

Airbus opens first service centre dedicated to the entire lifecycle of an aircraft

The Airbus Lifecycle Services Centre (ALSC) has started its operations in Chengdu (China), offering solutions to manage the entire lifecycle of an aircraft. This centre is the first of its kind to cover, as a one-stop shop, the full range of activities from aircraft parking and storage to maintenance, upgrades, conversions, dismantling and recycling services for various aircraft types, as well as the controlled distribution of used parts from dismantling.

The Airbus Lifecycle Services Centre in Chengdu is certified by both the European Union Aviation Safety Agency (EASA) and the Civil Aviation Administration of China (CAAC).

The Airbus Lifecycle Services Centre covers a surface area of 717,000 square metres and has a storage capacity of 125 aircraft. The site will progressively ramp up operations between now and 2025, directly employing up to 150 employees. The main buildings have obtained the LEED⁽¹⁾ (Leadership in Energy and Environmental Design) certification for their construction, which is a first step to reduce the environmental impacts of operations at the ALSC site.

“I’m glad to see the Airbus Lifecycle Services Centre enter into service in Chengdu,” said Cristina Aguilar, Airbus SVP Customer Services. “It echoes our purpose to pioneer sustainable aerospace and shows our approach to environmental responsibility across the entire aircraft lifecycle. Our service centre is a great example of Chinese-European cooperation in the development of the circular economy for the aviation industry.”

The Airbus Lifecycle Services Centre unites under one roof a joint venture between Airbus, Tarmac Aerosave and the city of Chengdu, along with the Airbus company Satair. Tarmac Aerosave brings its more than 15 years of proven expertise in efficient aircraft storage, dismantling and recycling to the project. Located in the same centre, Airbus company Satair will acquire ageing aircraft and trade and distribute the used parts to complete the full scope of lifecycle services. 75 percent of the aircraft stored in the centre are expected to fly again after storage and upgrade by the joint venture. The remaining aircraft will be dismantled with the unique Tarmac Aerosave process, recovering around 90 percent of the aircraft weight.

Quelle:

Airbus Press Release 24 January 2024

French Ministry of Interior orders 42 H145 helicopters

The French Armament General Directorate (DGA) ordered 42 new H145 helicopters at the end of 2023, on behalf of the Ministry of Interior, with deliveries set to start in 2024. Of these 42 helicopters, 36 are destined for the French rescue and emergency response agency, Sécurité Civile, while the French law enforcement agency, Gendarmerie Nationale, will use six. The contract includes an option for a further 22 H145s for the Gendarmerie Nationale and a range of support and service solutions from training to spare parts, as well as a complete initial support package for the aircraft.

“We have a long standing relationship with the Gendarmerie Nationale and the Sécurité Civile and I am very proud that we will add another chapter to our shared story,” said Bruno Even, CEO of Airbus Helicopters. “The H145 has already proven its worth with the Sécurité Civile conducting many rescue missions in the difficult mountainous environment of the French Alps”, he added. “The H145 is operated by many law enforcement agencies across the world.

The Gendarmerie will benefit from a state-of-the-art helicopter equipped with the latest mission systems,” he explained.

The Sécurité Civile currently operates four five-bladed H145s, ordered in 2020 and 2021. The 36 H145s will progressively replace the 33 EC145s currently in operation for rescue and air medical transport services, throughout France.

The six H145s will initiate the renewal of the Gendarmerie’s fleet, composed of Ecureuils, EC135s and EC145s. They will be equipped with an electro-optical system and a mission computer to perform the most demanding law enforcement missions.

Certified by the European Union Aviation Safety Agency in June 2020, this new version of Airbus’ best-selling H145 light twin-engine helicopter brings a new, innovative five-bladed rotor to the multi-mission helicopter, increasing the useful load by 150 kg while delivering new levels of comfort, simplicity, and connectivity. Powered by two Safran Arriel 2E engines, the H145 is equipped with full authority digital engine control (FADEC) and the Helionix digital avionics suite. It includes a high performance 4-axis autopilot, increasing safety and reducing pilot workload. Its particularly low acoustic footprint makes the H145 the quietest helicopter in its class. Today, Airbus has more than 1,675 H145 family helicopters in service around the world, logging a total of more than 7.6 million flight hours.

Quelle:

Airbus Helicopters Press Release 24 January 2024

Ergebnisse und aktueller Stand des österreichischen Forschungsprogrammes FORTE

In dieser Woche hatten wir einmal mehr Gelegenheit, wichtige Ergebnisse und den aktuellen Stand des österreichischen Forschungsprogrammes FORTE einem hochrangigen Publikum vorzustellen. Neben der Ministerin für Landesverteidigung, Frau Klaudia Tanner, Staatssekretär Florian Tursky aus dem Bundesfinanzministerium und weiteren Politikern waren auch verschiedene Vertreter der Generalität des österreichischen Bundesheeres zugegen.

Ein Forschungsthema aus dem FORTE Programm beschäftigt sich unter der Beteiligung von AUTOFLUG und den österreichischen Unternehmen Joanneum Research und Grabher Group mit dem „Transport von kontaminierten Personen“. Präsentiert wurde ein erster Demonstrator, der im wesentlichen aus einem Innenraumzelt besteht, welches weitere Passagiere und Besatzung außerhalb des Zeltens vor einer möglichen Kontamination schützt. Das Zelt besteht dabei aus einer permeablen Membran, dank derer durch die Verwendung von Aktivkohle-Schichten auf aufwendige Filteranlagen verzichtet werden kann. Ergänzt wird das System durch umfassende Biosensorik, die eine permanente Überwachung der Personen im Zelt ermöglicht.

Eine weitere Besonderheit ist das Trägersystem der Lösung. Zum Einsatz kommt die modulare Palettenlösung AUTOFLUG MULTIBASE, in der das Zelt sicher verbaut wird. Dank standardisierter Größe im HCU6 Format ist eine extrem schnelle Verbringung in den aktuellen und zukünftigen Militärtransportern möglich. Dies umfasst die C-130 von Lockheed Martin sowie die zu beschaffenden C390 von Embraer.

Weitere Untersuchungen haben gezeigt, dass sich durch die Verwendung von TOXICSHIELD auch kontaminationsgeschützte Innenräume in Hubschraubern wie beispielsweise dem S-70 des österreichischen Bundesheeres realisieren lassen.

Quelle:

AUTOFLUG Press Release November 2023

Akasa Air Orders 150 More Boeing 737 MAX Jets For Domestic and International Expansion

- *India's fastest-growing airline nearly triples 737 order book to meet rising demand*
- *All-737 operator adds 737-10 to its single-aisle fleet and additional 737-8-200s*

Boeing [NYSE:BA] and Akasa Air announced today the Indian carrier has placed a follow-on 737 MAX order, confirming 150 more fuel-efficient jets in its order book. The purchase of 737-10 airplanes and additional 737-8-200 jets by India's all-737 operator was revealed at the Wings India 2024 airshow.

Akasa Air will leverage the 737 MAX family to expand its domestic and international network in the coming years. Since launching operations in 2022, the airline has captured approximately 4% of India's domestic market, serving 18 destinations with a fleet of 22 737 MAX jets.

"We are excited to announce this historic order for 150 new Boeing airplanes, increasing our total orders from Boeing to 226 jets. In addition to supporting our rapid domestic expansion, the efficiency and economics of these new airplanes position Akasa to launch international routes in the coming months," said Vinay Dube, Akasa Air founder and CEO. "The lower carbon emissions of the 737 MAX family allow us to remain focused on sustainable operations, while also providing our environmentally conscious passengers with a more comfortable way to fly. Sustainability is at the core of our business, and we strive for more opportunities to reduce our impact to the environment."

Both 737 MAX variants will provide Akasa Air with added capacity and range on new and existing routes, while reducing fuel use and carbon emissions by 20% compared to older-generation airplanes.

"This milestone demonstrates the strength of our partnership with Akasa Air and is a testament to the capabilities of the 737 MAX family to further the airline's operational priorities," said Stephanie Pope, Boeing Chief Operating Officer. "The efficiency and versatility of the 737-10 and 737-8-200 will support Akasa Air's expansion to meet soaring demand for air travel in the region for many years to come."

As Akasa Air looks to expand its network in India and South Asia, Boeing's 2023 Commercial Market outlook forecasts delivery of 2,705 new commercial airplanes over the next 20 years for the region, of which nearly 90% will be single-aisle jets.

This order finalized in December 2023 and was unidentified on the Boeing Orders & Deliveries website. Previous Akasa Air orders can be found on Boeing.com:

- [Akasa Air Orders 72 Fuel-Efficient 737 MAX Airplanes to Launch Service in Fast-Growing Indian Market](#)
- [Akasa Air Orders Four 737-8s To Support International Growth Plans](#)

Quelle:

Boeing Press Release 18 January 2024

COMAC

Mission: To let China-made large aircraft fly in the blue sky.

Vision: To deliver safer, cost-effective, comfortable and environment-friendly commercial aircraft.

Trunk Liner Enterprising Spirits: Building China into a leader in aviation, "Four Long-Terms", and "never give up".

Commercial Aircraft Corporation of China, Ltd. (COMAC) functions as the main vehicle in implementing large passenger aircraft programs in China. It is also mandated with the overall planning of developing trunk liner and regional jet programs and realizing the industrialization of civil aircraft in China. COMAC is engaged in the research, manufacture and flight tests of civil aircraft and related products, as well as marketing, servicing, leasing and operations of civil aircraft.

COMAC, headquartered in Shanghai, was founded on May 11th, 2008. It is jointly invested by State-Owned Assets Supervision and Administration Commission (SASAC) of the State Council, Shanghai Guo Sheng (Group) Co., Ltd., Aviation Industry Corporation of China (AVIC), Aluminum Corporation of China Limited (CHALCO), China Baowu Steel Group Corporation Limited, and Sinochem Corporation. At the end of 2018, new shareholder units including China National Building Materials Group Co., Ltd. (CNBM), China Electronics Technology Group Corporation (CETC), and China Reform Holdings Corporation Ltd. joined in. The present Secretary of the Party Committee and Chairman of the Company is Mr. He Dongfeng, and the present Deputy Secretary of the Party Committee and President of the Company is Mr. Zhou Xinmin.

COMAC owns the following member organizations: Design and Research Center (Shanghai Aircraft Design and Research Institute), Assembly Manufacturing Center (Shanghai Aircraft Manufacturing Co., Ltd.), Customer Service Center (Shanghai Aircraft Customer Service Co., Ltd.), Beijing Research Center (Beijing Aeronautical Science & Technology Research Institute), COMAC Flight Test Center, Capability & Supporting Center (Shanghai Aviation Industrial (Group) Co., Ltd.), COMAC Marketing & Sales Center, Press Center (Shanghai Commercial Aircraft Magazine Co., Ltd.), COMAC Academy (Party School of COMAC Committee of CPC), COMAC Sichuan, American Corporation, COMAC Flight Test Center (Dongying), COMAC Capital Co., Ltd., and COMAC Finance Limited Liability Company. The company also has its American Office and European Office in Los Angeles and Paris respectively. COMAC is a shareholder of China-Russia Commercial Aircraft International Co., Ltd., Chengdu Airlines Co., Ltd. and SPDBank Financial Leasing Co., Ltd.

Quelle:

COMAC

ESG - Interoperability enabler for multi-domain operations during "Timber Express 2023"

The Timber Express 2023 exercise focussed on the interaction between different players along the entire sensor-to-effector chain. Within the NATO Secret environment, the aim was to provide a standardised situation picture from different data link variants - real interoperability within a highly complex information and communication network. In addition to the German Air Force, Army, Navy, Cyber and Information Space Organisation and the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support, NATO and other partner nations also participated in the exercise. New this year, as a result of the network between sensors, command and control, and effectors, was the live firing. Connection to the Link 16 network was provided by the Joint Fire Support multi-link gateway, enabling the sensor-to-effector concept to be mapped digitally across all branches of the armed forces: Targets at the Munster training area were reconnoitred by Air Force Tornados and engaged by Army PzH 2000 self-propelled howitzers. The firefight was coordinated by the Joint Fire Support Coordination Group in Jagel, which was connected to the firing unit in Munster via a long-distance connection (RBM SatCom) through the ADLER system.

During Timber Express 2023, ESG Elektroniksystem- und Logistik-GmbH supported the Bundeswehr in testing all forms of tactical data links between the participating entities and was thus able to contribute to the success of the exercise. Among other things, the ESG tested the connection between the Joint Terminal Attack Controllers, equipped with the ESG software EAGLE2 for digitally-aided close air support, to various weapon systems such as the Tiger attack helicopter or the H145M special forces helicopter. Further link connections were implemented via the Link 16 network as a radio network and as a "wire network protocol" with the Joint Fire Support multi-link gateway. ESG took part in the exercise as part of the projects "Dismounted Joint Fire Support Team", "Joint Fire Support multi-link gateway" and "Joint Fire Support Coordination Group" to support the system users.

ESG has been one of the leading German providers of design, integration, operation and in-service support of complex, security-related electronic and IT systems for more than five decades. In Germany and internationally, ESG provides products and services for customers from government authorities, the fields of defence, public security and industry. ESG is a certified aviation company for aircraft and aviation equipment for the Bundeswehr (German Federal Armed Forces) and an aviation engineering company in line with EASA Part 21J, EASA Part 21G and EASA Part 145. As a special systems company for mission avionics, simulation and training, as well as special deployment systems, ESG offers customised solutions. Independent process and technology consulting is one of ESG's key competencies. Technology transfer between markets is what makes a significant contribution to our customers' added value.

Quelle:

ESG Press Release 15 January 2024

Slowenien beschafft IRIS-T SLM im Rahmen von ESSI

Diehl Defence unterzeichnete am 25. Januar mit dem Bundesamt für Ausrüstung, Informationstechnik und Nutzung der Bundeswehr (BAAINBw) im Rahmen der European Sky Shield Initiative (ESSI) einen Kaufvertrag über die Beschaffung des Luftverteidigungssystems mittlerer Reichweite IRIS-T SLM. Annette Lehnigk-Emden, Präsidentin des BAAINBw, vereinbarte im Namen und mit einer Vollmacht der Republik Slowenien mit Helmut Rauch, CEO von Diehl Defence, die Beschaffung des bodengebundenen Luftverteidigungssystems für das europäische NATO-Partnerland.

Der Auftrag umfasst eine Feuereinheit, bestehend aus den Komponenten Radar, Gefechtsstand und vier Startgeräten, sowie IRIS-T SL Lenkflugkörper und logistische Unterstützung.

ESSI ist ein Projekt zum Aufbau und zur Stärkung der europäischen integrierten bodengebundenen Luftverteidigung, das im August 2022 von Deutschland initiiert wurde. Ziele von ESSI sind zum einen, die Interoperabilität der Nationen mit der NATO zu verbessern, und zum anderen Synergien durch gemeinsame Beschaffungen zu schaffen. Mittlerweile haben 19 europäische Staaten ihre Absicht erklärt, dem Projekt beizutreten, nebst 17 NATO-Ländern auch Österreich und die Schweiz. Weitere Nationen haben ihr Interesse bekundet. Nach Deutschland, Estland und Lettland ist Slowenien die vierte ESSI-Nation, die mit Diehl Defence einen Vertrag über IRIS-T SLM-Systeme unterzeichnet.

Im Falle Sloweniens konnte zum ersten Mal von einem für ESSI-Beschaffungen standardisierten Vertrag Gebrauch gemacht werden. Dieser ermöglicht für die Zukunft große Synergieeffekte und einen schnelleren Beschaffungsprozess, von dem sowohl weitere ESSI-Kunden als auch die Industrie profitieren werden.

Um den ESSI-Nationen eine gleichmäßige Belieferung mit IRIS-T SLM zu ermöglichen, hat Diehl Defence Produktionsslots so auf die interessierten Nationen verteilt, dass das System zeitnah auch an Slowenien ausgeliefert werden kann.

Mit der Beschaffung verstärkt Slowenien die Luftverteidigung seines Landes und verfügt erstmals über Fähigkeiten der mittleren Reichweite. Die Beschaffung weiterer Systeme ist in Planung.

Innerhalb des Diehl Defence Produktportfolios ist das System IRIS-T SLM auf die Abwehr von Bedrohungen durch gegnerische Flugzeuge, Hubschrauber, Marschflugkörper und Drohnen auf eine Distanz von bis zu 40 km und einer Höhe von 20 km ausgelegt. Eine IRIS-T SLM Feuereinheit besteht aus den Komponenten Startgerät, Radar und Gefechtsstand. Es wird durch Unterstützungselemente wie Werkstatt-, Ersatzteil- und Nachladefahrzeuge ergänzt. Das System zeichnet sich durch seine hohe taktische Mobilität, Dislozierbarkeit der Startgeräte und Mehrfachzielbekämpfung bei geringem Personalaufwand aus.

Das Luftverteidigungssystem IRIS-T SLM überzeugt durch seine hervorragende Leistungsfähigkeit im operativen Einsatz in der Ukraine. Laut Kundenaussagen hat das System eine sehr hohe Trefferquote, sogar in Angriffswellen mit über 12 Zielen.

Quelle:

Diehl Press Release 26 January 2024

CAE Healthcare and SimHawk Form Strategic Alliance to Enhance Training Efficiencies with Multimodal Simulation in Ultrasound

- *Shared vision for enhanced ultrasound education and training solutions*
- *Focused on an optimized learner journey with the flexibility to integrate into curricula*

CAE Healthcare, a global leader in healthcare simulation solutions, recently announced their partnership with SimHawk to enhance the efficiency and effectiveness of ultrasound education. This collaboration will optimize and streamline ultrasound learning by pairing SimHawk's didactic and motion-based applied learning and CAE Healthcare's manikin-based simulation offered through the CAE Vimedix product line.

"We continue to identify best-of-breed organizations to partner with in delivering multimodal simulation solutions that encompass physical, digital, virtual and immersive products, so we are delighted to add SimHawk to our portfolio of offerings for ultrasound training and education," said Jeff Evans, President, CAE Healthcare. "By partnering with SimHawk, we are augmenting our established Vimedix platform that makes training and education more accessible and efficient, and we are enhancing our role as a leader in ultrasound simulation."

Healthcare educator staffing shortages continue to grow while demand for learning surges. By extending CAE Healthcare's current ultrasound training infrastructure with SimHawk's complementary technologies, healthcare institutions can drive learning efficacy and bring more capacity for improved care. The combined product offerings will extend learning across simulation modalities and enable comprehensive analysis and actionable insights.

This partnership easily integrates into existing curricula by balancing the needs of students for self-directed practice and competency evaluation and the growing demand for ultrasound training.

When learners begin their ultrasound journey, SimHawk provides interactive scenarios with physics-based foundations, which gives the learner an understanding of transducer selection and image optimization. They are then prepared to continue their education using the CAE Vimedix simulator that aligns movement, image acquisition, anatomical comprehension and pathology detection for a growing number of cases and pathologies.

"This collaboration enables a holistic ultrasound training solution through all levels of expertise," said Prof. Ronnie Tepper, Chief Medical Officer and Founder, SimHawk. "With SimHawk's cloud-based simulation, offering flexibility for training anywhere and anytime, combined with CAE Healthcare's complementary product line, we are confident that the potential for transforming the ultrasound education experience is boundless."

To showcase this partnership, SimHawk will be demonstrating its complementary learning tools and applications library at the upcoming IMSH 2024 conference at both CAE Healthcare booth #200 and SimHawk booth #108, where attendees can experience firsthand specific learning applications in POCUS and OB-GYN procedures.

Quelle:

CAE Press Release 22 January 2024

ANNIVERSARY „HUBILÄUM“

Exactly 10 years ago a team of four people founded Global Helicopter Service – driven by enthusiasm, great motivation and big dreams.

What began in 2014 as a small company in a five-room office has grown into an internationally operating helicopter organisation with operation sites in Germany, Nigeria, Burkina Faso, Western Sahara, Sudan and South Africa.

#GHS has now grown to over 200 people from more than 32 nations. Our office and hangar space in Germany has been enlarged to 5000 m² housing our headquarter, maintenance facility and storage. Our statistics count nearly 35.000 flight hours for 44.000 missions flown.

We extend our gratitude to our customers, employees and partners who have contributed to the success story of Global Helicopter Service. Join us and let's celebrate our decade of success – anytime, anywhere!

Quelle:

Global Helicopter Service Press Release 15 January 2024

Israel Aerospace Industries Awarded Contract to Provide ADA (GPS Anti-Jamming System) for LAH 2nd Phase Production in the Republic of Korea

Israel Aerospace Industries (IAI) announced that it signed a contract with Korea Aerospace Industries (KAI) to provide its ADA system for Light Armed Helicopter (LAH) 2nd Phase Production during the Seoul ADEX 2023 exhibition. Under the contract, IAI will provide its ADA system, a GPS Anti-Jamming solution capable of suppressing interferences from multiple jammers from various directions, for serial installation on LAH platforms.

In 2017, IAI's ADA system was selected by the Defense Acquisition Program Administration (DAPA) to be installed on various platforms of the Republic of Korea Air Force, Navy, and Army. The contract included system installation, testing, and air worthiness certification for both fixed wing and rotary wing. As part of the LAH program, as KAI successfully conducted integration of ADA system on LAH prototypes.

The ADA system can be easily integrated with existing navigation solutions of airborne, surface and maritime platforms as well as guided munitions. It operates simultaneously in L1 and L2 bands, supports C/A and P(Y) signals and has provisions for M-code waveform.

IAI has over 20 years of proven experience in supplying top-tier GNSS anti-jamming solutions for the most challenging requirements. IAI's ADA system is a mature, battle-proven and certified system, effective against all forms of jamming and allowing continuous operation under challenging environments. The system performance was intensively tested by various customers worldwide in operational scenarios with multiple jammers, demonstrating exceptional performance.

Boaz Levy, IAI President and CEO: "The recent transactions by IAI serve as a testament to the company's impactful collaborations on the global stage, underscoring the trust that

nations worldwide place in IAI's innovative solutions, positioned at the forefront of technology. We take pride in sustaining the company's economic growth trajectory while steadfastly standing beside the IDF and security forces, dedicated to serving our customers during both times of conflict and routine operations."

This contract signifies a significant milestone in our collaboration, as IAI is set to deliver its Adaptive Defense Antenna (ADA) system, a GPS Anti-Jamming solution, for the Light Armed Helicopter (LAH) 2nd Phase Production in the Republic of Korea. With the capability to suppress interferences from multiple jammers in various directions, the ADA system exemplifies our dedication to ensuring the utmost reliability and security in critical defense applications."

Quelle:

IAI Press Release 26 December 2023