

Memorial Hermann Life Flight first in the world to use Airbus H160 for Emergency Medical Services

Memorial Hermann Life Flight® has placed orders for one H160 and four H145s to replace its current fleet of EC145 helicopters. The nationally recognised emergency medical services program will be the first in the world to operate the H160 for helicopter emergency medical services (HEMS).

Memorial Hermann Life Flight®, a service provided by Memorial Hermann Health System, was founded in 1976 by trauma surgeon James “Red” Duke, M.D., and serves the community within a 150-mile radius of the Texas Medical Center in Houston. It has exclusively relied on Airbus helicopters since its inception and has flown more than 166,000 lifesaving missions.

“Memorial Hermann invested in this new fleet of helicopters to expand our reach and allow us to help even more people who are in critical need of air ambulance transport,” said Toni Von Wenkstern, Vice President, Trauma, Memorial Hermann Health Systems.

“The Memorial Hermann Life Flight® team has long been a leader in the HEMS market, setting industry benchmarks and incorporating the latest technology to benefit the communities they serve,” said Bart Reijnen, President of Airbus Helicopters, Inc. and Head of the North America region. “Our team is proud of the long-standing partnership we have with the program, and is dedicated to supporting them as their new helicopters enter into service and throughout the fleet’s lifecycle.”

“The enhanced technology and safety features, larger cabin and cargo space, increased fuel load and shorter reconfiguration times will provide us with the capabilities of a mobile intensive care unit,” said Tom Flanagan, Consultant and Program Director.

The H160 is in service in the U.S., Canada, Brazil, Japan, Saudi Arabia, France, and other European countries and has been ordered for use in energy, private business aviation, HEMS, search and rescue, law enforcement and military missions. The H160 offers the largest cabin in its class, sliding doors, low levels of vibration, flat attitude in flight, and Blue Edge rotor blades, making it the quietest helicopter in its class and providing a more comfortable experience for patients and health care professionals.

In total, there are more than 1,675 H145 family helicopters in service, logging a total of more than 7.6 million flight hours. Powered by two Safran Arriel 2E engines, the H145 is equipped with a 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, while its CO2 emissions are the lowest amongst its competitors.

Quelle:

Airbus Press Release 15 July 2024

Bayerns Ministerpräsident Dr. Markus Söder gratuliert MTU Aero Engines zum Firmenjubiläum

| Nachhaltigkeit und Sicherheit gehen bei MTU Hand in Hand

| Umfassende Investitionen in Technologien, Produktionsanlagen und Geothermie

In diesem Jahr begeht der Triebwerkshersteller MTU Aero Engines sein 90-jähriges Firmenjubiläum. Was damals in München als Ausgründung von BMW für die eigenständige Flugmotorenherstellung begann, hat sich längst zu einem der wesentlichen Akteure in der weltweiten Luftfahrtindustrie entwickelt. Zu diesem Anlass überbrachte Bayerns Ministerpräsident Dr. Markus Söder seine Glückwünsche persönlich.

„Hightech Made in Bavaria: Im Zivilbereich leistet die MTU Pionierarbeit bei Lärmschutz und umweltfreundlichen Antrieben. Klimaschutz geht nur mit den Menschen und der Technik und nicht gegen sie“, sagt Ministerpräsident Dr. Markus Söder. Im militärischen Bereich ist die MTU mit die Basis unserer Sicherheit. Die Zeitenwende darf nicht verpuffen: Deshalb muss Deutschland mehr Geld in Sicherheit und die Bundeswehr investieren – aber verlässlich und langfristig. Wir stehen zum europäischen Luftabwehrsystems FCAS. Die Entwicklung muss jetzt in die nächste Stufe gehen.“

Die MTU ist gut positioniert und wird das Wachstum der Luftfahrt auch in Zukunft mitgestalten: mit der Beteiligung am europäischen Luftverteidigungssystem FCAS und mit führenden Rollen bei der Entwicklung revolutionärer, immer emissionsärmerer Antriebskonzepte. In diesem Sinne und vor dem Hintergrund ihrer wechselvollen Geschichte nimmt die MTU ihre Verantwortung für Mensch und Umwelt wahr – und ermöglicht zugleich weltweite Begegnungen und weltweites wirtschaftliches Handeln.

Mehr als 12.000 Menschen aus 88 Nationen arbeiten heute weltweit an 18 MTU-Standorten. Wir stehen ein für Toleranz und Zusammenhalt. Diversität und Inklusion sind selbstverständlich gelebte Werte. „Denn unser Anspruch ist klar: Wir gestalten die Zukunft der Luftfahrt. Kompetenz und Leidenschaft haben das Unternehmen in neun Jahrzehnten zu einem Global Player in der Triebwerksindustrie gemacht“, sagt Lars Wagner, Vorstandsvorsitzender der MTU.

„Nachhaltigkeit und Sicherheit gehen bei uns Hand in Hand: Auf der einen Seite haben wir die klare Vision einer emissionsfreien zivilen Luftfahrt. Ein wesentliches Element davon sind hocheffiziente Triebwerke, bei denen nachhaltige, alternative Kraftstoffe zum Einsatz kommen. Darüber hinaus arbeiten wir an revolutionären Konzepten wie der fliegenden Brennstoffzelle – mit Wasserstoff als Energieträger. Auf der anderen Seite leisten wir mit unseren militärischen Produkten einen bedeutenden Beitrag für eine wehrhafte Demokratie und Wertegemeinschaft.“

Bei einem Werksrundgang erhielt der Ministerpräsident einen umfassenden Überblick über die aktuellen Investitionen in München: Mit neuen hochmodernen Fertigungsstätten, einem Entwicklungs- und einem Rechenzentrum investiert die MTU derzeit stark in den Standort München. Erst Anfang Juli hatte die MTU zudem eine neue Fertigungshalle offiziell in Betrieb genommen. Die Produktionsstätte ist die modernste automatisierte Fertigungshalle der Welt für Turbinenscheiben. Mit einer eigenen Geothermieanlage wird die MTU ab dem Winter 2025/2

Quelle:

MTU Press Release 16 July 2024

Boeing Delivers Rocket Stage to NASA, Will Launch First Humans Around the Moon Since Apollo

- The 212-foot tall core stage will fly Artemis II mission and will be the first to launch crew

- NASA astronauts Reid Wiseman, Victor Glover, Christina Koch and Canadian astronaut Jeremy Hansen will orbit the Moon after launching SLS

Boeing [NYSE: BA] has provided NASA with the second core stage of the Space Launch System (SLS) rocket. Built at NASA's Michoud Assembly Facility (MAF), the core stage is designed to send the Artemis II crew to lunar orbit for the first time in 50 years.

The Boeing-built rocket stage, which is the largest component of the Artemis II mission, will be loaded onto the Pegasus barge and transported 900 miles to NASA's Kennedy Space Center. Once there, it will be integrated with the other Artemis II components, including the upper stage, solid rocket boosters, and NASA's Orion spacecraft inside the Vehicle Assembly Building. This integration is a crucial step in preparation for the Artemis II launch, scheduled for 2025.

"Boeing-built products helped land humankind on the moon in 1969, and we're proud to continue that legacy through the Artemis generation," said Dave Dutcher, vice president and program manager for Boeing's SLS program. "Together, with NASA and our industry partners and suppliers, we are building the world's most capable rocket and paving the way to deep space through America's rocket factory in New Orleans."

The delivery of Core Stage 2 signifies a major achievement in the development of the SLS rocket. This core stage, measuring over 200 feet tall and powered by four RS-25 engines, alongside two solid-fueled booster rockets, will provide the 8.8 million pounds of necessary thrust to propel Artemis II and future missions into space.

SLS is the only rocket capable of carrying crew and large cargo to the moon and beyond in a single launch. Its unmatched capabilities will deliver human-rated spacecraft, habitats, and science missions to the moon, Mars and beyond.

Quelle:

Boeing Press Release 16 July 2024

CAE's FY24 Global Annual Activity and Sustainability Report: a year of strategic advancement and sustainable growth

CAE (NYSE: CAE; TSX: CAE) is pleased to unveil its fiscal year 2024 Global Annual Activity and Sustainability Report. This extensive document highlights CAE's proactive strides in integrating environmental, social, and economic factors across its operations. This showcases the tangible actions undertaken to foster sustainable growth and yield positive outcomes for stakeholders and broader society.

"At CAE, we are elevating our commitment to sustainability, not just as a corporate responsibility, but as a business imperative that positions us at the forefront of our industry," said Marc Parent, CAE's President and Chief Executive Officer. "Our comprehensive approach enables us to capture a greater share of market, demonstrating leadership and innovation in all facets of our business."

This report acts as a transparent means of interacting with customers, employees, investors, suppliers, and community partners, working together towards a safer and more sustainable future.

"By integrating sustainability into CAE's operations, we are creating long-term value not just for ourselves but for all our stakeholders," declared H el ene V. Gagnon, Chief Sustainability Officer and Senior Vice President of Stakeholder Engagement at CAE. "Our actions to bolster the positive environmental impact of our products and solutions become an even greater competitive advantage as a key enabler of our customers' decarbonization."

The report showcases CAE's remarkable progress in environmental stewardship, social responsibility, and sustainable business practices, featuring key highlights such as:

- **Carbon built-in strategy:** We continue to implement a comprehensive approach to reduce greenhouse gas (GHG) emissions at the source. Our near-term targets have been submitted for SBTi validation and we continue to integrate carbon considerations in our business decision-making and processes.
- **Our supplier engagement program:** As a proactive change agent, we are mobilizing our partners with the launch of CAE's Supply Chain Management Program, CAE Resilient Together. The program is designed to mutually reinforce operational excellence and sustainability through collaboration and innovative initiatives.
- **Advancing DE&I and Indigenous relations:** We continue to champion diversity, equity, and inclusion as a business imperative and started our journey on engaging with Indigenous communities. This underscores our integration of diverse perspectives into our business practices and community engagement activities.

Quelle:

CAE Press Release 27 June 2024

Lufthansa Group passt Jahresprognose an

Die Lufthansa Group hat auf vorl ufiger Basis im zweiten Quartal des Jahres 2024 ein Adjusted EBIT von 686 Millionen Euro erwirtschaftet (Vorjahr: 1,1 Milliarden Euro). Vor allem ein marktbedingter R ckgang der Durchschnittserl ose in allen Verkehrsgebieten – besonders in Asien – wirkte sich negativ aus. Die St ckkosten der Passagier-Airlines lagen im zweiten Quartal auf Vorjahresniveau. Der Adjusted Free Cashflow des Konzerns lag bei 573 Millionen Euro.

Das Ergebnis von Lufthansa Airlines lag mit einem Quartalsgewinn von 213 Millionen Euro rund 300 Millionen Euro unter Vorjahr (Vorjahr: 515 Millionen Euro). Insgesamt verzeichnete Lufthansa Airlines damit einen Halbjahresverlust von -427 Millionen Euro (Vorjahr: Gewinn von 149 Millionen Euro). Lufthansa Airlines ist in besonderem Ma e von Herausforderungen aus der negativen Marktentwicklung sowie Ineffizienzen in den Flugbetrieben Lufthansa und Cityline betroffen, auch durch verz gerte Flugzeugauslieferungen. Ein ausgeglichenes Ganzjahresergebnis wird f r Lufthansa Airlines zunehmend anspruchsvoll. Um dem entgegenzuwirken, wird ein umfangreiches Turnaround-Programm auf den Weg gebracht.

Für die anderen Passagier-Airlines sowie Lufthansa Technik und Lufthansa Cargo wird für das zweite Halbjahr mit einem Ergebnis im Wesentlichen auf Vorjahresniveau, in Teilen höher gerechnet.

Für das Gesamtjahr wird somit nun ein Adj. EBIT von 1,4 bis 1,8 Milliarden Euro erwartet (bislang: rund 2,2 Milliarden Euro). Der Ausblick hängt maßgeblich von der Ergebnisentwicklung bei Lufthansa Airlines sowie dem traditionell wichtigen vierten Quartal bei Lufthansa Cargo ab.

Der Adjusted Free Cashflow wird voraussichtlich deutlich unterhalb 1 Milliarde Euro liegen (bislang: mindestens 1 Milliarde Euro), basierend auf der jüngsten Ergebnisprognose, vorbehaltlich Unsicherheiten bezüglich des Investitionsvolumens im zweiten Halbjahr.

Weitere Details zum Finanzausblick wird der Konzern im Rahmen der Veröffentlichung der finalen Ergebnisse zum zweiten Quartal am 31. Juli bekanntgeben.

Quelle:

Lufthansa Press Release 12 July 2024

Spain Joins PAC-3 User Community

U.S. and Spain sign LOA, Spain becomes the sixteenth PAC-3 partner nation

Officials from the United States and Spain formalized an agreement for Spain to purchase Lockheed Martin's (NYSE:LMT) Patriot Advanced Capability-3 (PAC-3) Missile Segment Enhancement (MSE) missiles and related support equipment. With this agreement, Spain becomes PAC-3's 16th partner nation.

“At Lockheed Martin, we're devoted to helping our customers stay ahead of new, highly contested threats,” said Brian Kubik, vice president of PAC-3 Programs, Lockheed Martin. “As the world's most advanced air defense missile, PAC-3 will enhance Spain's national defense capabilities and enhance their effectiveness in the 21st Century Security® battlespace.”

PAC-3 MSE features advanced capabilities to defend against incoming threats including tactical ballistic missiles, cruise missiles, hypersonics and aircraft. By adding PAC-3 MSE to its arsenal, Spain will improve its air and missile defense capabilities against evolving threats.

Lockheed Martin has been a trusted partner to the government of Spain and the Spanish defense industry for more than two decades.

Quelle:

Lockheed Martin Press Release 17 July 2024

Boeing Provides Guidance on SAF Usage for Defense Aircraft

- “No Technical Objection” clears way for sustainable aviation fuel (SAF) use at approved blending limits on Boeing-built military aircraft

Boeing [NYSE: BA] has released guidance to defense customers that company-built military aircraft can operate on sustainable aviation fuel (SAF) at currently approved limits of up to 50% blend with conventional fuel. The guidance, announced today at RIAT, aims to support global militaries who are evaluating the adoption of SAF into their fleets.

The global No Technical Objection (NTO) states there are no technical issues with Boeing defense aircraft operating on synthetic aviation turbine fuels, which includes SAF. The NTO applies to all Boeing-built defense aircraft and their derivatives.

All Boeing-built military aircraft, such as the P-8A Poseidon operating by the Royal Air Force, can fly on sustainable aviation fuel (SAF) at currently approved limits. (Boeing photo).

At RIAT, Boeing released guidance to defense customers that company-built military aircraft can operate on SAF at currently approved limits. Pictured L-R are Kevin Billings, Honorary Group Captain 601 Squadron Royal Auxiliary Air Force; Steve Parker, senior vice president and chief operating officer at Boeing Defense, Space and Security; Air Vice-Marshal Shaun Harris Royal Air Force (RAF), Director Support; Chris Raymond, president and CEO of Boeing Global Services; and Steve Gillard, Boeing Regional Director UK, Europe, Middle East, Türkiye, Africa and Central Asia Sustainability.

“SAF is widely accepted today as a drop-in replacement that works with existing aircraft, and also provides opportunities for global interoperability as well as strategic resilience through local fuel production,” said Steve Parker, senior vice president and chief operating officer at Boeing Defense, Space and Security. “We hope this NTO will clear the way for more widespread SAF adoption by our military customers and propel greater alignment between commercial and military fuel standards, to the benefit of all.”

Unblended, or “neat” SAF, which is totally free of fossil fuels, can reduce lifecycle carbon emissions up to 84% when compared to conventional jet fuel and offers the industry’s largest potential to reduce carbon emissions over the next 30 years in all aviation segments.

Currently, the maximum allowable limits for SAF is a 50-50 blend with conventional fossil fuels.

“Boeing’s announcement at RIAT that all their military aircraft can operate on a 50% blend of SAF is a welcome step in the more widespread adoption of SAF by air forces around the world,” said Air Vice-Marshal Shaun Harris, Royal Air Force, Director Support. “As a result of previous work in 2020, the RAF cleared all of its military aircraft for 50% SAF. We have continued to be at the forefront of trailing the use of SAF with the data we have gathered informing the MoD’s Defence Aviation Net Zero Strategy.”

He added: “As well as contributing to a reduction in carbon emissions, more widespread adoption of SAF amongst our allies will enhance global interoperability, maintaining our ability to operate anywhere that the RAF is required.”

Synthetic aviation turbine fuels are produced through alternative processes from sources other than petroleum. SAF is one category of synthetic fuels and uses recycled carbon from renewable materials like waste oils, municipal solid waste and plant residues.

“All NATO Allies are committed to ensuring secure, resilient, and sustainable energy supplies, including fuel, to Allied military forces,” said James Appathurai, NATO's Deputy Assistant Secretary General for Innovation, Hybrid and Cyber. “SAF will play a key role in the Alliance’s efforts to adapt to the ongoing energy transition while maintaining its military capability, effectiveness, and interoperability. NATO and industry's readiness to increase the uptake of SAF is an important step in this direction.”

SAF is a fully approved fuel source that is fully interchangeable with conventional fuels such as Jet A or Jet A-1. Additionally, multiple SAFs have been incorporated into military fuels specifications, such as JP-8/NATO F-34 or JP-5/NATO F-44.

“Qualifying synthetic aviation turbine fuels, which includes SAF, expands the DOD’s operational capacity and is an important part of Navy readiness,” said Rick Kamin, Operational Energy Manager for the Naval Air Systems Command and lead for the Tri-Service Petroleum, Oil, and Lubricants Users Group’s synthetic aviation turbine fuels qualification team. “The global NTO helps expedite the DOD’s approval of synthetic aviation turbine fuels critical to assuring worldwide interoperability.”

Boeing has been a pioneer in making SAF a reality and has a long track record with advancing alternative fuels. In 2010, the company collaborated with the U.S. Air Force on an in-depth fuel study as part of their efforts to certify the C-17 Globemaster to use SAF blends. The same year, Boeing also supported the supersonic flight of a U.S. Navy F/A-18F “Green Hornet” on a 50/50 SAF blend.

Quelle:

Boeing Press Release 20 July 2024

Airbus A321XLR receives EASA type certification

The Airbus A321XLR powered by CFM LEAP-1A engines has received its Type Certification from the European Union Aviation Safety Agency (EASA), preparing the way for the entry-into-service of the new aircraft at the end of the summer. The Type Certificate was handed over by Florian Guillermet, Executive Director of EASA to Isabelle Bloy, A321XLR Chief Engineer. Certification of the Pratt & Whitney engine version is slated for later in 2024.

"Here comes the A321XLR, a differentiated product that brings new value to the market, expanding the possibilities for our airline customers and passengers. With its long range, the A321XLR enables a host of new direct routes, offering natural growth opportunities to our customers and the travelling public. It provides airlines with the efficiency of commonality inside the A320/A321 product range and its versatile cabin a range of service possibilities that are just unique. It is quintessential Airbus!", says Christian Scherer, CEO of the Commercial Aircraft business of Airbus. "With the certification, we have reached a key milestone. The next step is to prepare the aircraft for its first commercial missions with customers worldwide. We look forward to working with XLR customers to support the integration of the aircraft in their fleets."

The A321XLR sits side by side with widebodies in an airline's fleet. It introduces the flexibility to add capacity, to open new routes, or even to continue operating existing ones when demand is variable. All while burning 30% less fuel per seat than previous generation competitor aircraft, and at roughly half the trip cost of modern widebodies. The A321XLR's new Airspace cabin will provide passengers long haul comfort in all classes.

The first A321XLR completed its maiden flight in June 2022. This was followed by an extensive test programme involving three test aircraft. So far more than 500 Airbus A321XLRs have been ordered.

Quelle:

Airbus Press Release 19 July 2024

VC zu Carsten Spohrs Äußerungen in "Offen gesagt"

Im Rahmen einer Ansprache an die Mitarbeiter hat der Vorstandsvorsitzende des Lufthansa-Konzern unlängst Äußerungen im Zusammenhang mit der Kurzstrecke des Konzerns und den Gesellschaften Lufthansa Cityline und City Airlines getätigt, die sich für uns jedoch ganz anders darstellen.

So hatte er konstatiert, es gebe nun aus Konzernsicht mit der neu gegründeten Lufthansa City Airlines (LHX) eine gute strategische Lösung für die Kurzstreckenverkehre und bezog sich dabei auf die Kostenstruktur. „Von guten Lösungen im Kontverkehr ist das Unternehmen aber weit entfernt“, so Dr. Andreas Pinheiro, „es sei denn, Lufthansa sieht weitere Komplexität, nicht managebare Strukturen und die Drohung von Arbeitsplatzabbau als Lösung an“, so der Präsident der VC.

Auch unterschätzt Carsten Spohr den Schutz, den die Lufthansa-Belegschaft durch gültige Verträge in Bezug auf Flugzeugzusagen und dem damit verbundenen sogenannten Lufthansa-Markenschutz genießt.

Für die Cityline-Belegschaft wurde erneut die Behauptung ins Feld geführt, die sogenannte 95-Sitzer-Regelung im Tarifwerk verbiete größere Flugzeugtypen bei CLH und mache damit ein Ausweichen auf eine neue Gesellschaft notwendig. Hier hatte die VC immer wieder angeboten und bietet auch weiterhin an, innovative und nachhaltige neue Tarifstrukturen mit dem Konzern abschließen zu wollen.

Quelle:

VC Press Release 08 July 2024

Deutsche Aircraft showcases advanced capabilities of D328® aircraft at international parachute event

Deutsche Aircraft recently hosted an international gathering of elite police and military special operations forces from over 12 nations at Oberpfaffenhofen Airport in Wessling. The Paradays event featured parachute jumps from the in-service D328® aircraft, highlighting its versatility as a Special Mission Aircraft. Its EASA-approved In-Flight Operable Door (IFOD) allows for efficient aerial delivery applications, including humanitarian aid missions.

The D328® can be quickly reconfigured for various roles, such as personnel transport, logistics, casualty evacuation, search & rescue and parachute operations. This adaptability supports humanitarian and disaster relief efforts by facilitating the rapid deployment of highly trained first responders, as well as tactical and covert military operations.

Given the current global geopolitical landscape, the importance of swift operational response and international cooperation is paramount. Paradays offered a unique opportunity for participants to experience the D328® multi-mission aircraft first-hand in parachute operations, fostering international collaboration through the sharing of knowledge and experience about this versatile aircraft.

Dave Jackson, CEO of Deutsche Aircraft, stated: "We take great pride in our participation in this prestigious event, as we demonstrate the advanced capabilities of the D328® in tactical parachute operations, humanitarian aid and multi-purpose missions."

Quelle:

Deutsche Aircraft Press Release 19 July 2024