
Brèves de l'industrie aérospatiale – 21 novembre 2022

Industrie Aérospatiale

Boeing (18 novembre)

The FAA has re-stated that the Boeing 737 MAX-7 will not be certified in 2022. Boeing is now facing the prospect of the 737 MAX-7 and MAX-10 being required to comply with a law, the Aircraft Certification, Safety and Accountability Act (ACSAA), effective at year-end, requiring FAR 25 aircraft certified after that date, to have modern alert systems.

Airbus A220 (17 novembre)

Pour l'A220, les 3 chaînes d'assemblage final (FAL) - les deux à Mirabel et celle de Mobile, en Alabama - ont actuellement un taux de production nominal de 6 appareils par mois. Airbus prévoit d'augmenter cette cadence d'ici 2025 pour atteindre un total de 14 appareils, dont 10 seront construits sur les 2 lignes parallèles de Mirabel.

P&W (17 novembre)

Pratt & Whitney's new turbine airfoil production facility in Asheville, North Carolina, is expected to achieve initial operational capability in the second quarter of 2023. The 1.2 million square foot facility incorporates Industry 4.0 standards to support high-volume programs including the Pratt & Whitney GTF and F135. It includes an advanced casting foundry as well as airfoil machining, coating and finishing.

Airbus (16 novembre)

Airbus has received a firm order for three A330-900neos from Azul Linhas Aéreas, which brings the airline's total fleet of A330neo to eight.

Arconic (16 novembre)

Arconic has completed the sale of 100 per cent of its Russian operations to Promishlennii Investitsii LLC, the majority owner of VSMPO-AVISMA Corporation, for cash proceeds of \$230 million. Arconic Inc. split into two companies in early 2022: the light metal technology firm Arconic Corp. and Howmet Aerospace Inc.

Embraer / Héroux Devtek (11 novembre)

Héroux-Devtek has signed a contract with Embraer to design, develop and manufacture the main deck cargo door actuation system for the E190F and E195F Freighter conversion programs. The agreement, which will be fulfilled by Héroux-Devtek's Spanish facility, also includes the delivery of spare parts and aftermarket services for the life of the program.

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Boeing 737 MAX audit (11 novembre)

The Department of Transportation's Inspector General (IG) office has launched another audit of the FAA's certification process of the Boeing 737 MAX and will examine the agency's oversight of the aircraft's maneuvering characteristics augmentation system (MCAS) and the angle-of-attack disagree indicator. This is the fourth such investigation since 2019.

Aviation Commerciale

BRA (16 novembre)

La compagnie aérienne suédoise BRA va utiliser 50% de carburant d'aviation durable pour la navette qu'elle opère en ATR 72 pour le compte de Volvo entre les aéroports de Göteborg-Landvetter en Suède et Lyon-Saint Exupéry. Il s'agit du maximum autorisé par la certification aujourd'hui.

Boeing (14 novembre)

Boeing forecasts that Southeast Asian airlines will need more than 4,200 new commercial airplanes over the next 20 years. The current fleet size is 1,600 aircraft.

Jefferies-Pilot shortage (14 novembre)

Industry analyst Jefferies estimates that the industry is undersupplied by 6 percent, or by 8,000 pilots, this year, given the early retirements during the pandemic. This will increase to a 12 percent shortage, or 18,000 pilots, by 2025 and to 15 percent, or 23,000, by 2030.

Chine / Embraer E190-E2 (11 septembre)

L'Embraer E190-E2 a reçu son certificat de type de l'Administration de l'aviation civile de Chine (CAAC). Les dernières prévisions du marché d'Embraer ont révélé que seront livrés en Chine jusqu'en 2041 1445 nouveaux avions dans la catégorie jusqu'à 150 sièges.

Aviation d'affaires

NetJets (16 novembre)

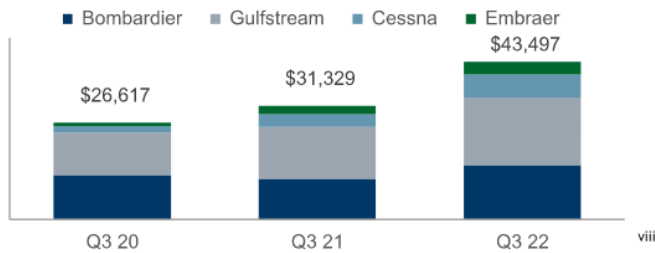
NetJets has begun construction of a maintenance and customer facility in Scottsdale, Arizona, one of the top destinations for its customers. The "exclusive-use" facility is expected to open in first-quarter 2024 and will include a private boarding lounge and ramp space. It will also be one of Netjets' 10 maintenance hubs that support its fleet of more than 850 business jets.

Global Jet Capital Q3 2022 (15 novembre)

The Business Jet industry-wide book-to-bill ratio for the quarter was 1.3-to-1 while backlogs increased to \$43.5 billion, a 38.8 percent increase from Q3 2021. With this backlog, lead times are now extending well into 2024 for most manufacturers, and even longer in some cases.

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Q3 Backlog at Major Business Jet OEMs



Dassault does not report quarterly results, so is not included in this graph

Dassault Aviation-ExecuJet (14 novembre)

ExecuJet MRO Services Malaysia has broken ground on a purpose-built MRO centre at Malaysia's Subang Airport. While the Dassault Aviation subsidiary already has a facility at Subang, it will relocate to the larger facility when it is completed by the end of next year.

Business aviation / Europe (14 novembre)

Business aviation operations faced protests by environmental campaigners in multiple locations across Europe this week, with facilities in the UK, Italy, Germany, and the Netherlands targeted. Groups are demanding a complete ban on private jets and high taxes on airline frequent flyers.

Défense

Sustainment Challenges Affecting Some of the Selected Department of Defense Aircraft

	Aging aircraft			Maintenance				Supply support		
	Delays in acquiring replacement aircraft	Service life extension	Unexpected replacement of parts and repairs	Access to technical data	Delays in depot maintenance	Shortage of trained maintenance personnel	Unscheduled maintenance	Diminishing manufacturing source	Parts obsolescence	Parts shortage and delay
C-5M (Air Force)			●		●	●	●	●	●	●
F/A-18E/F (Navy)		●	●	●	●	●	●	●	●	●
F-35A/B/C (Joint)		●	●	●	●	●	●	●	●	●
AH-64D/E (Army)	●		●	●	●	●	●	●	●	●
MV-22B (Marine Corps)				●			●	●	●	●

Source: GAO analysis of Army, Navy, and Air Force information. | GAO-23-106217

Boeing Defense and Space (17 novembre)

Boeing's defense and space business unit will cut some top executives and consolidate its eight divisions into four as the new CEO works to improve its culture. Boeing Defense and Space has lost billions of dollars in recent years as it has been unable to execute on key military projects.

Microsoft / Lockheed Martin (16 novembre)

Microsoft and Lockheed Martin announced an expansion in their partnership to help the U.S. DOD adopt new technology and innovate in IT key areas.

Rheinmetall AG (16 novembre)

Rheinmetall AG has agreed with MaxamCorp. Holding S.L. to acquire the entire share capital of its subsidiary Expal Systems S.A, a Madrid-based ammunition manufacturer. The deal is expected to close in 2023, but is subject to approval by competition authorities.

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Elbit Systems (14 novembre)

Elbit Systems was awarded a contract valued at \$72 million to supply Hermes 900 UAS and training capabilities to an international customer. The contract will be performed over a two-year period.

MRO**GE Aerospace / Virgin Australia (17 novembre)**

Virgin Australia has signed a 10-year "TrueChoice" overhaul agreement with GE Aerospace covering the airline's fleet of CFM56-7Bs installed on 78 Boeing 737 Next Generation aircraft. Virgin Australia plans to extend the contract to include 84 aircraft through 2023.

Lufthansa Technik (16 novembre)

Lufthansa Technik has delivered a second Airbus A350 VIP widebody jet to the German Armed Forces. The VIP A350 is the company's first completion of the type with a "full government cabin," including seating, washrooms, and a galley for delegations traveling with the aircraft.

Safran Nacelles / Avianca (15 novembre)

Safran Nacelles a signé un contrat de quatre ans pour le support des nacelles Airbus A320neo des 17 appareils d'Avianca.

Gulf Air / MTU Maintenance (14 novembre)

Gulf Air has awarded MTU Maintenance a contract to continue providing MRO services for the V2500-A5 engines powering the airline's A321neo fleet. The four-year agreement also includes LRU support, engine trend monitoring and on-site services, as well as spare engine support.

Drones – Advanced Air Mobility**Archer Aviation (15 novembre)**

Archer Aviation announced plans to build a \$118 million factory for its eVTOL aircraft in Covington, Ga., in 2024. It will borrow funds from Synovus Financial to finance the project.

Aethon Aerial Solutions / AeroVision Canada (9 novembre)

Aethon Aerial Solutions Inc. and AeroVision Canada Inc. have announced a R&D agreement with the Southern Alberta Institute of Technology's Centre for Innovation and Research in Unmanned Systems (CIRUS) and ANAVIA, a Swiss-based manufacturer of heavy lift UAS vehicles. Under the agreement, the companies will leverage CIRUS' expertise in long endurance missions using the ANAVIA HT-100 UAS to perform BVLOS missions for commercial applications that include powerline inspection.

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Spatial

Expleo (18 novembre)

Expleo vient de finaliser à Toulouse les charges utiles de ses 2 nanosatellites pour un lancement en orbite prévu en 2023.

NASA (16 novembre)

NASA's Space Launch System has launched an uncrewed Orion spacecraft on its journey to the moon, a milestone for the agency's Artemis program. Orion's trajectory will cover a record 1.3 million miles.

SpaceX NASA (16 novembre)

NASA has awarded a contract modification to SpaceX to further develop its Starship human landing system to meet its requirements for long-term human exploration of the Moon under Artemis. SpaceX will provide a second crewed landing demonstration mission in 2027 as part of NASA's Artemis IV mission.

Eutelsat / OneWeb (16 novembre)

Eutelsat et OneWeb ont signé l'accord pour leur coentreprise détenue à 50-50, qui doit donner naissance à un géant européen dans la course à l'internet depuis l'Espace. La finalisation de l'opération devrait s'effectuer au 2ème ou au 3ème trimestre 2023.

Thales Alenia Space / Ascend (Advanced Space Cloud for European Net zero emission and Data sovereignty) (15 novembre)

Un consortium d'entreprises emmené par Thales Alenia Space a été retenu par la Commission européenne, pour mener une étude de faisabilité portant sur l'installation sur orbite de stations de data centers, alimentées par des centrales solaires produisant sur place plusieurs centaines de megawatts, en dehors de l'atmosphère terrestre. Ce projet Ascend (Advanced Space Cloud for European Net zero emission and Data sovereignty) pourrait contribuer à l'objectif de Pacte vert pour l'Europe (Green Deal) de neutralité carbone d'ici 2050.

Innovation

Airbus / Air Canada (18 novembre)

Airbus and Air Canada have invested in Carbon Engineering (CE), a company based in Squamish (British Columbia), that is developing direct air carbon capture and storage (DACCS) technology. CE will use the money to develop its CE Innovation Centre, which it says is the largest direct air capture research and development facility in the world.

Germany / SAF (16 novembre)

Germany's Federal Ministry for Digital and Transport (BMDV) has awarded €3.1 million in development funding to the M2SAF consortium (BASF, Thyssenkrupp, OMV, DLR, and ASG) that is working to establish technology for a new methanol-to-sustainable aviation fuel (M2SAF) production pathway.

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GKN Aerospace (15 novembre)

GKN Aerospace has delivered a ground-based demonstrator of a liquid hydrogen aircraft fuel system. It was designed, built and tested in collaboration with Filton Systems Engineering, under the Innovate UK-funded Safe Flight project. The goal was to investigate the feasibility of using a liquid hydrogen fuel source to increase the endurance of a search and rescue UAS concept.

Airbus / CFM International (15 novembre)

Airbus utilisera un A380 pour évaluer un moteur General Electric Passport modifié pour la combustion directe d'hydrogène, et un second A380 testera en vol le système de propulsion à ventilateur ouvert développé dans le cadre du programme RISE (Revolutionary Innovation for Sustainable Engines) de CFM.

Massachusetts Institute of Technology (MIT) (14 novembre)

A new MIT-developed heat treatment process transforms the microscopic structure of additively manufactured metals, making the materials stronger and more resilient in extreme thermal environments. The technique could make it possible to additively manufacture high-performance blades and vanes for power-generating gas turbines and aero-engines, which would enable new designs with improved fuel consumption and energy efficiency.
