Sky-high revolution: the H225 redefines power line construction from the air

How do you remove 25 old electricity pylons, install new ones and leave no trace on the centuries-old forests of Serra do Mar in Brazil? Tac Power Lines and Omni Táxi Aéreo proved they had the answer – the H225. The helicopter carried out a complex and precise operation to keep the population connected, while minimising impact on the environment and public.

The operation was carried out in difficult mountain terrain, within an environmentally protected park in the Serra do Mar, which serves as a bridge between the coastal lowlands of Santos and the São Paulo plateau. “The use of helicopters in the construction of transmission lines results in a faster and more efficient construction method, reducing the global project timeline. It is also an important tool for preserving forests, reducing environmental impact and making it quicker to obtain permits for the work,” explains Fernando Cruz, CEO of Tac Power Lines.

Only suitable for heavyweights

At the heart of this operation is the H225, with which OMNI has extensive experience of more than 11 years. “This accumulated experience has enabled us to respond in a short space of time to Tac’s demands, and above all to meet their expectations. The operational performance of the H225, with its high load capacity and operational availability, enabled the mission to be carried out safely in a much shorter time than had been planned without the helicopter,” explains Décio Galvão, OMNI’s Commercial Director. The decision to use the H225 was not taken lightly. “The great advantage of the H225 is its high external load capacity of up to 3,800 kg in its standard version, which allows heavier materials to be used and reduces flight times. Another important factor is the use of a twin-engine helicopter with two pilots, which considerably increases the operational safety level of the mission,” OMNI states.

Overcoming challenges successfully

Décio Galvão reflects on the challenges and achievements of the project: “It was hugely satisfying for OMNI to have participated in this first transmission line construction project with Tac, where we were able to demonstrate the high operational capability of the H225. We flew 313 flight hours, performed 318 flights with a total of 1,841 stages completed, transporting 3,144 tonnes of cargo. It was a 6-month contract, with 111 days of operation and an operational availability of around 96%.”

A bright future for aerial construction

The success of this pilot project opens up new possibilities for the energy sector in Brazil. With ambitious plans to expand the installed network in this segment, the industry is poised to benefit from innovative construction solutions such as those demonstrated by OMNI and Tac Power Lines. As Décio Galvão concludes, “With this contract, we strengthen OMNI as a transport solutions company also for the energy sector, which opens up a number of new business opportunities.” Fernando Cruz echoed this sentiment, stating, “The outlook is very encouraging. We have a very strong partnership with OMNI and we should take this to other projects. Tac offers its clients a complete engineering and construction solution, adding the use of the H225 to the total safety of our works.” The sky is no longer the limit for energy infrastructure development in Brazil, as helicopters pave the way for faster, safer, and more responsible construction methods. As Tac proudly declared, “It is very gratifying to see our

country becoming a benchmark in this type of construction. The introduction of the H225 on construction sites raises levels of safety and productivity."

Quelle:
Airbus Press Release 02 December 2024

Boeing Elects Tim Buckley to Board of Directors
- Buckley to join Finance and Governance & Public Policy committees

The Boeing Company [NYSE: BA] Board of Directors today announced that it has elected Tim Buckley as its newest member, effective January 1, 2025. Buckley will serve on the Finance and Governance & Public Policy committees.

Buckley, 55, previously served as Chair and CEO of The Vanguard Group, where he successfully led one of the largest investment management firms in the world, with nearly $10 trillion in assets under management.

"Tim is a renowned, trusted leader who brings the voice of the investor and a track record of business success to our Board," said Boeing Board Chair Steve Mollenkopf. "Tim's familiarity with the broad investor community, expertise managing complex business operations and ability to positively lead through change will bring additional important perspective to our Board."

During Buckley's tenure as CEO, Vanguard's assets under management grew 80 percent, driven by the firm's focus on offering products and developing digital services that improve clients' long-term success. Prior to serving as Vanguard's CEO, Buckley held multiple roles of increasing responsibility throughout his 33-year career at the firm, including as Chief Investment Officer and Chief Information Officer.

The 12th member of the board, Buckley will be the tenth new director added since 2019, as part of the board's refreshment efforts. These directors collectively bring significant experience in aerospace, safety, engineering, manufacturing, cyber, artificial intelligence, software, risk oversight, audit, supply chain management, sustainability and finance.

Quelle:
Boeing Press Release 15 November 2024

Skunk Works® Demonstrates Airborne Battle Management of AI-Controlled Aircraft

Lockheed Martin Skunk Works® (NYSE: LMT), in partnership with Lockheed Martin's Demonstrations and Prototypes organization and the University of Iowa's Operator Performance Laboratory (OPL), showcased a crewed-uncrewed teaming mission where an airborne battle manager issued real-time commands to AI-controlled aircraft through a touchscreen pilot vehicle interface (PVI).

In a series of flight tests, the Skunk Works and OPL teams simulated an offensive counter air mission where an airborne, human "battle manager" aboard an L-39 Albatros assigned targets to two AI-controlled L-29 Delfin jets, which then worked together to defeat two mock enemy jets using simulated mission systems and weapons.

"The work we're doing with the University of Iowa's OPL is foundational for the future of air combat, where a family of crewed and uncrewed systems will work together to execute complex missions," said John Clark, vice president and general manager, Lockheed Martin Skunk Works. "We're excited to leverage our diverse skillsets to advance all elements of this new way of operating."

These flight tests build on previous experiments that demonstrated AI-controlled air-to-ground jamming and geolocation. This year, the tests shifted to AI in air-to-air combat, where AI sends commands directly to the planes' autopilots. This is the third test of this type and the first to include a real-time human battle manager overseeing the AI's actions.

Skunk Works is dedicated to enabling crewed-uncrewed teaming to optimize operational flexibility, abbreviate data-to-decision timelines and improve pilot safety. We continue to invest in collaborative enablers to keep our customers ahead of emerging threats.

Quelle:
Lockheed Martin Press Release 21 November 2024

CAE Awarded on Forbes World's Top Companies for Women 2024 list

CAE has been awarded on the Forbes list of the World's Top Companies for Women 2024. This prestigious award is presented in collaboration with Statista, the world-leading statistics portal and industry ranking provider. The awards list can currently be viewed on the Forbes' website.

The World's Top Companies for Women 2024 have been chosen among multi-national corporations that were evaluated in multiple globally administered independent surveys of approximately 100,000 women in 37 countries. Over 750,000 data points were collected. The final analysis is based on three scores:

- **Employer Brand Score**: Women rated their employers on a range of gender-related topics, shared their overall willingness to recommend their company, and assessed general workplace satisfaction. They were also asked to evaluate other companies in their industries that stood out positively or negatively.
- **Public Opinion Score**: A women-only public opinion survey measured how women perceive companies in terms of gender equality.
- **Leadership Score**: Objective data was collected through extensive research, including the presence of a female CEO and the share of board or executive roles held by women.

"At CAE, we have made it a strategic priority to ensure women have the support, opportunities, and resources to grow and thrive," said Hélène V. Gagnon, CAE's Chief People and Sustainability Officer. "It reflects our commitment to building an inclusive environment where everyone can unlock their full potential and contribute to our shared success."

CAE is committed to maintaining an open, diverse, equitable, and inclusive workplace. This dedication fosters an environment where everyone's unique contributions drive our success, and individuals can be their authentic selves. Recently, CAE has advanced in attracting, developing, and retaining female talent, promoting gender parity up to leadership levels. The company offers various awareness and training programs for all employees, alongside benefits like flexible vacation, and enhanced maternity leave to empower women in building

their careers. Additionally, two employee resource groups, Professional Women's Network (PWN) and Women in aviation and technology (LIFT) support our goals. Externally, the CAE Women in Flight scholarship program encourages more women to become professional pilots.

In recent months, CAE has earned prestigious accolades, being named Top Diversity Employers (2024) by the Financial Times and included among TIME's World's Best Companies (2024).

Quelle:
CAE Press Release 28 November 2024

MTU Aero Engines prognostiziert für 2025 weiteres profitables Wachstum

| Umsatz 2025 soll 8,3 bis 8,5 Milliarden Euro erreichen
| Bereinigtes EBIT dürfte im niedrigen bis mittleren Zehner-Prozentbereich zunehmen
| Free Cashflow 2025 im niedrigen dreistelligen Millionen-Euro-Bereich erwartet
| Dividendenvorschlag für das Geschäftsjahr 2024 voraussichtlich 2,20 Euro je Aktie

Die MTU Aero Engines AG erwartet für das Geschäftsjahr 2025 weiteres Wachstum und steigende Ergebnisse. Der Umsatz soll 2025 zwischen 8,3 und 8,5 Milliarden Euro erreichen. Das bereinigte EBIT dürfte im niedrigen bis mittleren Zehner-Prozentbereich zunehmen. Der bereinigte Gewinn nach Steuern und das bereinigte EBIT dürften gleichermaßen steigen.

Beim Free Cashflow geht die MTU für 2025 von einem niedrigen dreistelligen Millionen-Euro-Betrag aus. „Der Free Cashflow wird wie geplant auch im nächsten Jahr vom Getriebefan-Flottenmanagementplan belastet", sagt Peter Kameritsch, Finanzvorstand der MTU Aero Engines AG. „An unserem stringenten Cash-Management halten wir daher unvermindert fest. Das hat auch Einfluss auf unseren Dividendenvorschlag für das Geschäftsjahr 2024." Die MTU wird der Hauptversammlung am 8. Mai 2025 voraussichtlich eine Dividende in Höhe von 2,20 Euro je Aktie vorschlagen, ein Plus von zehn Prozent gegenüber dem Vorjahr. Damit ist der Dividendenvorschlag erneut eine Abwägung zwischen den finanziellen Belastungen durch den Getriebefan-Flottenmanagementplan und den starken Wachstumsperspektiven der MTU.

Wachstum in allen Geschäftsbereichen

„Wir halten die MTU auch 2025 weiter auf Rekordkurs", stellt der MTU-Vorstandsvorsitzende Lars Wagner in Aussicht. „Das Unternehmen hat hervorragende Zukunftsperspektiven, die sich über alle Geschäftsbereiche hinweg in Wachstum niederschlagen werden." Den stärksten Anstieg erwartet die MTU im zivilen Seriengeschäft, das 2025 organisch im mittleren Zehner-Prozentbereich zunehmen dürfte. Der Umsatz der zivilen Instandhaltung dürfte 2025 organisch um einen niedrigen bis mittleren Zehner-Prozentsatz steigen, bei einem Getriebefan-MRO-Anteil von etwa 40 Prozent. Das organische Umsatzplus des Ersatzteilgeschäfts dürfte 2025 einen niedrigen Zehner-Prozentsatz erreichen. Im Militärgeschäft rechnet die MTU mit einem Umsatzplus im mittleren bis hohen einstelligen Prozentbereich. „In allen Geschäftssegmenten gibt es starke Wachstumstreiber, die wir positiv für die Entwicklung der MTU nutzen wollen", so Wagner weiter. Die Prognose der MTU basiert auf einem Dollarkurs von 1,10 US-$ / €.

Ergebnisprognose für 2024 bestätigt

Die Ergebnisprognose für das Geschäftsjahr 2024 hatte die MTU bei Vorlage der Quartalszahlen am 24. Oktober angehoben: Das bereinigte EBIT soll 2024 erstmals die Marke von einer Milliarde Euro übertreffen. Der bereinigte Gewinn nach Steuern dürfte analog zum bereinigten EBIT steigen. Die MTU prognostiziert einen Umsatz zwischen 7,3 und 7,5 Milliarden Euro. Zum Umsatzwachstum sollen alle Geschäftsbereiche beitragen. Der Free Cashflow dürfte 2024 im niedrigen dreistelligen Millionen-Euro-Bereich liegen.

Vorbehalt bei Zukunftsaussagen

Diese Mitteilung enthält zukunftsgerichtete Aussagen. Diese Aussagen spiegeln die gegenwärtigen Auffassungen, Erwartungen und Annahmen der Geschäftsführung der MTU Aero Engines wider und basieren auf Informationen, die der Geschäftsführung zum gegenwärtigen Zeitpunkt zur Verfügung stehen. Zukunftsgerichtete Aussagen enthalten keine Gewähr für den Eintritt zukünftiger Ergebnisse und Entwicklungen und sind mit Risiken und Unsicherheiten verbunden. Die tatsächlichen zukünftigen Ergebnisse der MTU Aero Engines und Entwicklungen betreffend die MTU Aero Engines können daher aufgrund verschiedener Faktoren wesentlich von den hier geäußerten Erwartungen und Annahmen abweichen. Zu diesen Faktoren gehören insbesondere Veränderungen der allgemeinen wirtschaftlichen Lage und der Wettbewerbssituation, die Zyklizität der Flugzeugindustrie und Risiken in Zusammenhang mit der Beteiligung der MTU Aero Engines an Konsortien für die Entwicklung und den Bau von neuen Triebwerken. Darüber hinaus können die Entwicklungen auf den Finanzmärkten und Wechselkursschwankungen sowie nationale und internationale Gesetzesänderungen, insbesondere in Bezug auf steuerliche Regelungen und Gesetze betreffend die Herstellung und den Einsatz von Triebwerken im Luftverkehr, sowie andere Faktoren einen Einfluss auf die zukünftigen Ergebnisse und Entwicklungen der MTU Aero Engines haben. Terroranschläge und deren Folgen können die Wahrscheinlichkeit und das Ausmaß von Abweichungen erhöhen. Die MTU Aero Engines übernimmt keine Verpflichtung, die in dieser Mitteilung enthaltenen Aussagen zu aktualisieren.

Quelle:
MTU Press Release 29 November 2024

Diamond Aircraft Further Expands in Middle East with New Abu Dhabi Flight School and DA50 Delivery

Abu Dhabi, November 19, 2025 – On the occasion of Air Expo Abu Dhabi 2024, Diamond Aircraft announces a contract for the acquisition of two DA40 und one DA42 aircraft by Abu Dhabi's newly-founded 'Project Aviation' flight school, as well as the delivery of the first DA50 RG to the UAE.

"We are thrilled by the rapidly growing popularity Diamond Aircraft is enjoying in the UAE and wider Middle East region, especially in the private market," said Jane Wang, Director Sales, Marketing, and Flight Ops at Diamond Aircraft Austria.

"We'd like to wish Project Aviation the utmost success as they embark on their exciting new endeavor and thank them for placing their trust in Diamond Aircraft. With so many Diamond aircraft already proving their mettle in flight schools across the region, we know they have made the right choice."

Diamond Aircraft's single-engine DA40 and twin-engine DA42 piston aircraft are used worldwide by preeminent flight schools to train the next generation of pilots. Powered by jet-

fuel for maximum efficiency and sustainability, and featuring state-of-the-art Garmin glass-cockpit avionics, they provide the best flight training performance characteristics and safety record in the industry.

“The Diamond DA40 and DA42 align perfectly with Project Aviation’s goal to offer premium-quality flight training in the best-equipped training aircraft on the market,” said Abdulla Al Zaabi, Project Aviation’s founder and owner. “We’re looking forward to taking receipt of the aircraft next year.”

Further to the purchase of the DA40 and DA42 aircraft, Al Zaabi also recently took delivery of a brand new DA50 RG aircraft for private use, becoming the UAE’s first owner of Diamond Aircraft’s newest aircraft model.

“The Diamond DA50 RG is proving a real pleasure to fly – including on the flight from Austria to the UAE, which I can safely say was the trip of a lifetime,” said Al Zaabi. “Since collecting the plane in October, I’ve already logged over 40 hours flight time making trips to Qatar, Bahrain, Saudi Arabia, and elsewhere in the region.”

The single-engine DA50 RG features an all-carbon-fibre airframe, a powerful 300hp CD300 jet-fuel engine, retractable landing gear, and an extra-large cabin that can seat up to five passengers with ample space left over for extra luggage.

Quelle:
Diamond Press Release 28 November 2024

GA-ASI Completes Final Qualification Test for HFE 2.0 Engine

200-HP Heavy Fuel Engine Will Be Used for Gray Eagle 25M

On Nov. 13, 2024, General Atomics Aeronautical Systems, Inc. (GA-ASI), completed its final qualification test for its new 200-horsepower heavy fuel engine at its El Mirage, California, flight facility. The Heavy Fuel Engine (HFE) 2.0 is a highly reliable low-maintenance engine with a 40 percent increase in service life providing longer maintenance-free operational periods. The engine will provide the horsepower and electrical power required to meet the demanding performance needs of the new Gray Eagle 25M for Multi-Domain Operations (MDO).

The three-week qualification test of the HFE 2.0 engine is aligned with the Federal Aviation Administration’s endurance test requirements (FAA 14 CFR 33.49) as the FAA’s primary performance standard for engines to be used in commercial aviation. Over the last 18 months, HFE 2.0 excelled in strenuous durability testing that included 2,450 full power cycles simulating high stress conditions during three extensive test profiles of 200, 400, and 651 hours. Additionally, the engine completed 50 hours of flight testing across the flight envelope.

“This test is the culmination of the extensive durability and flight test program for the HFE 2.0 engine,” said GA-ASI President David R. Alexander. “It’s been great to see the outstanding test results that have validated the design and development of the HFE 2.0 engine we have worked on so passionately for the past seven years and to bring this world-class engine to the Gray Eagle fleet.”

GA-ASI and its General Atomics Europe affiliate partnered with global leaders in high-performance engines — supported by propulsion technology innovator Cosworth — to develop an engine on the company’s internally funded research and development program.

GA-ASI also brought in General Atomics Electromagnetic Systems to design and build the engine's dual brushless generator, which will dramatically reduce field maintenance and is designed to be a drop-in replacement for the existing generator. The enhanced generator will deliver over 50 percent more electrical power to support newly available payloads for the MDO mission.

After completion of the FAA engine endurance test, next steps call for the U.S. Army certification process to allow authorization of the HFE 2.0 for use on the existing fleet of GA-ASI's Gray Eagle Extended Range (GE ER) Unmanned Aircraft System (UAS) as a replacement for the 180-horsepower engine that is reaching its end of life. HFE 2.0 is also the cornerstone of the modernized Gray Eagle 25M (GE 25M) UAS currently being produced under a U.S. Army-funded program to support future MDO UAS missions.

Quelle:
GA-ASI Press Release 19 November 2024

History-making Beechcraft T-6C Texan II sale supports the U.S.-Vietnam Comprehensive Strategic Partnership, advances U.S. interests in the Indo-Pacific Region

Delivery of Cutting-Edge Training Aircraft Expands U.S.-Vietnam Security Cooperation

Textron Aviation Defense today announced the arrival of five Beechcraft T-6C Texan II Integrated Training System (ITS) aircraft in support of the Vietnam Air Defense Air Force (ADAF) pilot training program at Phan Thiet Airbase. The historic delivery of the first of 12 T-6C Texan II ITS aircraft highlights the on-time fulfillment of the inaugural Foreign Military Sales (FMS) program established between the U.S. Air Force (USAF) and the ADAF. Contracted in August 2022, the full fleet of 12 T-6C aircraft is anticipated to be delivered by mid-2025.

The Beechcraft T-6C Texan II is designed and manufactured by Textron Aviation Defense LLC, a wholly owned subsidiary of Textron Aviation Inc., a Textron Inc. (NYSE:TXT) company.

"It's an honor to support the United States and its Comprehensive Strategic Partnership with Vietnam as together they focus on a prosperous, open, resilient, and peaceful Indo-Pacific Region," said Travis Tyler, President and CEO, Textron Aviation Defense LLC. "We also welcome the Vietnam Air Defense Air Force as the 14th nation to place its confidence in the T-6 Texan II and we celebrate the arrival of the T-6C at Phan Thiet Airbase."

Quelle:
TEXTRON Aviation Press Release 25 November 2024

Deutsche Aircraft introduces the D328eco™ to enhance regional connectivity and support infrastructure development in Western China

German regional aircraft manufacturer, Deutsche Aircraft, is set to revolutionise regional air connectivity in Western China with the introduction of its 40-seater turboprop, the D328eco.

This strategic move aligns with regional and national policies that promote the development of air transportation to meet the growing demand.

The D328eco offers a promising solution for establishing aerial connections among major hubs in the western part of China, such as Lanzhou, Urumqi and Kunming. By linking cities throughout this region, this innovative aircraft will support livelihoods, promote economic development and address the needs of remote communities. Its versatile capabilities allow it to serve as a cargo freighter, air ambulance or firefighting aircraft, enabling it to contribute significantly beyond a regional commuter. Ultimately, the D328eco will stimulate a dynamic market for general aviation and play a vital role for both operators and communities.

"Deutsche Aircraft aims to support Western China's infrastructure goals, including integration with the Belt and Road Initiative, as Western China plays an integral role in being a trade gateway to the West," remarked **Ryan Ding, Regional Sales Director, Greater China at Deutsche Aircraft**. "The D328eco is poised to become a vital part of the regional growth and sustainable development in Western and greater China."

Compared to other aircraft operating in Western China, including transportation and general aviation aircraft, the D328eco offers a more efficient average cost per seat. With its 40-seat capacity, this regional turboprop guarantees a better loading factor compared to narrow-body and regional jet aircraft. This advantage significantly reduces the subsidy pressure from local governments, ensuring a sustainable and cost-effective solution for regional air transportation.

Western China faces significant challenges in developing its transportation network, such as limited accessibility to land transportation, high investment costs, extended travel times and optimising inefficient long-distance freight transport for goods outside Western China. To overcome these obstacles, future development should focus on improving infrastructure, stimulating the aviation economy and enhancing air transportation networks to be more efficient.

Deutsche Aircraft's commitment to Western China goes beyond providing advanced aircraft solutions. By introducing the D328eco, the manufacturer aims to be part of the development of essential aviation services and local networks, strengthening regional connectivity and aligning with initiatives aimed at improving aviation infrastructure.

Quelle:
Deutsche Aircraft Press Release 07 November 2024

ARJ21 gets commercial name C909 COMAC unifies names of aircraft products as "COMAC+"

Commercial Aircraft Corporation of China, Ltd. (COMAC) held a product conference on November 12th, 2024 during the 15th China International Aviation & Aerospace Exhibition (Airshow China), announcing that ARJ21 aircraft got a commercial name C909, and unifying the names of its aircraft products as "COMAC + Model". At this point, the names of the three commercial aircraft products of COMAC are "COMAC C909", "COMAC C919" and "COMAC C929", respectively.

As a "good partner of the trunk liner", since C909 aircraft was put into commercial operation in 2016, a total of 150 aircraft have been delivered, safely carrying more than 17 million passengers. COMAC has continually promoted product improvement and optimization to

unceasingly improve the performance, the crew operation experience and the cabin comfortability of C909 aircraft. Now, C909 aircraft is available in a variety of cabin layouts, including a two-class layout with 78 seats, an all economy-class layout with 90 seats, and a high-density economy-class layout with 95 or 97 seats; has excellent take-off and landing performance and crosswind resistance at airports with short and narrow runways in severe cold, high temperature and plateau conditions; and has strong adaptability to the operating environment in border areas of China and overseas regions such as Southeast Asia and Africa. C909 aircraft is suitable for relying on regional airports or sub-hub airports to build route networks and supplement transport capacity for hub airports. In addition, C909 aircraft can carry out commercial flight using Sustainable Aviation Fuel (SAF) with a mixing ratio of up to 50% to meet the diversified demands of customers.

With the comprehensive transformation of the trunk liner program from development phase to industrialization phase, large-scale and serialized development is steadily advanced, and more and more China-made commercial aircraft are put into route operation. COMAC's unifying the names of aircraft products is conducive to shaping the image of serialized products and further enhancing product identification and brand influence. COMAC will continue to deliver commercial aircraft products which are safer, more economic, more comfortable and more environmental-friendly, and inject more COMAC wisdom and strength into the development of the global air transport industry.

Quelle:
COMAC Press Release 20 November 2024