
Brèves de l'industrie aéronautique – 25 octobre 2021

Industrie Aérospatiale

Embraer deliveries: third quarter 2021 (21 octobre)

Embraer delivered nine commercial aircraft and 21 business jets (14 Phenom 300 and seven Praetor) in the third quarter of 2021. Year-to-date, business jet deliveries are 54, up from 43 aircraft in the first nine months of 2020. On September 30 Embraer's firm order backlog was US\$16.8 billion and the company has also announced the sale of 16 E175 jets to SkyWest.

Sikorsky CH53-K (21 octobre)

Production of the Sikorsky CH53-K is forecast to increase from four aircraft in 2022 to nine in 2023, and then fifteen in 2026. It is expected to remain in production through 2032. Committed customers are the United States Marine Corps and the Israeli Ministry of Defence.

Safran Helicopter Engines (20 octobre)

Safran Helicopter Engines a ouvert une deuxième ligne d'assemblage de son moteur Arriel 2E, à Grand Prairie (TX). Ces moteurs sont destinés à l'UH-72B d'Airbus Helicopters qui équipera l'armée de Terre américaine. Les moteurs Arriel sont les moteurs d'hélicoptère les plus vendus de leur catégorie, avec près de 12 000 moteurs produits.

Embraer and Fokker Services Group (19 octobre)

Embraer has signed a memorandum of understanding (MOU) with Fokker Technik and Fokker Services, members of the Fokker Services Group, to "advance projects related to commercial and defence aerospace projects, including aftermarket services". Examples cited include the Embraer C-390 transport, special-mission aircraft and advanced commercial aviation technology.

Saab (14 octobre)

Saab has opened its new facility in West Lafayette, Indiana. It will be the site for production of the aft airframe section of the T-7A Red Hawk trainer aircraft. It will also support research and development in autonomy, artificial intelligence (AI), and advanced manufacturing.

Aviation Commerciale

IATA (22 octobre)

L'Association internationale du transport aérien (IATA) prévoit que le chiffre d'affaires du fret aérien devrait culminer à 175 Md\$ (environ 150,3 Md€) en 2021, tandis que les volumes de fret aérien devraient dépasser de 8% le niveau moyen de 2019. En 2022, IATA s'attend à une croissance de 5% des volumes transportés.

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Scandinavian Airlines System (22 octobre)

Scandinavian Airlines System (SAS) a signé un contrat de 5 ans avec Airbus, pour l'adoption de la solution numérique Skywise Health Monitoring (SHM) de l'avionneur. SAS appliquera le service à l'ensemble de sa flotte de 78 appareils des familles A320, A330 et A350.

Airbus/Finnair (21 octobre)

Finnair a sélectionné le service Flight Hour Services (FHS) d'Airbus pour prendre en charge l'ensemble de sa flotte de la famille A320 (35 appareils), devenant ainsi le premier client FHS européen de l'avionneur pour une flotte d'A320. FHS comprend des services matériels intégrés et de services d'ingénierie et de réparation de composants.

Aero HygenX (21 octobre)

Ethiopian Airlines Group and Aero HygenX (Ottawa, ON) have signed a Memorandum of Understanding (MOU) for deployment and regional marketing of Aero HygenX's autonomous UV-C light disinfecting robot named RAY. The MOU also envisages local final assembly of RAY and exchanges of expertise between Aero HygenX and the Ethiopian Airlines Innovation Hub.

Boeing market forecast: Middle East (20 octobre)

Boeing forecasts that Middle Eastern operators will take delivery of 3,000 new aircraft over the next 20 years including 1,320 widebody aircraft. It estimates that by 2040 the region's fleet will increase by more than 2,000 aircraft, from 1,500 to more than 3,500.

Eurocontrol traffic forecast (19 octobre)

In its latest 2021-2027 forecast, Eurocontrol has predicted that recovery of European flights to 2019 levels could occur as early as 2023. It has modelled three scenarios and both the baseline and high scenarios show recovery to 2019 levels during 2023. Eurocontrol expects 6.2 million flights this year – 44% fewer than in 2019.

Aviation d'affaires**International Aircraft Dealers Association (18 octobre)**

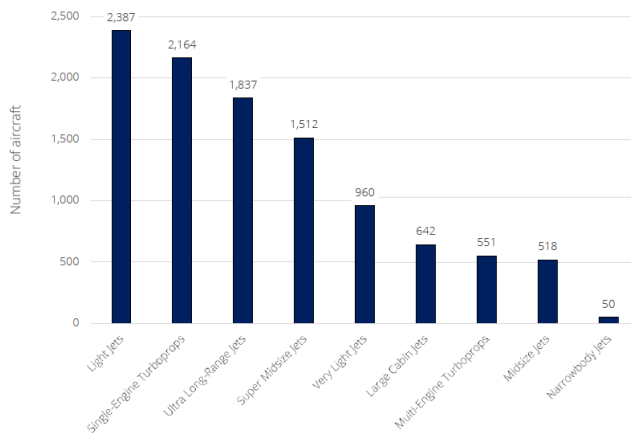
Prices of pre-owned business aircraft have increased between 20 and 30 percent according to the International Aircraft Dealers Association's (IADA). Despite low inventory levels, IADA dealers reported 182 aircraft agreements in the third quarter, compared with 110 in 2020.

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AWST business aircraft delivery forecast (21 octobre)

Forecast: New Aircraft Deliveries

2022-31 Unit Deliveries by Size Category

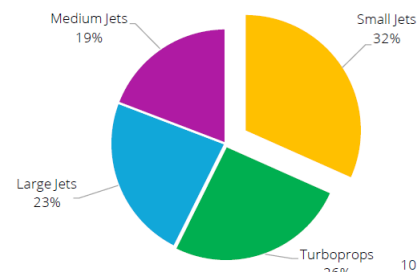


Source: 2022 Business Aviation Fleet & MRO Forecast, Aviation Week Network, Copyright 2021.

Highlights

- 10,600 total deliveries over 10 years.
- Deliveries 6% higher than previous expectations over decade.
- 7,900 business jets / 2,700 turboprops
- "Light jets" lead recovery efforts, 30% share of jets/ 22% share overall by size category.
- Turbos remain strong with 26% overall by category.
- \$241B retail delivery value over 10 years.

2022-31 Share of Unit Deliveries by Segment



Défense

Sikorsky (21 octobre)

Sikorsky is developing data networking capability between its helicopters and other US military aircraft. This will be a key feature of the Raider X and Defiant X helicopters, which are currently under development by Sikorsky and Boeing. They are competing against Bell products in two US Army "Future Vertical Lift" competitions.

L3Harris Technologies (19 septembre)

L3Harris Technologies is on schedule to deliver the EC-37B Compass Call to the US Air Force for testing in 2022. The aircraft features electronic warfare (EW) components built by BAE Systems and EW equipment transferred from the legacy EC-130Hs into new Gulfstream G550 jets.

MRO

Airbus/ST Engineering (21 octobre)

Airbus is reported to have said that its joint venture (JV) with ST Engineering plans for an A321 freighter conversion line in San Antonio to be operational by the end of the year. There are also plans for a U.S. facility for A330 conversions in 2022. The JV will reportedly have the capacity to perform about 60 conversions a year once both facilities are operational.

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Air France Industries KLM / Triumph Group (21 octobre)

AFI KLM Engineering & Maintenance et Triumph Group créent une coentreprise, XCell Americas, pour la MRO des nacelles des A320neo, A350, B787 et B737 MAX.

Boeing (18 octobre)

Boeing has received a European Military Airworthiness Requirements accreditation for the inspection and maintenance of CH-47D Chinook helicopters. The company will initially provide services to the Royal Netherlands Air Force and will seek other European opportunities.

Drones - Advanced Air Mobility**Japan Airlines eVTOL (20 octobre)**

Aircraft lessor Avolon has formed a strategic partnership with Japan Airlines (JAL) to identify local partners and customers for the implementation of a commercial eVTOL ride sharing business in Japan. JAL will also have a right to purchase or lease up to 50 Vertical VA-X4 eVTOL aircraft from Avolon, with options for up to 50 more. JAL is also an investor in Volocopter (Germany) and has reserved Volocopter aircraft. Volocopter plans test flights in Japan by 2023.

Aura Aero (20 octobre)

Aura Aero (Toulouse) a signé un partenariat avec Amedeo, spécialisé dans la gestion d'actifs et le leasing d'avions. L'accord est assorti d'une lettre d'intention pour l'achat de 200 exemplaires du futur avion régional électrique ERA, un avion à propulsion électrique de 19 places à destination du transport régional. La mise en service de cet appareil est attendu en 2027.

AKKA Technologies (19 octobre)

AKKA Technologies a dévoilé Green&Fly, un concept d'avion bimoteur électrique propulsé à l'hydrogène. Conçu pour transporter jusqu'à 30 passagers pour une autonomie de 500 km, il est destiné à des vols régionale et présente une nouvelle configuration d'aile, dite rhomboédrique.

Transcend Air (18 octobre)

Transcend Air has selected Kaman to build its Vy 400 high-speed vertical takeoff and landing (HSVTOL) aircraft that will be powered by a single 2,500-shp GE CT7-8 turboshaft and have a targeted maximum speed of 356 knots, enabling inter-city flights. Transcend claims that the six-seat Vy 400 will deliver lower door-to-door prices than current air travel options.

Unither Bioelectronics (14 octobre)

Unither Bioelectronics, a unit of United Therapeutics, reached a milestone with its first delivery of a lung for organ transplant via drone. The flight, completed last month between two hospitals in Toronto "over a high-density urban setting and highly congested traffic area", showcased the future of organ delivery by drone, according to the company.

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Spatial

Lockheed Martin/ Nanoracks (21 octobre)

Nanoracks and Lockheed Martin will collaborate on the development of a commercial space station called Starlab. Nanoracks will be the prime contractor with Lockheed acting as the manufacturer and technical integrator. Starlab will have a volume of 340 cubic meters, about three-eighths that of the International Space Station, and generate 60 kilowatts of power. It will be equipped with a robotic arm and state-of-the-art laboratory and host up to four astronauts.

Centre national des études spatiales /Karista (20 octobre)

Karista, une société de Venture Capital, a annoncé le premier closing du fonds CosmiCapital pour un montant de 38 M€. Souscrit notamment par le CNES, initiateur du fonds, et le Fonds national d'amorçage 2 (FNA 2), géré pour le compte de l'Etat par Bpifrance, dans le cadre du Programme d'investissements d'avenir (PIA), ce fonds doit permettre d'investir dans des startups technologiques françaises et européennes. Il vise un objectif de 70 M€ courant 2022.

Agence européenne de surveillance maritime (20 octobre)

L'Agence européenne de surveillance maritime (AESM) annonce la signature d'un contrat avec CLS, filiale du CNES, pour la fourniture d'une flotte de drones de surveillance maritime. Ce contrat, d'une valeur de 30 millions d'euros sur quatre ans, prévoit la mise à disposition de quatre drones à la demande des États membres de l'Union européenne.

Innovation

Flying Whales (22 octobre)

FLYING WHALES, qui conçoit, produira et opérera le plus grand dirigeable cargo au monde (le LCA60T), s'apprête à lancer le développement de ses activités au Québec. FLYING WHALES est désormais détenue à 75% par des actionnaires publics et privés français, et à 25% par Investissement Québec (IQ). La filiale montréalaise « Les dirigeables FLYING WHALES Québec » reste détenue à 50,1% par FLYING WHALES et à 49,9% par IQ. Elle aura pour mission d'intégrer la filière aéronautique québécoise et d'y élaborer certains éléments stratégiques du LCA60T en partenariat avec des joueurs établis et crédibles de l'industrie aéronautique québécoise.

Safran (20 octobre)

Safran a inauguré son nouveau centre de Recherche & Développement dédié à l'électronique, près de Valence, France. Ce centre de R&D va permettre à Safran d'innover et de répondre aux besoins de puces, de solutions et de systèmes embarqués toujours plus intelligents.

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Rolls-Royce (20 octobre)

Rolls-Royce, working with Boeing and World Energy, has carried out a successful test flight of its 747 Flying Testbed aircraft using 100% Sustainable Aviation Fuel (SAF) in a Trent 1000 engine.

Hexcel (19 octobre)

Hexcel Corp. is constructing a new Center of Research & Technology Excellence in advanced composites at its composites manufacturing site in Utah. The 100,000-sq ft facility will include a laboratory where Hexcel will collaborate with customers from the aerospace, space, defence and industrial sectors. It is expected to create 150 new jobs over the next 12 years.

UK government SAF subsidy (19 octobre)

As part of its “Net Zero” strategy, the UK government has allocated a £180 million (\$248 million) subsidy to stimulate Sustainable Aviation Fuel (SAF) production by supporting financing of new SAF plants. Sustainable Aviation, a coalition of airlines, manufacturers and airports, welcomes the investment but believes that it must be accompanied by policies, such as a pricing mechanism, to bridge the price gap between SAFs and fossil jet fuel.

GKN Aerospace Global Technology Centre (18 octobre)

GKN Aerospace has officially opened its new Global Technology Centre (GTC) in Bristol, designed to prepare the company for work on the next generation of aerostructures. Processes to be developed include out of autoclave composite fabrication and additive manufacturing. The Centre has already delivered a composite rear spar to the Airbus Wing of Tomorrow programme and the first wing, empennage and wiring system for Eviation’s Alice electric aircraft prototype.

GKN Aerospace / KTH (15 octobre)

GKN Aerospace and KTH (the Swedish Royal Institute of Technology) will together develop electric fan technology for small regional aircraft. The 1.5 year project will study aerodynamic design, performance, noise, and manufacturing technology for a nested fan powered by electricity generated from batteries, hydrogen fuel cells, or hybrid propulsion solutions.
