Brèves de l'industrie aérospatiale – 27 septembre 2021

Industrie Aérospatiale

Hexcel *(22 septembre)*

Boeing has awarded Hexcel Corp (Stamford, Conn) a multi-year contract to produce cabin interior parts made with HexPEKK-100 for the B777X and produced at the company's additive manufacturing site. They include a family of air ducts.

Airbus *(21 septembre)*

Airbus crée la nouvelle filiale Airbus Atlantic, qui regroupera les sites de Saint-Nazaire et de Nantes, ainsi que ceux de Stelia Aerospace, à Rochefort, Mérignac, Salaunes et Meaulte. Cette nouvelle filiale à 100% Airbus sera créée le 1er janvier prochain. Elle regroupera 12 000 salariés d'Airbus et de Stelia Aerospace en France, avec une direction et des statuts unifiés. Elle rassemblera toutes les activités liées à l'assemblage des sous-ensembles d'Airbus en France, tels que les tronçons de fuselage, la pointe avant ou le caisson de voilure.

Latecoere *(21 septembre)*

Latécoère a été retenu par la startup Heart Aerospace (Suède) pour réaliser les études en amont du programme de l'ES-19, un avion régional 19 places tout électrique. Latécoère sera en charge de la conception des portes passager, de secours, et de soute à bagage.

Dynamatic Technologies (*21 septembre)*

Boeing has awarded Indian firm Dynamatic Technologies a contract to produce aerostructures for the F-15EX fighter. The F-15EX is one of many contenders for an Indian Air Force requirement for 110 fighters. Dynamatic currently produces aerostructures for several Indian military aircraft and on the Boeing P8 aircraft and CH-47 helicopter.

Latécoère *(20 septembre)*

Latécoère acquière de la société Shimtech (SDM) basée à Hermosillo au Mexique. SDM est un fournisseur d'assemblages et de composants composites structurels avancés et de précision.

Aviation Commerciale

Airbus Mobile *(23 septembre)*

Airbus a conclu un accord avec le groupe Signature Flight Support pour la fourniture de carburant durable d'aviation (SAF) sur son site de Mobile. Tous les avions livrés aux clients seront alimentés par un mélange de SAF et de carburéacteur classique. Signature Flight Support travaille en partenariat avec World Energy pour fournir à Airbus le SAF d'origine américaine.

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LATAM Airlines *(23 septembre)*

LATAM Airlines va équiper sa flotte de plus de 200 avions de la famille A320 de la fonction « Optimisation du profil de descente » (DPO) d'Airbus, une amélioration de la base de données des performances du système de gestion de vol (FMS) qui permet d'économiser du carburant.

Boeing *(21 septembre)*

Over the next 20 years, Boeing predicts demand for 7,100 jetliners from Europe's low-cost carriers. Globally, Boeing forecasts that around 40% of single aisle demand will be from low-cost carriers. It also expects demand for 1,545 new widebody aircraft in Europe.

Airbus, Air France *(21 septembre)*

Airbus, Air France and DSNA, the French Air Navigation Service Provider (ANSP), have begun working towards the development of “most energy efficient flights”. Feasibility trials are taking plce during 2021 and 2022 within the framework of the Single European Sky ATM Research Joint Undertaking (SESAR JU) ALBATROSS project, which is combining several R&D technical and operational innovations.

Aviation d’affaires

Business jet deliveries *(22 septembre)*

Industry Analyst Brian Foley says that business jet deliveries this year are expected to be flat at approximately 700 aircraft, but that manufacturers will increase production rates as they gain confidence that the current increase in demand is sustained. He expects annual production rates to progressively increase to 900 in the 2024 to 2025 timeframe. Most manufacturers are currently experiencing a 2 to 1 book to bill ratio.

Challenges for business jet manufacturers *(21 septembre)*

Bombardier, Dassault Falcon Jet, Embraer Executive Jets, and Textron Aviation are all citing supply chain issues, workforce shortages, and demands for sustainability as their most critical issues. The supply chain is challenged by shortages of personnel, material, working capital, and even shipping containers. They see labour shortages as a major long term problem and stressed the need to attract a much more diverse population into the industry.

Dassault *(21 septembre)*

Dassault Aviation has expanded its facilities in Bordeaux-Mérignac with the inauguration of a new 26,000-sq-m (280,000-sq-ft) plant that will house design, development, and after-sales support teams for both civil and defence businesses. This will result in the consolidation of defence customer support, Falcon aircraft services, industrial operations and procurement. The design office will remain in Saint- Cloud.

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Défense

AVIC MA700 *(23 septembre)*

Further to the government of Canada's refusal of an export licence for the P&WC PW150C engine for the AVIC MA700 aircraft, AVIC has terminated the contractual relationship with P&WC. The MA700 also has significant US content from companies such as Collins Aerospace, Parker Aerospace, Honeywell and Eaton. AVIC Xian Aircraft is on the US Military End User (MEU) list which may complicate the process of obtaining export licences by these suppliers.

Augmented reality headset *(22 septembre)*

A start-up US company named Red 6 has won a contract to install its augmented reality (AR) headset into USAF Northrop T-38 Talon jet trainers. The AR headset is designed to train pilots how to dogfight virtually, while flying in actual trainer or combat aircraft. Adversary aircraft are synthetic projections in the augmented reality headset.

Kaman *(21 septembre)*

Kaman has disclosed a new unmanned air vehicle (UAV) designed to perform autonomous logistics operations, such as those performed by the US Marine Corps (USMC). Already flown as a half-scale demonstrator, the four-rotor Kargo UAV will be able to carry a maximum cargo of 362kg (800lb), either in a conformal pod or as an underslung load

Leonardo *(20 septembre)*

Leonardo has placed the latest in a series of contracts with UK-based aviation services company 2Excel to commence the next stage of the Tempest flight test aircraft (FTA) programme.
The aircraft, a converted airliner, will test sensors and communications for the Future Combat Air System (FCAS) that the UK and its international partners are developing.

United Kingdom New Medium Helicopter *(20 septembre)*

The United Kingdom government has indicated a requirement for a New Medium Helicopter (NMH) to replace the RAF Eurocopter fleet and smaller Army helicopters. No formal request for proposal has been issued but Leonardo and Airbus are positioning to bid. Airbus would offer a military version of the H175M (two P&WC PT6E engines). Leonardo would offer the A149 (two GE CT7 engines). Sikorsky has also expressed interest in the potential requirement.

AERALIS *(20 septembre)*

Atkins has entered into a strategic agreement with AERALIS to design and develop its family of modular military training aircraft. AERALIS has also signed an agreement with Siemens Digital Industries Software. It says that it has secured a £10.5 million ($14.5 million) financial injection from "a Middle Eastern sovereign wealth fund". It has also signed a new technical support agreement with Rolls-Royce for the propulsion system.

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MRO

Liebherr-Aerospace /Lineage 1000 *(23 septembre)*

Liebherr-Aerospace a été sélectionné par Embraer comme fournisseur exclusif des services de révision des trains d'atterrissage sur la flotte des Lineage 1000, pour les dix prochaines années. Le train d'atterrissage du Lineage 1000 a été conçu et fabriqué par Liebherr-Aerospace. Les révisions seront effectuées sur le site de l'équipementier à Lindenberg (Allemagne).

FAI *(22 septembre)*

German special mission operator FAI rent-a-jet has configured one of its Bombardier Global Express twinjets as a dedicated air ambulance following increased market demand for ultra-long-range air ambulance missions, 10 of which it has undertaken in the past two months.

MRO Insider *(22 septembre)*

More than 2,000 aircraft are now registered for free on MRO Insider's business aircraft services platform. Launched in October 2017, the platform has seen very rapid growth in the past four years both in North American and globally.

Drones- Advanced Air Mobility

Volocopter *(22 septembre)*

Volocopter has announced a joint venture company with a subsidiary of China's Geely Technology Group, Aerofugia, to bring its UAM aircraft into China. The agreement includes the purchase of 150 Volocopter aircraft and a member of Geely will join Volocopter's advisory board. Geely's general aviation arm will manufacture components for the vehicle.

Bristow Group /Vertical Aerospace Group *(22 septembre)*

Bristow Group and the UK's Vertical Aerospace Group have signed a memorandum of understanding (MOU) to cooperate on the certification and potential purchase of up to 50 eVTOLs. Under the deal, Bristow would place a pre-order for 25 of Vertical's VA-X4 four-passenger aircraft that are capable of speeds of up to 174 knots and a range of at least 87 nm.

Airbus *(21 septembre)*

Airbus has revealed a design for a CityAirbus NextGen eVTOL with eight sets of electric motors and propellers. Detail design is underway with the aim of first flight of a prototype in 2023 and type certification in 2025 under EASA's Special Conditions-VTOL rules. It will carry up to four passengers on flights of up to 80 km (50 miles) and at speeds of 120 km/h (75 mph).

Avolon *(21 septembre)*

Aircraft leasing company Avolon has entered a partnership with Brazil's largest airline, Gol and Brazilian transport operator, Grupo Comporte, to commercialise an eVTOL ride sharing platform

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in Brazil. Gol and Grupo Comporte have committed to purchase or lease up to 250 Vertical Aerospace VA-X4 eVTOL aircraft.

Boeing MQ25A Stingray *(20 septembre*)

Boeing will construct a new factory at MidAmerica St Louis Airport to build the MQ-25A Stingray unmanned air vehicle (UAV) for the US Navy (USN). It will be completed in 2024. Boeing says that the factory will feature robotic production and other advanced techniques to improve quality and employee ergonomics.

Paragon *(17 septembre)*

Paragon VTOL Aerospace is committing to 50 VTOLs for urban air taxi operations in Brownsville, Texas to begin in 2025. Paragon is also part of Siemens' new Aerospace Startup Program, using tools to design, test, produce and monitor current and future drone designs.

CAE /BETA Technologies *(16 septembre)*

CAE has been selected by BETA Technologies (BETA) to design and develop a pilot and maintenance technician training program for the ALIA eVTOL aircraft. The new program will be built from the ground-up, in parallel with BETA's aircraft certification process, incorporating its unique operational and mission specific requirements.

Spatial

ArianeGroup *(23 septembre)*

ArianeGroup va supprimer 600 postes en France et en Allemagne d'ici à 2022 et transférer certaines activités liées au moteur Vinci de Vernon en Allemagne. Des décisions à lier à la concurrence de SpaceX et la montée en puissance de l'Allemagne dans l'Europe spatiale.

OrbAstro *(23 septembre)*

UK and New-Zealand-based OrbAstro, a space-as-a-service startup, will launch its first half-dozen smallsats in 2022, five commercial satellites and a pilot satellite for an in-house project. It expects to add one or two more missions to its 2022 roster in the coming months. OrbAstro's ORB-3 nanosatellite platform is the size of three 10-centimeter cubesats placed end to end.

Innovation

Airbus *(23 septembre)*

Airbus subsidiary UpNext has disclosed a programme called the "extra-high-performance wing demonstrator" to develop a wing capable of adjusting its shape automatically in flight. The project will include flight tests using a Cessna Citation VII, but no schedule has been announced. Airbus also has an ongoing "Wing of Tomorrow" activity which is evaluating composite materials and new manufacturing and assembly processes. GKN Aerospace is a participant.

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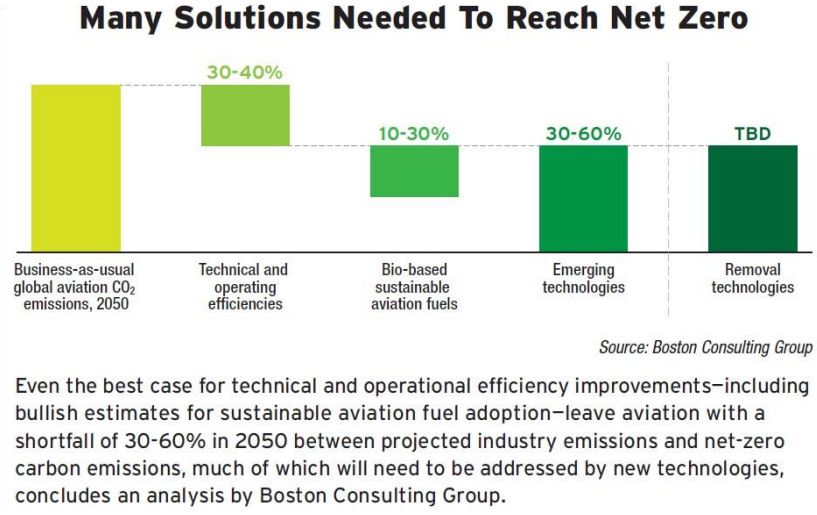
Net-zero emissions target



Even the best case for technical and operational efficiency improvements—including bullish estimates for sustainable aviation fuel adoption—leave aviation with a shortfall of 30-60% in 2050 between projected industry emissions and net-zero carbon emissions, much of which will need to be addressed by new technologies, concludes an analysis by Boston Consulting Group.

Airbus *(21 septembre)*

Airbus is testing a helicopter engine backup system (EBS) that uses a 100-Kw electric motor to provide power for up to 30 seconds in the event of engine failure. The motor is connected to the main gearbox and gives pilots extra time to react, maintain rotor speed, and enter a smoother autorotation. It is currently being tested on the company's H130 turbine-single "Flightlab" in partnership with the French Civil Aviation Authority (DGAC).

Pratt & Whitney / FAA *(21 septembre)*

Pratt & Whitney et la FAA investissent ensemble 50 millions de dollars afin de soutenir le développement d'une technologie de combustion avancée destinée à réduire le bruit, les émissions de CO2 et la consommation de carburant. Cette démarche correspond à la phase III de l'initiative CLEEN (Continuous lower energy, emission and noise), portée par la FAA.

Hydrogen infrastructure *(21 septembre)*

Airbus, airports operator Vinci and Air Liquide are partnering on the introduction and use of hydrogen in the aviation sector, including a possible pilot installation of systems at Lyon airport. The hydrogen gas distribution station at Lyon will fuel ground vehicles from around 2023.

Royal Dutch Shell *(20 septembre)*

Shell has announced plans to begin production of sustainable aviation fuel (SAF), adding approximately two million tonnes a year to the world's SAF supply by 2025. This represents ten times the amount produced annually today, which is 0.1% of global aviation jet fuel demand. Shell also aims to have at least 10% of its global aviation fuel sales as SAF by 2030. It did not provide details on the feedstock that it will use.

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