Airbus statement on USTR decision regarding tariffs – 15 February 2020

Airbus deeply regrets USTR's decision to increase tariffs on aircraft imported from the EU as well as the decision to maintain tariffs on goods from other sectors.

- USTR's decision to impose tariffs further escalates trade tensions between the US and the EU, thereby creating more instability for US airlines that are already suffering from a shortage of aircraft.

- USTR's decision ignores the many submissions made by US airlines, highlighting the fact that they – and the US flying public – will ultimately have to pay these tariffs.

- Airbus will continue its discussions with its US customers and work with them to mitigate effects of tariffs insofar as possible.

- Airbus has and will continue to push for a negotiated settlement to this 15-year-long dispute. USTR's further escalation complicates efforts to find a negotiated outcome to this dispute. This is regrettable.

- Airbus hopes that USTR's position will change, especially when the WTO will authorize the EU to impose tariffs on Boeing aircraft, including the 737Max, 787 and 777 aircraft in the May/June timeframe.

Quelle:
Airbus Press Release 15 February 2020

Third Lockheed Martin-Built GPS III Satellite Delivered To Cape Canaveral For First U.S. Space Force GPS III Launch In April

GPS III brings higher-power, more accurate and harder-to-jam signals to the GPS constellation

The nation's third next-generation GPS III satellite – and the first delivered by Lockheed Martin (NYSE:LMT) to the new U.S. Space Force -- has arrived in Florida for an expected April launch.
On Feb. 5, the third Lockheed Martin-built GPS III space vehicle (GPS III SV03) was shipped to Cape Canaveral from the company's GPS III Processing Facility near Denver aboard a massive Air Force C-17 aircraft traveling from Buckley Air Force Base, Colorado. In keeping with its tradition of nicknaming satellites after famous explorers, the GPS III team nicknamed GPS III SV03 "Columbus" after the Italian explorer Christopher Columbus.

GPS III SV03 is the latest of up to 32 next-generation GPS III/GPS III Follow-On (GPS IIIF) satellites Lockheed Martin has designed and is building to help the Space Force modernize today's GPS constellation with new technology and capabilities.

"Every day, more than four billion civil, commercial and military users rely on the Positioning, Navigation and Timing (PNT) services provided by 31 GPS satellites launched since 1997," said Tonya Ladwig, Lockheed Martin's Program Manager for GPS III. "We are excited to help the Space Force refresh the constellation to ensure U.S. and allied forces always have the best technology and that the U.S. Global Positioning System remains the gold standard for PNT."

GPS III is the most powerful and resilient GPS satellite ever put on orbit. Developed with an entirely new design for U.S. and allied forces, GPS III has three times greater accuracy and up to eight times improved anti-jamming capabilities over any previous GPS satellites in the constellation. GPS III is also the first GPS satellite to broadcast the new L1C civil signal, which is shared by other international global navigation satellite systems, like Galileo, to improve future connectivity worldwide for commercial and civilian users.

GPS III was intentionally designed to evolve with new technology and changing mission needs. The satellite's evolutionary modular design will allow new "GPS IIIF" capabilities to start being added at the 11th satellite. These will include a fully digital navigation payload, a Regional Military Protection capability, an accuracy-enhancing Laser Retroreflector Array, and a Search & Rescue payload.

Meanwhile, GPS III satellites are beginning to join the constellation. On Jan. 13, 2020, the first Lockheed Martin-built GPS III satellite, GPS III SV01 ("Vespucci"), was set "healthy and active" by the 2nd Space Operations Squadron (2 SOPS) at Schriever Air Force Base, in Colorado. 2 SOPS is now using the GPS III Contingency Operations (COps)-upgraded OCS ground control system to operate both the new GPS III and previously launched GPS satellites.

GPS III SV02 ("Magellan"), launched on Aug. 22, 2019, has completed its on-orbit testing and is currently awaiting its turn for integration into the constellation. GPS III SV03 has now been shipped to the Cape and on Jan. 21, 2020, the Space Force called up GPS III SV04 for a launch later this summer. GPS III SV05-09 are now in various stages of assembly and test at Lockheed Martin's commercial-like large satellite production line for GPS III satellites near Denver.

The company is expected to soon complete its critical design review with the Space Force to begin production on the first two GPS IIIF satellites under contract.

"It's an exciting time across the GPS mission as we bring together the best of our space, ground, and operations systems to help the United States Space Force modernize this critical national capability," commented Johnathon Caldwell, Lockheed Martin's vice president for Navigation Systems.

Lockheed Martin is proud to be a part of the U.S. Space Force's GPS III team. The GPS III team is led by the Production Corps, Medium Earth Orbit Division, at the Space Force's Space and Missile Systems Center, at Los Angeles Air Force Base. 2 SOPS, at Schriever Air Force Base, manages and operates the GPS constellation for both civil and military users.
Quelle:
Lockheed Martin Press Release 10 February 2020

Rolls-Royce starts manufacture of world's largest fan blades – made of composite material – for next-generation UltraFan® demonstrator

Rolls-Royce has started manufacture of the world's largest fan blades, for its UltraFan® demonstrator engine that will set new standards in efficiency and sustainability.
As a set the composite blades have a 140-inch diameter, which is almost the size of a current narrowbody fuselage, and are being made at the company's technology hub in Bristol, U.K.
The milestone also marks the official start of production of parts for the demonstrator.
UltraFan will set new standards in efficiency and sustainability, offering a 25 per cent fuel reduction compared to the first generation of Trent engine, and deliver the same percentage reduction in emissions.
Part of that efficiency improvement comes from UltraFan's composite fan blades and fan case, which reduce weight on a twin-engine aircraft by 700kg, the equivalent of seven people travelling "weight free".
Chris Cholerton, Rolls-Royce, President – Civil Aerospace, said: "This is the decade of UltraFan and it's exciting to enter the 2020s with the start of production of the demonstrator engine. We have got all the building blocks in place, the design, the technologies, a brand-new testbed, and now we are actually seeing the engine come together."
UltraFan, which will start ground tests in 2021 and be available towards the end of this decade, is a scalable design from 25,000lb all the way up to 100,000lb. It also features:

- A new engine core architecture – to deliver maximum fuel burn efficiency and low emissions
- Advanced ceramic matrix composites – heat resistant components that operate more effectively in high turbine temperatures
- A geared design to maximise high-thrust, high-bypass ratio engine efficiency

UltraFan is a key element of Rolls-Royce's sustainability strategy, which involves continual research to improve gas turbine performance as well as pioneering electrification and working with industrial partners to accelerate the incorporation of Sustainable Aviation Fuels.
It is also part of the Rolls-Royce IntelligentEngine vision, which brings together its products, services and digital technology.
The fan blades are created through the build-up of hundreds of layers of carbon-fibre materials, pre-filled with state-of-the-art, toughness-enhanced, resin material. Heat and pressure are then applied, and each blade is finished with a thin titanium leading edge, which offers extreme protection against erosion, foreign objects and bird strikes.
Composite blades have already been extensively tested on an Advanced Low Pressure System development engine, including in-flight testing on the Rolls-Royce Flying Test Bed.
ALPS is a partnership between Rolls-Royce, Clean Sky, Innovate UK, BEIS, ATI, ITP Aero and GKN. The portfolio of technologies being developed to enable UltraFan is supported by ATI, Innovate UK, LuFo and Clean Sky 2.

Quelle:
Rolls-Royce Press Release 11 February 2020

ITB Berlin to generate big rewards for Oman as official partner

The Sultanate of Oman will participate in the ITB Berlin (Internationale Tourismus-Börse Berlin) 2020 between March 4 and 8, as an official partner of this largest world exhibition of the global tourism industry. Ahmed bin Nasser al Mehrzi, Ministry of Tourism, will be heading a delegation of 48 Omani tourism and hotel companies to the event. It is part of the ministry's efforts to promote tourism elements of the Sultanate at international forums.
The selection of the Sultanate as an official partner of the ITB Berlin is seen as a major appreciation and recognition of the country by a specialized international exhibition. The Sultanate has been making extraordinary efforts to develop its tourism sector and take swift and major strides to support the growth and diversification of the economy of the country.
The main opening ceremony will be attended by top officials from 180 countries. Specialised world media will cover the event. In the inauguration of the ITB Berlin 2020, there will be a focus on the salient features of the sustainable tourism of the Sultanate of Oman as well as its tourism and cultural elements.
One of the most prominent events of the Sultanate's participation as an official partner of the ITB Berlin 2020 is that the opening ceremony will be dedicated to Oman.
To mark the beginning of the events of the exhibition, a ribbon-cutting ceremony will be held in the pavilion of the Sultanate of Oman on March 4, in the presence of all the delegations participating in the ITB Berlin and the international media.
The Royal Oman Symphony Orchestra will also perform a concert in the capital, Berlin. The Ministry of Tourism will also organise two discussion workshops and will have visual presentations as part of the official programme of the exhibition. This will talk about Omani history, civilisation and culture and will promote the tourism potential of the Sultanate.
As the official partner of ITB Berlin 2020, the Sultanate will be positioned advantageously. The main opening ceremony will talk about the Sultanate's cultural identity. The name of the Sultanate of Oman will appear prominently as an official partner in all publications, posters and newsletters of the ITB Berlin.
The ministry is also making efforts to put promotional advertisements and banners in a number of prominent sites at the venue of the exhibition and at the crowded places in the capital Berlin as well as on the famous German taxis during the exhibition.
The ITB Berlin is the largest event of its kind of the global tourism industry. Around 10,000 exhibitors from 180 countries participate in it annually.
The ITB Berlin attracts more than 160,000 visitors annually. It is covered more than 500 global specialised media organisations, 7,000 media professionals and 1,500 professional tourism bloggers.
The Ministry's pavilion will accommodate 48 Omani tourism companies and establishments. Besides, it would have five tourism investment companies and three adventure tourism companies at prominent locations in the exhibition. There would be a special pavilion for the Oman Aviation Group.
Oman as official partner will open new horizons for the Ministry of Tourism for its promotional plans. It will be able to use all the resource of the ITB Berlin, its platforms, programmes, marketing events and media facilities for over a year to reach out to more than 570 million people in the European market alone and nearly 19 million specialised workers in the global tourism industry.
The Sultanate's logo will also be on the website of the ITB Berlin which is followed by more than 14 million followers.

Quelle:
OMANOBSERVER 16 February 2020

Lufthansa Group setzt alle Flüge zum chinesischen Festland bis zum Ende des Winterflugplans weiter aus

Flüge von und nach Peking und Shanghai werden bis zum 28. März ausgesetzt /

Das Flugprogramm von und nach Hongkong wird leicht reduziert

Die Sicherheit ihrer Passagiere und Mitarbeiter hat für die Lufthansa Group oberste Priorität. Nach eingehender Bewertung aller aktuell vorliegenden Informationen zu den Auswirkungen des neuartigen Corona-Virus hat die Lufthansa Group nun entschieden, die Flüge von Lufthansa, SWISS und Austrian Airlines von und nach Peking und Shanghai bis zum Ende des Winterflugplans am 28. März auszusetzen. Zunächst waren sie bis zum 29. Februar gestrichen worden. Die Flüge nach Nanjing, Shenyang und Qingdao waren bereits zuvor bis zum Ende des Winterflugplans ausgesetzt worden.

Aufgrund der aktuellen Nachfragesituation für Flüge von und nach Hongkong werden leichte Kapazitätsanpassungen vorgenommen: Bei Lufthansa werden vereinzelte Flüge gestrichen. SWISS setzt im März auf den Flügen von und nach Hongkong kleinere Flugzeuge ein.

Passagiere, deren Flug gestrichen wurde, können selbstverständlich kostenfrei umbuchen oder erhalten eine Erstattung ihres Ticketpreises. Diese Bestimmungen gelten für Passagiere mit einem Ticket, das von Lufthansa, SWISS oder Austrian Airlines ausgestellt wurde und für Flüge mit einer LH, LX, oder OS Flugnummer.

Die Lufthansa Group wird die Situation weiterhin laufend beobachten und steht mit den zuständigen Behörden in Kontakt.

Quelle:
Lufthansa Press Release 14 February 2020

Coronavirus: China Southern, Hainan Airlines among crisis-struck mainland carriers to put all foreign pilots on unpaid leave

- *Lured by generous compensation, many foreign pilots now considering their options amid unfolding coronavirus crisis*
- *Mainland airlines have seen flights slashed across the board since start of coronavirus crisis*

All foreign pilots working for China Southern Airlines, Hainan Airlines, and a host of smaller mainland Chinese carriers have been placed on indefinite unpaid leave, according to multiple sources and a memo seen by the *Post*.

With the coronavirus crisis forcing airlines to slash flights, several hundred foreign pilots have seemingly become surplus overnight, with some telling the *Post* they were considering their options amid the uncertainty now facing the world's fastest-growing air market.

"All foreign pilots, including those who have applied for leave exemption and those who have not, shall start a non-fixed term leave without pay as soon as possible," a Tuesday memo to a batch of foreign pilots for China Southern, the country's largest carrier, said.

Their grounding was effective that day, with the pilots told they would "return to work when [the] situation gets better."

The *Post* has contacted the airlines for comment.

The decision to ground foreign pilots, the most expensive employees outside executive rank, is a decision that will bring immediate cost savings but also affect hundreds of people.

Foreign pilots working in mainland China are generously paid. In recent years, lured by the promise of lucrative salaries and attractive flying schedules, foreign pilots jumped to mainland carriers as the China air travel market rapidly expanded.

One of the furloughed pilots, who asked to remain anonymous for fear of losing his job, said: "It is nice to be home, but like everyone, I have bills to pay, so being home for an indefinite period with no pay is obviously unsustainable."

For now, China remains on course to overtake the US as the largest air travel market in the world by the middle of the decade, with 720 million people expected to take flight this year and double that number by 2035, according to China's aviation regulator.

China Southern, the country's largest airline by revenue and passengers carried, employed just shy of 10,000 pilots in 2018 and operates more than 820 aircraft. They carried 151.6 million passengers last year.

But the profit margins of the mainland Chinese carriers have eroded just a bit more with each passing day since the beginning of the coronavirus crisis.

Aviation data analytics firm Cirium said that between January 23 and February 3, the number of scheduled domestic Chinese flights that never left the airport – which included cancellations – stood at 30 per cent of 144,200 flights. On February 3, almost 60 per cent of domestic flights never took off, indicating a sharp drop in demand for domestic travel, which has had the largest impact on the decision to ground foreign pilots.

For the January 23-February 3 period, China Southern eliminated more than 7,900 flights, Xiamen Air scrapped 3,287, while Hainan Airlines coped with 2,967 fewer services within the mainland.

China Eastern, meanwhile, saw 27 per cent of its 23,093 domestic flights parked, while Air China flights were reduced by a fifth.

Luya You, Bocom International transport analyst, said the unpaid leave for foreign pilots was "definitely an indicator of the severe lack of demand [in air travel] for mainland carriers right now.

"Domestic demand has already been hit significantly in January, but I think outbound demand in particular will begin to show major decline as the outbreak spreads globally," she said.

"As we see more long-haul routes temporarily suspended either in response to travel restrictions or lack of demand, we could also expect staff cuts on top of unpaid leave."

Quelle:

South China Morning Post 06 February 2020

US mulls blocking GE from selling jet engines to China: Report

Move would be a reversal of past US administrations which have supported US companies' sales to China's aviation sector.

The United States government is considering whether to stop General Electric Co from continuing to supply engines for a new Chinese passenger jet, according to people familiar with the matter, casting uncertainty over China's efforts to enter the civil aviation market.

The potential restriction on the engine sales - possibly along with limits on other components for Chinese commercial aircraft such as flight control systems made by Honeywell International Inc - is the latest move in the battle between the world's two largest economies over trade and technology.

The issue is expected to come up at an interagency meeting about how strictly to limit exports of US technology to China on Thursday and at another meeting with members of President Donald Trump's cabinet set for February 28, sources told the Reuters News Agency.

The White House and the US Commerce Department, which issues licenses for such exports, declined to comment, as did a GE spokeswoman. The departments of Defense, State, Energy and Treasury did not respond to requests for comment.

For years, the US has supported American companies' business with China's budding civil aviation industry.

The government has provided licences that allow those companies to sell engines, flight control systems and other components for China's first large commercial aircraft, the COMAC C919. The narrow-body jet has already engaged in test flights and is expected to go into service next year. COMAC is an acronym for Commercial Aircraft Corp of China Ltd.

But GE has received licenses for the LEAP engines since 2014 and was last granted one in March 2019.

The CFM LEAP engine is a joint venture between GE and France's Safran Aircraft Engines. The proposal to halt the deliveries of the engines was also reported on Saturday by the Wall Street Journal.

Safran did not immediately respond to a request for comment, and French government officials could not be reached for comment.

Flight control systems

Aside from aircraft engines, flight control systems are up for discussion at the February meetings. Honeywell International has received licences to export flight control systems to COMAC for the C919 for about a decade, and one was approved in early 2020, according to a person familiar with the matter.

But future permission for such sales for COMAC's passenger aircraft may be up for debate. Honeywell also has been seeking a licence for flight control technology to participate in the development of the C929, China's planned wide-body jet venture with Russia, the person said.

The flight control system operates moving mechanical parts, such as the wing flaps, from the cockpit.

A spokeswoman for Honeywell declined to comment.

An aerospace trade group official said his organisation would like to weigh in on any policy shifts.

"If there are any changes, we would hope they would engage with us, as they've done before," said Remy Nathan, vice president for international affairs at the Aerospace Industries Association.

At the heart of the debate over a possible crackdown on the sale of US parts to China's nascent aircraft industry is whether such shipments would fuel the rise of a serious competitor to US-based Boeing Co or boost China's military capabilities.

People familiar with the matter said some administration officials are concerned China could reverse engineer some items, though others say an abundance of LEAP engines in China has not brought that about to date.

If the US were to move ahead with the measure, one person familiar with the matter said, China could retaliate by ordering more planes from Airbus SE, rather than crisis-hit Boeing, which relies on China for a fourth its deliveries.

The Trump administration's meetings about technology issues also are set to include a discussion of whether to impose further restrictions on suppliers to Huawei Technologies, the world's largest telecommunications equipment maker, which is on a US trade blacklist.

Quelle:

ALJAZEERA 16 February 2020

Virus could mean US$5 billion in airline losses: UN agency

The new coronavirus outbreak could mean a reduction of US$4-5 billion in worldwide airline revenue, the International Civil Aviation Organization (ICAO) said on Thursday (Feb 13).

The UN agency reported that 70 airlines have canceled all international flights in and out of China and 50 others have reduced their operations.

Preliminary estimates show this has meant a reduction of nearly 20 million passengers compared to expectations for the first quarter of 2020.

That figure equates to potential lost revenue of up to US$5 billion, the agency said.

The virus has killed nearly 1,400 people in China and infected nearly 64,600 there. It has now spread beyond China to more than 25 countries, with the World Health Organization declaring a public health emergency last month.
"Prior to the outbreak, airlines had planned to increase capacity by nine per cent on international routes to/from China for the first quarter of 2020 compared to 2019," ICAO said in a statement.

The reality has been a reduction in foreign airline traveler capacity of 80 per cent.

Japan looks to be hardest-hit from a reduction in Chinese air travelers in the first quarter, ICAO said. The country could lose US$1.29 billion in tourism revenue, with Thailand not far behind at a US$1.15 billion loss potential.

ICAO said the effects of the COVID-19 virus outbreak on the airline industry are expected to be larger than the 2002-2003 SARS epidemic because flight cancellations are more widespread this time.

In addition, China's international air traffic has doubled and its domestic air traffic increased five-fold in the last 17 years.

Chinese authorities have locked down Hubei province, the virus epicenter, and have restricted movements in several cities as part of an unprecedented effort to contain the virus.

Britain, Germany, the US, Japan and others have advised against travel to China.

Quelle:

Channelnewsasia,com 14 February 2020

Fraport-Verkehrszahlen im Januar 2020: Rückläufige Passagierentwicklung in Frankfurt zu Jahresbeginn

Rückgänge im Deutschland- und Europaverkehr / Unterschiedliche Entwicklung im internationalen Portfolio

Im Januar zählte der Flughafen Frankfurt etwa 4,6 Millionen Passagiere, ein Minus von 0,7 Prozent gegenüber dem Vorjahresmonat. Der Rückgang basiert vor allem auf einer schwachen Entwicklung im Deutschland- und Europaverkehr, die mit einer spürbaren Angebotskonsolidierung der Airlines einhergeht. Gegen Monatsende wirkten sich zudem die Flugstreichungen im China-Verkehr aufgrund des Coronavirus negativ auf das Fluggastaufkommen aus. Die Zahl der Flugbewegungen ging mit 36.391 Starts und Landungen um 3,4 Prozent zurück. Auch die Summe der Höchststartgewichte verringerte sich um 2,1 Prozent auf etwa 2,3 Millionen Tonnen. Das Cargo-Aufkommen war insbesondere aufgrund des im Vergleich zum Vorjahresmonat früher gelegenen chinesischen Neujahrsfestes und der ersten Auswirkungen des Coronavirus um 8,6 Prozent auf 149.217 Tonnen rückläufig.

Die Flughäfen des internationalen Portfolios entwickelten sich im Berichtsmonat unterschiedlich. Das Passagieraufkommen im slowenischen Ljubljana ging um 27,1 Prozent auf 75.495 Fluggäste zurück. Hier wirkt sich weiterhin die Insolvenz von Adria Airways aus, deren Flugangebot bisher nicht vollständig aufgefangen wurde. Die brasilianischen Airports in Fortaleza und Porto Alegre verzeichneten einen Rückgang von 1,6 Prozent auf zusammen rund 1,5 Millionen Passagiere. Das Fluggastaufkommen am Flughafen im peruanischen Lima hingegen stieg um 6,3 Prozent auf etwa 2 Millionen Fluggäste.

Die 14 griechischen Regionalflughäfen verbuchten einen leichten Zuwachs um 1,4 Prozent auf insgesamt 626.299 Passagiere. Mit einem Plus von 22,8 Prozent wuchs das Passagieraufkommen an den bulgarischen Twin Star-Airports Burgas und Varna auf 83.434 Fluggäste. Das Aufkommen am Flughafen Antalya in der Türkei stieg um 5,7 Prozent auf 927.420 Passagiere. Der Flughafen im russischen St. Petersburg notierte einen Anstieg von 8,0 Prozent auf gut 1,3 Millionen Fluggäste. Das Fluggastaufkommen am Airport Xi’an in China war mit etwa 3,5 Millionen Passagieren um 6,5 Prozent rückläufig.

Quelle:
Fraport Press Release 13 February 2020