozent reduziert und bis Ende 2021 rund 1.700 Vollzeitstellen abgebaut. Markus Binkert, Chief Financial Officer von SWISS: „Die eingeleiteten Massnahmen zeigen

Wirkung. Nach kumulierten Verlusten von mehr als CHF 1 Mrd. in den letzten beiden Jahren konnten wir nun zu finanzieller Stabilität zurückkehren und im ersten Quartal dieses Jahres einen positiven Cashflow generieren. Dies ermöglicht, dass wir uns vorzeitig von der Unterstützung durch den Schweizer Staat lösen und uns über die Lufthansa Group am Kapitalmarkt finanzieren.“

Quelle:

Lufthansa Press Release 09 June 2022

### **Safran Announcement Hints At Secret Lockheed Aircraft**

A cryptic news release by Safran Landing Systems Canada Inc. hints at the existence of a secret Lockheed Martin aircraft project.

The May 31 news release announces that the Canadian landing gear specialist has received a contract from Lockheed to support a “future aircraft.”

“This new structure will include a clean sheet design of the nose and main landing gear,” the press release says.

No further details were provided.

Lockheed has no announced new aircraft in development, but is competing for the Next Generation Air Dominance programs launched by the U.S. Air Force and Navy.

Historically, Lockheed’s Skunk Works has developed dozens of aircraft with various levels of secrecy. Some entered production for the Air Force, such as the RQ-170, F-117 and SR-71. Others, such as the X-44A and P-175 Polecat unmanned aircraft systems, functioned as company-funded technology demonstrators.

A spokeswoman for Lockheed’s Advanced Development Programs unit, also known as Skunk Works, declined to elaborate on the Safran press release.

“I don’t have any details to share on this effort,” the Lockheed spokeswoman says.

Last August, the Skunk Works formally opened a new manufacturing building on its compound in Palmdale, California, to support several secret and classified projects.

Quelle:

Aviation Week Network 07 June 2022

### **ILA Berlin 2022: MTU Aero Engines stellt Zukunftstechnologien vor**

- **Evolutionäre und revolutionären Antriebskonzepte für emissionsfreies Fliegen**
- **Technologien für den neuen europäischen Fighter-Antrieb NEFE**
- **Beteiligung am Future Lab**

„Pioneering Aerospace“ lautet das Thema der diesjährigen ILA in Berlin und „Driven by visions of tomorrow“ das Motto der MTU Aero Engines. Deutschlands führender Triebwerkshersteller zeigt auf der deutschen Luftfahrtschau vom 22. bis 26. Juni 2022 das,

wofür er bekannt ist: innovative Technologien für die zivilen Antriebe von morgen und übermorgen, schubstarke militärische Triebwerke und passgenaue Instandhaltungslösungen. Ein weiterer Schwerpunkt sind die breit gefächerten Job- und Karrierechancen im Unternehmen.

Emissionsfreiheit lautet das große Ziel der zivilen Luftfahrt und die Vision der MTU. Dafür haben die Triebwerksexpert:innen so zukunftsweisende Antworten wie noch nie: evolutionäre Weiterentwicklungen der Fluggasturbine auf Basis des Getriebefans und revolutionäre Antriebskonzepte, wie den Water-Enhanced Turbofan (WET Engine) und die Fliegende Brennstoffzelle, die weit vor dem Jahr 2050 auf den Markt kommen sollen. Präsentiert werden die Konzepte auf dem rund 300 Quadratmeter großen Messestand des Unternehmens in der Halle 4, Nr. 320, in Form von Modellen und einem Technologie-Exponat: Ein 85-Zoll-Bildschirm wird entlang eines stilisierten Triebwerks bewegt und stellt interaktiv die MTU-Technologien im Detail dar.

Erstmals der Öffentlichkeit vorgestellt wird die fortgeschriebene Technologie-Agenda Clean Air Engine (Claire) der MTU. In ihr sind Lösungsmöglichkeiten und Potenziale für nachhaltige zivile Antriebe formuliert – aber auch Zeithorizonte: In drei Etappen geht's zum emissionsfreien Fliegen. Eine wichtige Rolle spielen alternative, nachhaltige Kraftstoffe.

Auch im militärischen Bereich ist die MTU auf der ILA breit aufgestellt: Auf dem Messestand zu sehen sind ein Eurofighter-Antrieb EJ200, ein A400M-Antrieb TP400-D6 sowie der Hubschrauber-Antrieb T408 der Sikorsky CH-53K. Natürlich darf auch NEFE, der Antrieb des Next European Fighters nicht fehlen: Konzeptideen innovativer Einzeltechnologien werden dargestellt und erläutert. Aktiv ist die MTU auch im FCAS-Chalet (Reihe West, Nr. 10 – 11) im Rahmen von EUMET und im Military Support Center in der Halle 3 - MTU-Experten stehen für Gespräche zur Verfügung.

Gezeigt werden auf der ILA auch innovative Reparaturtechnologien made by MTU in Form eines interaktiven Holo-Touch-Exponats. Vertreter der MTU Maintenance stehen mit ihrer Expertise bereit. Und auch Kolleg:innen der MTU-Personalabteilung sind vor Ort und möchten für Schub in persönlichen Karrieren sorgen.

Abgerundet wird der Auftritt von Deutschlands führendem Triebwerkshersteller von zahlreichen Vorträgen und Teilnahmen an Fachgesprächen und Expertenrunden. Sie finden etwa im Rahmen des Future Labs (Halle 4, Stand Nr. 230) statt. Hier ist auch eine Technologie-Vitrine der MTU mit Bauteilen und neuesten Werkstoffen zu sehen. Und auch am Vortag der Messe, am 21. Juni, ist die MTU zahlreich auf dem Berlin Aviation Summit vertreten.

Quelle:

MTU Press Release 07 June 2022

### **China's stealth drone ship wraps up 1st autonomous sea trial**

China's first domestically developed 200 ton-class unmanned surface vessel, characterized by its capabilities in stealth and far sea operation, has wrapped up its first autonomous sea trial, with analysts saying that drone ships like this can provide new tactics for naval warfare including distributed operations and swarm combat.

The sea trial took place in waters near Panzhi Island in Zhoushan, East China's Zhejiang Province on Tuesday and ended in success after three hours of data collection, China Central Television (CCTV) reported on Thursday.

The vessel has a displacement of about 200 tons, a length of more than 40 meters and a trimaran design. The unmanned surface vessel has a top speed of more than 20 knots, can carry out tasks under sea state 5, or rough waves, and can sail safely under sea state 6, or very rough waves, CCTV reported.

Some of the technical parameters of the vessel, including its detection range, stealth capability, integrated power system and comprehensive environmental awareness, are world-leading, media reports said.

"The voyage results are almost identical to what we expected. Next, we will conduct collision avoidance tests for the drone ship and further examine the vessel's performance," Zou Long, the on-site leader of the project, was quoted by chinanews.com as saying.

Zhejiang-based Beikun Intelligent Technology company started the project with research and development in late 2015, aiming to build a hundred ton-class, intelligent, autonomous and highly stealthy unmanned surface vessel with the ability to cruise in high sea conditions while making little noise.

The ship was launched on August 28, 2019 in Jiujiang, East China's Jiangxi Province, and sailed for 1,000 nautical miles in about 30 voyages in the Boyang Lake before arriving in Zhoushan in 2021, proving its initial navigational capability prior to the first sea trial, the report said.

With characteristics like outstanding stealth and high situational awareness, the drone ship could see military applications and provide many new tactics in naval warfare, a Beijing-based military expert who requested anonymity told the Global Times on Thursday.

There's no risk of casualties with unmanned equipment, so the drone ship can be sent into dangerous combat zones to carry out reconnaissance, anti-submarine, anti-aircraft or anti-ship missions with corresponding equipment, the expert said.

A group of drone ships can work as vanguards or scouts either for coastal defense or in a flotilla of larger warships with crews at far sea. They can be far away from each other and carry out distributed operations, meaning that enemies will have a hard time taking them out one by one, or they can form a swarm and overwhelm the enemies, the expert explained.

China is building an even more advanced, large drone ship. On May 31, the No.716 Research Institute of China State Shipbuilding Corp started construction of China's most advanced large unmanned ship, which is characterized by its high speed, long endurance and fully domestically developed propulsion system.

Quelle:

Global Times Network 09 June 2022

## **Rheinmetall und KMW gründen Joint Venture zur Wartung von NATO-Fahrzeugen im Baltikum**

Rheinmetall und Krauss-Maffei Wegmann (KMW) haben ein Joint Venture in Litauen gegründet, um Gefechtsfahrzeuge der litauischen sowie weiterer im Baltikum stationierten NATO-Streitkräfte umfassend logistisch betreuen zu können. Dabei sollen Synergieeffekte genutzt und die multinationale Interoperabilität von Streitkräften und Industrie der NATO-Staaten gefördert werden. Das Unternehmen mit dem Namen „Lithuania Defense Services“ hat jetzt in Jonava seine Arbeit aufgenommen. Beide Joint Venture-Partner halten jeweils 50 Prozent der Anteile. Geschäftsführer wird Sebastian Dietz.

Das hochmoderne Wartungs- und Logistikzentrum in Jonava ist ein rund 12.000 Quadratmeter großes Gelände. Es liegt strategisch günstig in der Nähe der Garnison Rukla – dem größten Militärstandort Litauens, an dem auch die NATO-Battlegroup Lithuania stationiert ist – und verfügt über eine direkte Bahnverbindung.

Eine zentrale Aufgabe des Unternehmens wird es sein, die geschützten Mannschaftstransportfahrzeuge Boxer in der litauischen Version „Vilkas“ zu betreuen. Darüber hinaus sollen weitere Gefechtsfahrzeuge der baltischen Staaten sowie die von den während der Enhanced Forward Presence-Rotationen im Baltikum stationierten NATO-Streitkräften eingesetzten Gefechtsfahrzeuge instandgesetzt werden. Hierzu zählen die gemeinsamen Systeme Boxer und Schützenpanzer Puma, der Bergepanzer 3 Büffel in unterschiedlichen Varianten sowie der Kampfpanzer Leopard 2 und die die Panzerhaubitze 2000. Rheinmetall und Krauss-Maffei Wegmann verfügen bei all diesen Plattformen als Original Equipment Manufacturer (OEM) über eine unerreichte Expertise. Die Präsenz der Partner vor Ort bietet den NATO-Staaten kürzere Reaktionszeiten und eine bessere Sicherheit der Versorgungskette durch den Ausbau regionaler Kapazitäten.

Quelle:

Rheinmetall Press Release 08 June 2022

## **2Excel Aviation and Israel Aerospace Industries Demonstrated IAI's Maritime Heron UAS to UK Government and Civil Observers**

- The Heron UAS achieved 100% of its planned scenarios, despite the challenging seasonal weather conditions
- Following the demonstration, 2Excel and IAI received positive feedback from the UK Civil Aviation Authority

Israel Aerospace Industries (IAI) and 2Excel Aviation successfully completed a demonstration of IAI's Maritime Heron UAS in a series of live, Beyond Visual Line of Sight maritime search and ISR scenarios. The demonstration was based out of West Wales Airport in Aberporth, Wales. Attending the demonstration were in-person and virtual observers from the UK Ministry of Defence, Government and the Civil sector. Following the demonstration, IAI and 2Excel received positive feedback from the UK Civil Aviation Authority.

The Heron UAS was ready to fly within 36 hours of arriving at West Wales and maintained full serviceability throughout the period of the deployment. The Heron UAS achieved 100% of its planned scenarios, despite the challenging seasonal weather conditions. The system demonstrated that it is highly capable in missions including search and rescue, border protection, fisheries patrol, safety at sea, small boat detection and surveillance and other activities.

In-person attendees were able to make requests of the system, which were relayed live to the Ground Control Station (GCS) during the presentation. Rule-based scenarios were also demonstrated via IAI's Starlight data exploitation tool, which received inputs from the Heron UAS' multi-mission radar, EO/IR sensor and AIS. Points of interest were then generated using Starlight's Artificial Intelligence (AI) and data processing engine to produce Actionable Intelligence, Insights and Maritime Awareness. Data gathered was simultaneously broadcast to in-person and virtual attendees using IAI's data dissemination tool (Commander's Remote Imagery Situation Picture – CRISP).

**Moshe Levy, IAI Executive Vice President and General Manager of the Military Aircraft Group**, said: "The Heron's overwhelming success throughout the demonstration is thanks to effective and efficient cooperation with IAI's world-class partner at 2Excel. This demonstration signifies the growing bond between IAI and the UK industry. The Heron UAS is a cutting edge, world-class system, paired with IAI's supportive data-gathering and analysis technology, which provides the customer with tailored solutions. I am sure this demonstration will lead to future endeavors and hope to see the Heron fly again in U.K. skies soon."

**Andy Offer, Co-Founder and Director of 2Excel Aviation**, said: "2Excel and IAI together demonstrated they can operate a very capable Medium Altitude Long Endurance (MALE) platform in the UK within the constraints of the current regulatory environment. It is another shining example of us being able to do difficult things well. The feedback from the UK Civil Aviation Authority was very positive and we feel confident about the roadmap for future unmanned operations across our suite of contract air services."

Quelle:

IAI Press Release 09 May 2022



## **Saab to Divest Laser Rangefinder Business**

*Saab AB and Lumibird SA have today completed a transaction whereby Lumibird, through a newly established Swedish subsidiary based in Gothenburg, is acquiring Saab's laser rangefinder business.*

The transaction, which was signed in March 2021, was subject to a number of conditions, all of which now have been fulfilled. As part of the transaction, 27 Saab employees in Gothenburg will be affected and join the newly established subsidiary Lumibird Photonics Sweden AB. The divested operations had revenues of around EUR 10 million in 2021.

“The divestment is yet another stage in the increased focus on our core business and we are convinced that the laser business makes a good strategic fit within the Lumibird Group,” says Carl-Johan Bergholm, head of Saab's business area Surveillance.

Quelle:

SAAB Press Release 31 May 2022

## **AKERON, the new unique family of fifth-generation combat weapons**

***MBDA presents AKERON, a unique family of fifth-generation tactical combat missiles, a quantum leap from the third and fourth generation weapons currently available on the market. This family includes the MMP and MHT missiles, now renamed AKERON MP and AKERON LP respectively.***

With AKERON, MBDA is now offering a family of missiles that can adapt to the needs of collaborative tactical combat.

Today's combat units operate in a variety of complex environments. These can be urban areas, open countryside, deserts or mountains, during the day or at night; and can also feature a combination and/or variety of forces, both allied and adversary. To respond to the wide range of threats they face, operators must be equipped with a versatile and precise capability enabling them to destroy fixed or mobile land targets – including the latest-generation tanks and light combat vehicles – but also neutralize dismounted adversaries or adversaries in hardened or defensive fighting positions. All whilst minimizing the risk of collateral damage. Operators also need to be protected during engagements with simplicity of implementation, the capacity to “fire and forget” or engage a target while remaining hidden from sight.

Designed for these operational realities, the AKERON family of missiles incorporates the latest technologies in terms of high-resolution multi-band imagers, multi-effect warheads (anti-tank, anti-infrastructure, anti-personnel), data links, and multi-mode guidance algorithms based on AI techniques. All ensuring robust and precise guidance at any distance, in all conditions. Each has their own specifications in order to be perfectly adapted to the missions of the combat units and platforms using them.

Operators thus have the broadest spectrum of tactical options to deal with their targets, thanks to the many possible modes of engagement. These include ‘fire and forget’, human-in-the-loop, locking the target before firing (LOBL), or locking on after firing (LOAL), which facilitates firing beyond line of sight (BLOS).

The missiles of the AKERON family meet current and future operational needs for dismounted combat as well as from land, air (helicopter, UAV) and even naval platforms. They are also ideal for integration into the digital environment of the battlefield, and suited for collaborative combat.

Quelle:

MBDA Press Release 08 June 2022