

Nigerian Civil Aviation Authority Maintenance Approval Renewal

328 SSG are pleased to announce that they have successfully renewed their maintenance approval from the Nigerian Civil Aviation Authority.

Quelle:

328 SSG Press Release 26 July 2019

British Airways takes delivery of its first A350-1000

British Airways (BA) has taken delivery of its first A350-1000 at Airbus headquarters in Toulouse, France, making it the first operator of the larger A350-1000 in International Airlines Group (IAG). In total, BA has ordered 18 A350-1000s. Iberia, which is also part of IAG, already operates five of the smaller A350-900s.

BA's A350 XWB with its modern and comfortable Airspace cabin will usher in new levels of comfort with the launch of the Club Suite, the first new business class seat for British Airways in 13 years. The airline's sophisticated and newly-branded "Club Suite" offers direct-aisle access, a suite door for greater privacy and luxurious flat-bed seats in a 1-2-1 configuration.

The three-class layout includes 56 Club Suites, 56 World Traveller Plus and 219 World Traveller economy seats.

BA, celebrating its 100th anniversary, will initially use the aircraft to fly between London and Madrid prior to flying long-haul routes from September.

BA operates a fleet of over 150 Airbus aircraft from the smallest A318 to the largest A380.

The A350 XWB offers by design unrivalled operational flexibility and efficiency for all market segments up to ultra-long haul (15,000 km). It features the latest aerodynamic design, a carbon fibre fuselage and wings, plus new fuel-efficient Rolls-Royce engines. Together, these latest technologies translate into unrivalled levels of operational efficiency, with a 25% reduction in fuel burn and emissions. The A350 XWB's Airspace by Airbus cabin is the quietest of any twin-aisle and offers passengers and crews the most modern in-flight products for the most comfortable flying experience.

At the end of June 2019, the A350 XWB Family had received 893 firm orders from 51 customers worldwide, making it one of the most successful wide-body aircraft ever.

Quelle:

Airbus Press Release 29 July 2019

Boeing Becomes Sole Provider of Aftermarket Parts for New Tecnam P2012 Traveller

Boeing [NYSE: BA] signed a multiyear agreement with Tecnam to be the sole provider of aftermarket spare parts and distribution services for the P2012 Traveller, Tecnam's first commuter airline aircraft.

Boeing will assume distribution responsibilities, including forecasting, ordering and delivering all original equipment manufacturer (OEM) genuine replacement parts for the P2012 Traveller through its Aviall distribution network.

“We are thrilled to provide our industry leading distribution services for this new aircraft,” said William Ampofo, vice president, Business & General Aviation, Boeing Global Services. “Our global supply chain and agile distribution systems will keep these planes in the air for many years to come.”

The P2012 has completed European Aviation Safety Agency (EASA) certification and Federal Aviation Association (FAA) certification and is ready to be delivered to Tecnam's launch customer, Boston-based regional airline Cape Air.

“The P2012's innovative design is ideal for regional airlines and smart operators” said Giovanni Pascale, Chief Operating Officer, Tecnam. “Aligning with Boeing for parts and distribution services is a natural fit to provide worldwide customers with the support they need.”

Tecnam currently utilizes Boeing's navigation and charting data through an existing agreement with Jeppesen.

Costruzioni Aeronautiche Tecnam was established in March 1986 and now operates in three production facilities. The Casoria facility is located adjacent to Naples' Capodichino Airport, while the main factory is next to the “Oreste Salomone” Airport in Capua. Recently a new facility was established in Sebring, Florida, USA and in Australia to serve and support the needs of Tecnam's local owners and operators. www.tecnam.com.

Boeing is the world's largest aerospace company and leading provider of commercial airplanes, defense, space and security systems, and global services. As the top U.S. exporter, the company supports commercial and government customers in more than 150 countries. Boeing employs more than 150,000 people worldwide and leverages the talents of a global supplier base. Building on a legacy of aerospace leadership, Boeing continues to lead in technology and innovation, deliver for its customers and invest in its people and future growth.

Quelle:

Boeing Press Release 24 July 2019

C919 AC103 flies to Yanliang

C919 AC103 flew to Yanliang, Xi'an for a new phase of flight test on July 26th, 2019. At present, Commercial Aircraft Corporation of China, Ltd. (COMAC) has put three C919 aircraft into flight test in different places such as Pudong of Shanghai, Yanliang of Xi'an, Dongying of Shandong, and Nanchang of Jiangxi.

C919 AC103 took off from Shanghai Pudong International Airport at 6:32 in the morning of July 26th, and landed smoothly at the airport of Chinese Flight Test Establishment (CFTE) in Yanliang at 9:11 after a flight of 2 hours and 39 minutes. Crew members of this flight test include Test Pilots Zou Lixue, Zhang Jianwei and Cai Jun, and Flight Test Engineers Huang Zhenyu and Li Chang.

C919 AC103 has completed its maiden flight at Shanghai Pudong International Airport successfully on December 28th, 2018. After a series of heavy test and modification tasks, C919 AC103 will fly to Yanliang, and will subsequently carry out the flight tests such as flutter flight test, airspeed calibration flight test, load flight test, control stability flight test and performance flight test.

Quelle:

COMAC Press Release 26 July 2019

COMAC – Company Profile

Commercial Aircraft Corporation of China, Ltd. (COMAC or the Company) is a centrally managed core enterprise in trunk liner industry of China and a central backbone enterprise, which is formed with the approval of the State Council, 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, and headquartered in Shanghai.

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 trunk liner in China. COMAC is mainly engaged in the research, manufacturing and flight tests of trunk liner and related products, as well as marketing, servicing, leasing and operations of trunk liner. COMAC owns the following member organizations: COMAC Design and Research Center (Shanghai Aircraft Design and Research Institute), COMAC Assembly Manufacturing Center (Shanghai Aircraft Manufacturing Co., Ltd.), COMAC Customer Service Center (Shanghai Aircraft Customer Service Co., Ltd.), COMAC Beijing Research Center (Beijing Aeronautical Science & Technology Research Institute), COMAC Flight Test Center, COMAC Capability & Supporting Center (Shanghai Aviation Industrial (Group) Co., Ltd.), COMAC Press Center, COMAC Sichuan Branch, COMAC American Corporation, 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, and sets up a Financial Services Center in Shanghai. COMAC is a shareholder of China-Russia Commercial Aircraft International Co., Ltd., Chengdu Airlines Co., Ltd. and SPDBank Financial Leasing Co., Ltd.

COMAC is formed and operated according to the standards of modern enterprise system, and adopts an "airframer-suppliers" model, focusing on aircraft design, R&D, final assembly, manufacturing, marketing, customer service, airworthiness certification, and supplier management. COMAC adheres to the principle of "development with Chinese characteristics" and attaches great importance to technological progress and self-reliant advancement in the process of marketing, integration, industrialization and globalization. The company endeavors to manufacture large passenger aircraft that are safer, cost-effective, comfortable and environment-friendly. COMAC is determined to independently build large Chinese passenger aircraft that will soar through the blue skies.

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

Large passenger aircraft is the embodiment the nation's industrial and technological standing as well as the comprehensive power, and is praised as "a flower in modern industry" and "a pearl in modern manufacturing industry". In order to realize the century dream of flying in the sky and the strategy of the nation, COMAC is established, therefore, COMAC bears the nation's dream and people's trust. Summoned and inspired by the sacred mission of "letting China-made large aircraft fly in the blue sky", all COMAC staff merge their life pursuits and value goals into the unremitting efforts for large passenger aircraft programs, tackle difficult problems, strive for success, and resolutely follow the road of trunk liner development with

Chinese characteristics and embodying technical progress in order to achieve the success of programs, the success of the company and the success of the industry, drive economic, science and technology development of China, and make the aviation industry of China move up to a higher level.

Vision: To deliver safer, cost-effective, comfortable and environment-friendly commercial aircraft. Modern large passenger aircraft opens the human civilization of flying and becomes the most efficient means of transportation. As a member in the big family of world civil aircraft, COMAC will work together with customers and cooperative partners to deliver safer, cost-effective, comfortable and environment-friendly civil aircraft, help more people benefit from the achievements of aviation science and technology, make human enter a new era with higher safety and lower risk in flight, i.e. a new era of "harmonious coexistence of men and blue sky", build a bridge for human friendship, civilization and progress, and promote sustainable development of the world.

Objectives: To build the commercial aircraft program into a symbol for the reform and opening up policy in the new era and for creating an innovative nation and a powerful manufacturing country, and to build COMAC into a world-class aviation enterprise by 2035. To build the commercial aircraft program into a symbol for creating a modern powerful socialist country, and to build COMAC into an aviation enterprise of "Four World Classes" by the middle of this century.

Researching and developing large passenger aircraft is a significant strategic decision to build an innovative country, improve our independent innovation capability and enhance our core competitiveness. COMAC will resolutely follow the road of independent innovation with Chinese characteristics and embodying technical progress to implement innovation in management, technology, products and business mode, insist on the development strategy of marketization, integration, industrialization and internationalization to develop trunk liners and regional jets with independent intellectual property rights and achieve the success of programs, the success of the company and the success of the industry, improve the manufacturing capability and management level of aviation industry in China to drive the significant development of corresponding basic subjects in China, promote the group breakthrough of key technology in relative fields in China to accelerate the formation of trunk liner industrial chain and industrial cluster in China, and play a comprehensively driving function and a typically demonstrating effect in the construction of innovative country to become a world-class commercial aircraft manufacturer.

Quelle:
COMAC

KURZBERICHT ZUM GESCHÄFTSVERLAUF 2018 UND ERWARTUNGEN 2019

Diehl investiert weiter in technologischen Wandel und neue Geschäftsmodelle

Umsatz auf hohem Niveau stabilisiert – Ergebnis durch Einmaleffekte beeinträchtigt

Mit 3.693,5 Mio € lag der Konzernumsatz der Diehl-Gruppe 2018 knapp unter dem Rekordwert des Vorjahres (3.749,2 Mio €). Das stürmische Wachstum von 2017 konnte nicht fortgesetzt werden, wohl aber stabilisierte sich der Umsatz auf hohem Niveau. Zuwachs verzeichnen konnten sowohl Metering als auch Defence. Beide Teilkonzerne sehen sich mittlerweile wieder auf einem stabilen Wachstumskurs. Die Zahl der Beschäftigten hat sich um 125 Personen auf jetzt 17.298 Mitarbeiter erhöht. Das erwirtschaftete EBIT beläuft sich auf 215,3 Mio € (Vorjahr: 274,3 Mio €). Der Rückgang erklärt sich insbesondere durch Einmaleffekte wie Rückstellungen für Pensionen und Restrukturierungsmaßnahmen.

Hohe Investitionen in neue Geschäftsmodelle, um den technologischen Strukturwandel mitzugestalten

Die Investitionen summierten sich im Berichtsjahr auf einen Gesamtwert von 118,5 Mio € (nach 104,2 Mio € im Vorjahr). Im mehrjährigen Vergleich erreicht der Wert damit ein neues Rekordniveau. Deutlich angestiegen sind auch die Ausgaben für Forschung und Entwicklung, und zwar auf 325,2 Mio € (nach 307,3 Mio € im Vorjahr). Diehl investiert massiv in neue Produkte und interessante Technologien, um den technologischen Strukturwandel verschiedener Branchen mitzugestalten. Neben den Wachstumschancen bei Defence, in der Elektromobilität und im Geschäft mit den Wasser- und Energieversorgern setzt Diehl auf Innovationen für eine stabile Weiterentwicklung der Geschäfte. Der Innovationspreis von Airbus für den neuen Galley Chiller ist ein Beispiel dafür, ebenso wie ein größerer Auftrag für Zellkontaktiersysteme im Bereich Metall. Die vernetzte Kabine, innovative Funkkommunikation mit MIOTY oder datenbasierte Geschäftsmodelle für Wasser- und Energieversorger (Metering) sind weitere Beispiele aus der Welt der Digitalisierung.

2019: Trotz stärker aufziehender Wolken am Konjunkturhorizont wird Diehl den Wandel weiter vorantreiben und dabei das Umsatzniveau halten

Das zurückgehende gesamtwirtschaftliche Wachstum wird die positive Entwicklung der Diehl-Gruppe zweifellos beeinträchtigen, gleichwohl spricht einiges dafür, dass sich die Aufstellung der Gruppe als Chancen- und Risikogemeinschaft wieder einmal bewähren wird. Aufgrund der konjunkturellen und strukturellen Herausforderungen wird der Konzern 2019 das Umsatzniveau von 2018 halten.

Quelle:

Diehl Press Release 02 July 2019

Life Saving Anti-Collision Software Integrated Into First F-35s Seven Years Ahead Of Schedule

The F-35 Joint Program Office, U.S. Air Force and Lockheed Martin (NYSE: LMT) have started integrating the Automatic Ground Collision Avoidance System (Auto-GCAS) on to Air Force F-35As in the fleet. Leveraging a rapid, agile development, test and contracting approach, the joint government and industry team successfully fielded the life-saving technology seven years earlier than previously planned.

"This is a great day for the warfighter as the Auto-GCAS is a proven system that is long overdue," said Lt. Gen. Eric Fick, F-35 Program Executive Officer. "Expediting this life-saving technology into the F-35 across the global fleet will bring more warfighters home. Over the service life of the F-35 fleet, having Auto-GCAS is estimated to prevent more than 26 ground collisions from happening. It is indeed a remarkable achievement in aeronautics which will improve the performance, efficiency, and safety of the F-35. The time and effort expended to deliver this critical warfighting capability is worth it – it will save lives."

Originally developed for the F-16 in partnership with NASA and the Air Force Research Laboratory, Auto-GCAS uses terrain mapping, geolocation and automation to detect and avoid potential ground collisions. When the program recognizes imminent impact, it will prompt the pilot to take action. If the pilot is unresponsive, Auto-GCAS assumes temporary control to divert the aircraft out of harm's way, and then returns control of the aircraft to the pilot once on a safe trajectory.

The system has been operating successfully aboard the F-16 for more than five years and has already been credited with saving eight F-16 pilots' lives since 2014.

"Early integration of Auto GCAS in the F-35 is bringing game changing safety capability to a rapidly growing fleet. It couldn't have come at a better time as we near full rate production resulting in more aircraft and pilots exposed to rigorous missions," said Lt. Col. Darren Wees of the Air Force's F-35 Integration Office. "Many thanks to the tenacious efforts of many organizations, primarily the Air Force Research Lab, Air Force Test Center, Lockheed Martin and the F-35 Joint Program Office who made this a technical reality, as well as the U.S. services and F-35 Partner Nations that ensured its inclusion in the program. These efforts have already saved lives and aircraft in the F-16, and will save lives in the F-35."

Auto-GCAS was originally slated for delivery in the 2026 timeframe. To accelerate the technology, Air Force Research Laboratory and Lockheed Martin conducted positive feasibility studies and the F-35 Joint Program Office and Lockheed Martin then implemented an agile approach to develop the technology for integration on the F-35. The 412th Test Wing at Edwards Air Force Base then completed a rigorous flight testing program to validate its performance and safety, which led to the wing's formal recommendation to field Auto-GCAS aboard the F-35.

"The F-35 is the most survivable fighter jet in the world today – and the addition of Auto-GCAS will further enhance safety and save lives," said Greg Ulmer, Lockheed Martin's vice president and general manager of the F-35 program. "The safe and effective acceleration of this technology is a testament to the joint government and industry team partnering in an agile environment to deliver life-saving capability to our men and women in uniform, significantly sooner than planned."

U.S. Air Force F-35As are the first to receive Auto-GCAS, and the system will next be integrated aboard the F-35B and F-35C variants. The Auto-GCAS team was recently recognized with the National Aeronautic Associations' 2018 Robert J. Collier Trophy, and received the prestigious award in June 2019.

With stealth technology, advanced sensors, supersonic speed, weapons capacity and superior range, the F-35 is the most lethal, survivable and connected aircraft in the world. More than a fighter jet, the F-35's ability to collect, analyze and share data, is a powerful force multiplier that enhances all airborne, surface and ground-based assets in the battlespace enabling men and women in uniform to execute their mission and return home safely.

Quelle:

Lockheed Martin Press Release 24 July 2019

Embry-Riddle to Replenish its Flight Training Fleet with Aircraft from Textron Aviation and Diamond Aircraft Industries

Embry-Riddle Aeronautical University, the world's leading aviation and aerospace institution, plans to replace many of its existing aircraft with at least 60 new Cessna Skyhawks from Textron Aviation Inc., a Textron Inc. (NYSE:TXT) company, as well as four new Diamond DA42-VI aircraft from Diamond Aircraft Industries, school leadership said today.

The fleet replenishment, confirmed on July 24 at EAA AirVenture in Oshkosh, Wis., reflects Embry-Riddle's continuous effort to advance aviation education in service to students by ensuring that the school's fleet is updated on a regular basis.

"In keeping with Embry-Riddle's rigorous focus on aviation safety, new aircraft for our fleet were selected following an exhaustive evaluation by a team of experts on both our Prescott, Ariz., and Daytona Beach, Fla., campuses," said Dr. P. Barry Butler, president of Embry-Riddle. "We are honored to extend our successful, long-term relationships with Textron Aviation and Diamond Aircraft Industries to replenish the Embry-Riddle fleet, to provide our students with a highly effective and reliable training platform that will serve them well."

Embry-Riddle's fleet, encompassing both of the school's residential campuses, currently includes more than 100 aircraft, making the school's flight-training operation the size of a small regional airline. In Daytona Beach and Prescott, flight students complete more than 120,000 flight hours per year.

"A global pilot shortage and the promise of high-paying careers have resulted in high demand for our flight-training programs," Butler said. In Daytona Beach and Prescott combined, total enrollment in the university's residential Aeronautical Science programs leading to a bachelor's degree for professional pilots has increased about 25 percent over the past three years, with nearly 2,000 students enrolled as of fall 2018. Demand for the fall 2019 semester is expected to reach more than 2,300 students.

Quelle:

Embry-Riddle Press Release 25 July 2019

Riexinger will Airlines verstaatlichen

Während sich in der Klimaschutz-Debatte viele Politiker dafür aussprechen, Flüge teurer zu machen, kommt von Linken-Chef Riexinger ein anderer Vorschlag. Für ihn gehören Fluggesellschaften in staatliche Hand.

Im Kampf gegen die Klimakrise fordert der Linken-Chef, Bernd Riexinger, alle Fluggesellschaften zu verstaatlichen. "Was so dramatische gesellschaftliche Folgen haben kann, darf nicht marktwirtschaftlich und unreguliert bleiben. Fluggesellschaften gehören in staatliche Hand - genauso wie die Energieversorgung oder die Bahn", sagte Riexinger den Zeitungen der Funke-Mediengruppe.

Die "unverantwortlich billigen" Flugpreise führt er auf die Privatisierung im Flugverkehr zurück. "Fliegen war ja mal besser reguliert und überwiegend in öffentlicher Hand. Man hat einen wilden Konkurrenzkampf auf dem Flugmarkt zugelassen - zum Nachteil der Beschäftigten und zu Lasten des Klimas."

Kritik anderer Parteien

Mit der Forderung stieß Riexinger sogleich auf den Widerspruch anderer Parteien. Klimaschutz im Verkehr müsse erreicht werden, indem Bahn und Öffentlicher Nahverkehr "besser und billiger werden", entgegnete etwa der stellvertretende SPD-Fraktionschef Karl Lauterbach. "Wir brauchen grüne Marktwirtschaft, keinen grünen Staatskapitalismus. Der Staat sollte investieren, nicht wirtschaften", schrieb er auf Twitter. CSU-Generalsekretär Markus Blume nannte die Pläne "gruselig".

Kritik kam auch aus FDP und AfD. "Die SED lässt grüßen", schrieb AfD-Vize Georg Pazderski ebenfalls auf Twitter. Der Parlamentarische Geschäftsführer der FDP im Bundestag, Marco Buschmann, warf Riexinger vor, er missbrauche "die ökologische Sensibilität der Menschen für neosozialistische Gedankenspiele". FDP-Verkehrsexperte Oliver Luksic sagte, Fliegen sei günstiger als Bahnfahren, weil die Bahn "staatlich und monopolistisch" organisiert sei, der Luftverkehr wettbewerblich. Riexingers Vorschlag sei "realitätsfremd und zutiefst unsozial".

Debatte um teurere Flüge

In der aktuellen Klimaschutz-Debatte wird derzeit darüber diskutiert, ob man das Fliegen verteuern sollte. Bundesumweltministerin Svenja Schulze zum Beispiel will

die Luftverkehrsabgabe in Deutschland erhöhen. Unionsfraktionsvize Andreas Jung ist ebenfalls für höhere Abgaben des Flugverkehrs, um damit den Ausbau klimafreundlicher öffentlicher Verkehrsmittel zu fördern. Auch der Grünen-Chef Robert Habeck hatte sich dafür ausgesprochen, Flüge teurer zu machen und dafür die Bahnpreise zu senken. Kritik kam hingegen vom FDP-Fraktionsvize Christian Dürr, der statt günstigerer Bahn-Preise "echten Wettbewerb auf der Schiene" fordert.

Quelle:

ARD 27 July 2019

Fiat Chrysler Automobiles nominiert ZF zum globalen Hauptlieferanten für Automatgetriebe

- *ZF liefert 8HP für sämtliche Fahrzeuge mit Heckantrieb und Allradantrieb in der Front-Längs-Bauweise*
- *Bedeutender Anteil an Hybridgetrieben Teil des Lieferumfangs*
- *Zweitgrößter Volumenauftrag für das neue 8HP der vierten Generation*

Die Fiat Chrysler Automobiles N.V. (FCA) hat ZF als weltweiten Lieferanten von Pkw-Automatgetrieben für Fahrzeuge mit Heck- und Allradantrieb in der Front-Längs-Antriebskonfiguration nominiert. ZF wird dann die neueste Variante des 8-Gang-Automatgetriebes liefern. Dies ist der zweitgrößte Volumenauftrag für Pkw-Getriebe in der Geschichte von ZF. Die neueste Version des ZF-8-Gang-Automatgetriebes ist technisch auf die Integration von Elektroantrieben und Hybridvarianten optimiert.

Wir freuen uns sehr über die Nominierung als globaler Getriebelieferant durch FCA. Dieser zweite Großauftrag für das neue 8HP bestätigt unsere Strategie, bei der Elektrifizierung von Pkw auf Plug-in-Hybridantriebe als alltagstaugliche Lösungen zu setzen und entsprechend attraktive Produkte zu entwickeln“, sagt der Vorsitzende des Vorstands von ZF, Wolf-Henning Scheider.

Hauptproduktionsstandort der ab 2022 in Serie produzierten vierten 8HP-Generation ist der ZF-Standort in Saarbrücken. ZF plant in den folgenden Jahren auch Produktionsanläufe an weiteren ZF-Standorten, darunter in den USA und in China.

Auf Elektrifizierung optimiert

Das neue 8-Gang-Automatgetriebe für Längseinbau lässt sich in nahezu allen entsprechenden Fahrzeugklassen einbauen. Eine technische Neuerung des weiterentwickelten Getriebes ist die optimale Integration des Elektroantriebes. Damit unterstützt ZF seine Kunden beim Erreichen ihrer CO₂-Reduktionsziele. Dank des modularen Getriebekonzepts können die Automobilhersteller von einer Getriebevariante zur anderen wechseln und damit höchst flexibel auf die jeweilige Marktnachfrage reagieren.

Der Auftrag unterstreicht auch die Bedeutung des weltweiten Produktionsverbunds von ZF. Erst vor drei Monaten hatte ZF mit einem Auftrag über die Lieferung des neuen 8HP an BMW den größten Lieferauftrag in der Konzerngeschichte erhalten.

Quelle:

ZF Press Release 03 July 2019

Saab Comments on Swedish-UK Future Combat Air Announcement

On 18 July 2019, the governments of Sweden and the United Kingdom signed a Memorandum of Understanding (MoU) regarding co-operation on future combat air systems. Saab views the agreement as a starting point for exploring the opportunity for joint development of a future combat air system, which will also read across into the continued long-term development of existing platforms including Gripen.

Leading up to the MoU signing, Saab has worked with British industry partners, BAE Systems, Leonardo UK, MBDA and Rolls Royce on a feasibility study on future combat air systems (FCAS), which concluded that identified synergies between the companies would provide a solid foundation for the further development of the required industrial and technology base. Saab will contribute with its experience of advanced technology development, system integration of complete combat air systems and related areas including sensors, missile systems and support.

“Throughout our history, Saab has continuously conducted studies and research of future concepts and technologies, which has allowed us to stay at the leading edge. International co-operation is part of Saab’s strategy for growth and the collaboration with the British industries represents that way of working also with regard to the future”, comments Håkan Buskhe, President and CEO of Saab.

Saab and British industry stand ready to support the outlined objectives set out by the Swedish and UK governments. Saab has not yet received an order in relation to the FCAS MoU.

Saab is today developing the next generation fighter Gripen E/F, and is committed to do so in close partnership with its strategic partners, the Swedish and Brazilian Air Forces, as well as with other existing and new Gripen customers, to ensure that Gripen evolves to meet emerging operational requirements for decades to come.

Technology development through the Swedish-UK collaboration, and the sharing of knowledge and expertise across industry, will provide additional benefits to the long-term sustainment and development of existing platforms and systems including Gripen, as well as the potential for a joint FCAS programme that will meet the requirements of the UK and Sweden, as well as the international market.

Quelle:

Saab Press Release 19 July 2019