

## **München wird Gastgeber des AirMed World Congress 2026 – eine historische Rückkehr zu seinen Wurzeln**

Die ADAC Luftrettung, in Zusammenarbeit mit dem European HEMS and Air Ambulance Committee (EHAC), freut sich, die Rückkehr des AirMed World Congress nach München bekannt zu geben. Vom 16. bis 18. September 2026 wird die weltweit führende Konferenz für Patientenversorgung und -transport mit Hubschraubern und Flugzeugen wieder an ihrem Ursprungsort stattfinden – 46 Jahre nach ihrer Gründung im Jahr 1980.

Mit einer Teilnahme von bis zu 800 Fachleuten aus aller Welt wird die AirMed 2026 führende Köpfe und Experten aus den Bereichen Luftrettung (Helicopter Emergency Medical Services; HEMS) und Ambulanzflug zusammenbringen. Die Veranstaltung bietet eine einzigartige Plattform für Ärzte, Rettungsfachpersonal, Pflegekräfte, Piloten, technisches Personal, Manager, Industriepartner sowie Aufgaben- und Verantwortungsträger, um Wissen auszutauschen, Best Practices zu teilen und zukünftige Trends in diesem komplexen Umfeld zu erkunden.

„Im Jahr 2026 werden wir den weltweiten Dialog zwischen Leistungserbringern, Fluggeräte- und Ausrüstungsherstellern sowie Regulierungsbehörden fortsetzen. Während wir uns auf die Chancen für die Patienten durch aktuelle Forschung und neue medizinische und luftfahrttechnische Technologien konzentrieren, werden wir auch strategische Aspekte für Regionen und Gesundheitssysteme diskutieren, die das Potenzial eines Luftrettungsdienstes zur Verbesserung der Notfallversorgung evaluieren“, sagte Stefan Becker, Präsident des European HEMS and Air Ambulance Committee.

Im Herbst 2026 wird der AirMed Congress mit dynamischen Vorträgen und Diskussionen im BERGSON Kunstzentrum stattfinden, sowie auf dem neu eröffneten ADAC Luftrettungs-Campus, der für praktische Workshops und Missionssimulationen konzipiert ist. Dieses zweigleisige Format unterstreicht das Engagement für interprofessionelles Lernen und bereichert das Konferenzerlebnis für alle Teilnehmer.

Frédéric Bruder, Geschäftsführer der ADAC Luftrettung gGmbH, sagte: „Mit unserer langjährigen Erfahrung in der Luftrettung und fast 1,3 Millionen durchgeführten HEMS-Einsätzen freuen wir uns darauf, aeromedizinische Experten und Interessengruppen wieder in München, dem Geburtsort des AirMed World Congress, willkommen zu heißen. Unser neuer ADAC Luftrettungs-Campus wird eine ideale Umgebung bieten, um die Zukunft der Patientenversorgung aus der Luft zu gestalten, Innovationen zu fördern und die Zusammenarbeit in diesem Bereich der Daseinsvorsorge zu verbessern.“

Quelle:

ADAC Luftrettung Press Release 06 November 2024

## **EcoPulse paves the way for more sustainable aviation**

EcoPulse, the distributed hybrid-electric propulsion aircraft demonstrator developed jointly by Daher, Safran and Airbus – has concluded its flight test campaign, delivering crucial insights to meet the decarbonization goals for air transport by 2050. This collaborative project, which is emblematic of the French aerospace sector, has provided unique experience in the design, certification, production, and operation of hybrid-electric aircraft.

*Pioneering flight tests*

EcoPulse performed its first hybrid-electric test flight on November 29, 2023, from Tarbes–Lourdes–Pyrénées Airport. Since its maiden flight, EcoPulse accumulated 100 flight hours and performed some 50 test flights with the distributed hybrid propulsion system, the last of which took place in July 2024. These tests enabled the demonstration of unprecedented onboard electric power levels for distributed electric propulsion, with a network voltage of approximately 800 volts DC and a power output of 350 kilowatts.

The flight tests yielded significant findings, including an objective evaluation of hybridization technologies' maturity, a performance assessment when integrated into the aircraft, and an identification of operational limitations.

For instance, the tests showed that the synchro-phasing of the ePropellers (electric motors) can reduce interior noise. This synchro-phasing is an additional benefit of the innovative flight control computer, primarily designed to maneuver the aircraft – substituting traditional control surfaces –by adjusting the distribution of electric power among the ePropellers.

### ***Technological challenges for the future***

More broadly, EcoPulse identified key challenges in decarbonizing aviation:

- Electric and hybrid-electric architectures;
- Development of key components: batteries (performance and operational range) and high-voltage management systems (>400 V);
- Pilot assistance with specialized interfaces;
- Demonstration logic for airworthiness;
- Optimization of weight and noise; and
- Skills associated with managing complexity.

The flight test campaign laid the groundwork for compliance documents to meet regulatory requirements for hybrid-electric propulsion flights, establishing the basis for certifying the safety of innovative aircraft configurations.

### ***An exemplary collaboration at the heart of aerospace innovation***

The EcoPulse project showcases the strength of high-level cooperation between Daher, Safran, and Airbus. By pooling their expertise and test resources, the partners demonstrated significant synergies between general aviation and commercial aviation.

"We are particularly pleased with the success of the EcoPulse program and its results. This was the first time we tested a complete hybrid-electric propulsion system in flight, and these trials represented a significant milestone in our technology roadmap," said Eric Dalbiès, Senior Vice President - Strategy & Chief Technology Officer at Safran. "The lessons learned enable us to continue validating decarbonization technologies."

"EcoPulse has enabled Daher to take a crucial step forward in developing a low-carbon aircraft. This project not only helped us design an operational system for a demonstration prototype but also tackle critical technological hurdles. Thanks to this rich and unprecedented collaboration, we have made significant progress toward hybridization," emphasized Pascal Laguerre, Chief Technology Officer of Daher.

"This EcoPulse campaign allows us to advance certain hybrid-electric technologies, such as high-voltage batteries, and integrate them into future aircraft, helicopters, and air mobility solutions," said Jean-Baptiste Manchette, Head of Propulsion of Tomorrow at Airbus. "With

distributed electric propulsion, we achieved our goal of modeling flight physics and energy management at the aircraft level, key elements for shaping the next generation of aircraft,” he added.

Quelle:

Airbus Press Release 10 December 2024

### **Hurricane Helene relief efforts show the UH-72B Lakota is a force for good**

*Although Helene weakened from a Category IV hurricane after making landfall on Sept. 26, the storm stalled over the Blue Ridge Mountains for three days and unleashed its fury on several small mountain communities. Punishing winds, rain, and tornadoes, combined with unique aspects of mountain topography, led to torrential flooding and devastating landslides wiping entire towns off the map.*

Helene caused more than 2,000 landslides in western North Carolina alone and was dubbed a once-in-1,000-year rainfall event by the National Weather Service. People watched as rivers burst their banks and washed their homes downstream leaving them stranded, in need of food, water, shelter, and relief supplies.

#### ***Completely inaccessible***

“Things were really bad,” said Chief Warrant Officer 2, Kevin Deharo, a UH-72 Lakota pilot with the North Carolina National Guard. “Everywhere was cut off and completely inaccessible; there were down bridges, collapsed houses, and a lot of stranded elderly people and pets who needed our help.”

Deharo is part of Detachment 1, Bravo Company 2-151st Aviation Regiment and performs missions with the North Carolina Helicopter Aquatic Rescue Team (NCHART) when called upon. NCHART is a partnership between the National Guard, Highway Patrol, Emergency Management and local first responders, and after Helene hit, Deharo flew nearly 40 hours over a five-day span in the UH-72 Lakota performing critical search and rescue missions.

#### ***Priceless assets***

Justin Graney, an official with the North Carolina Department of Public Safety, said that NCHART aviation teams have been performing rescues across the state for 20 years, but this recent effort following Helene in western North Carolina was the most robust aviation response in the state’s history.

“After a disaster, aviation assets are priceless and allow us to get critical commodities in areas devastated by a storm,” he said. “They either rescue folks from an aircraft using a static line [or] lower into the area and make a rescue.” In all, the NCHART team made 540 air rescues during Helene, 196 were conducted by hoist operations, he said.

#### ***Perfect operations when pushed to the limit***

Chief Warrant Officer 3, John Seeger, a member of the South Carolina National Guard who serves as part of Alpha Company 2-151st Aviation Regiment, also flew missions in support of Hurricane Helene. Seeger said that his unit was tasked to do grid-search operations up and down valleys, and then hover or land at specific landing zones (LZ) to deliver supplies or

rescue people in need of assistance. “The LZs for this mission were really tight - 45’ x 45’,” he said. “We not only had to think about how to land, but also how to get out. There were a lot of wind and obstacles in our way, including downed trees and power lines and we had to be precise in our execution.”

Seeger, who has flown the Lakota since 2020, said he and his crew performed 57 total rescues, including 12 pets, and delivered more than 1,000 kg. of supplies. “This mission was perfectly suited for the Lakota. We pushed it to its limit, and it handled things perfectly,” he said.

### ***A higher power margin***

Staff Sgt. James Bailey, who flew with Deharo and served as the crew chief and hoist operator on the Lakota during hurricane relief efforts, said they frequently train for this mission. “We practice rescues in that area [of North Carolina] all the time,” he said. “How much we train enabled us to be absolutely prepared for whatever came our way.”

Deharo added that the helicopter performed exceptionally well in difficult circumstances and enabled the pilots to focus on the mission, rather than the aircraft. “I cannot say enough good things about how the platform performed during the mission,” Deharo added. “We operated in really tight areas and the platform gave us a good power margin to do what we needed to do. No doubt, [Lakota] helped us be a force for good in this terrible situation.”

Quelle:

Airbus Press Release 10 December 2024

## **U.S. Army Orders Additional Boeing CH-47F Block II Chinooks**

- Upgraded configuration provides increased lift and extends range of the aircraft.

- Lot 3 order continues ongoing modernization efforts to full-rate Block II production

The U.S. Army ordered three additional CH-47F Block II Chinooks from Boeing [NYSE: BA]. The Lot 3 contract award, valued at \$135 million, is a part of the U.S. Army’s ongoing modernization efforts.

“It is critical soldiers get to their destinations and have the equipment they need to accomplish the mission,” said Heather McBryan, vice president and program manager, Boeing Cargo Programs. “The CH-47F Block II’s increased payload capacity and expanded range enables the U.S. Army to meet evolving heavy-lift mission requirements around the world.”

This contract award follows the U.S. Army’s February announcement that it is moving forward with full-rate production of the CH-47F Block II program. To date, Boeing is under contract for nine of up to 465 aircraft in the Army’s current fleet. The Army has also received funding from the U.S. Congress for three aircraft as part of the next production lot and awarded Boeing a contract last year for acquisition of long lead parts.

Boeing delivered the first production CH-47F Block II aircraft to the Army in June followed by the second in September.

With improvements to the drivetrain and airframe, the CH-47F Block II configuration is stronger adding 4,000 pounds to the max gross weight of the aircraft and significantly increasing lift capability. Additionally, innovative changes to the fuel system extend the mission radius of nearly all payloads. Combined with enhanced sustainment and the ability to make affordable future upgrades, the CH-47F Block II will meet the Army's desired goal of flying for at least another 40 years.

Quelle:

Boeing Press Release 04 December 2024

### **Chairman's Oration**

First of all, I want to express my sincere thanks to leaders at all levels, all sections of society and international friends for your long-time attention, support and assistance to COMAC.

COMAC was established in Shanghai, a promising land for reform and opening-up, on May 11th, 2008. This event symbolized the start of independent development of China's large commercial aircraft and brought hope for the innovative development of China's trunk liner. Since 18th National Congress of the Communist Party of China, we have always been following the guidance of Xi Jinping Thought on Socialism with Chinese Characteristics for a New Era, thoroughly studying and implementing the spirits of major instructions and directions of General Secretary Xi Jinping on trunk liner career, upholding the banner of scientific and technical innovation, making concerted efforts, and tackling difficult problems. We have made a historic leap in China's business jet industry from nothing to something, and started a new journey for China's trunk liner industry to develop from weak to strong.

Looking back, we have seized every minute, spared no effort to work hard, and taken the first step in the "long march" of developing trunk liner. Looking into the future, we are full of confidence that COMAC will develop into a new phase and start a new journey. We will set high aims and have lofty aspirations, firmly implement the struggling objectives of "Two Builds", persist in building COMAC into an aviation enterprise of "Four World Classes", and make contribution to building modern powerful socialist country.

We will always uphold the strategy of driving development by innovation, unswervingly promote innovation in management, technology, products and business mode, strive to achieve autonomous control of key core technology, and unceasingly enhance the core competence of main manufacturer to build an independent brand with international influence.

We will always adhere to open cooperation, play a leading role in the industry, promote the construction of the system of trunk liner industry, and cooperate sincerely with global partners to build a career community with shared benefits, shared achievements and shared glory, a life community of mutual understanding, mutual support, win-win cooperation and risk sharing, and a dream community that cares about, supports and promotes the trunk liner career.

We will always insist on the principle of being customer centered and the quality guideline of "mastery design, fine manufacture, service in good faith and constant perfection seeking" to

provide commercial aircraft with safety, economy, comfort and environment-friendly characteristics for customers.

We will comprehensively strengthen Party discipline, adhere to principles of "being strict in Party building, strengthening Party branches, implementing powerful supervision and uniting mass organizations", carry forward the trunk liner enterprising spirits of servicing the nation with aviation, "Four Long-Terms" and "never give up", foster respect for model workers and promote quality workmanship, work consistently, perseveringly, steadfastly and realistically, stick to the concept of "developing trunk liner by hardworking and thrifty", and build "incorruptible COMAC" to foster a favorable political ecology for the trunk liner career.

Let us rally closely around the CPC Central Committee with Comrade Xi Jinping as the core, further study and implement Xi Jinping Thought on Socialism with Chinese Characteristics for a New Era and the spirits of the 20th CPC National Congress, remain true to the original aspiration, remember the mission, and make new and greater contributions to realizing the Chinese Dream of the great rejuvenation of the Chinese nation.

He Dongfeng

Chairman & CPC Secretary

Quelle:  
COMAC

## **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**

München, 29. November 2024 | 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

## **CAE launches new Unified Task Board disruption management solution for airline operations control centres (OCC)**

- *Azul Brazilian Airlines is the South American launch customer for Unified Task Board*
- *Provides integrated, data-driven scenarios to aid critical decision-making and boost overall operational efficiency*

CAE today announced the launch of its Unified Task Board, a new disruption management solution for airline operations control centres (OCC). Azul Brazilian Airlines is the South American launch customer for the new solution which integrates data from multiple OCC systems to streamline critical decision-making and boost operational efficiency during time-critical situations. Unified Task Board auto-calculates disruption scenarios for common and complex day-of-operations issues in real-time, allowing users to sort, filter and evaluate solution trade-offs and identify the most beneficial resolution pathway through a single, user-friendly dashboard.

"Unified Task Board redefines how airlines manage their operations using the power of the entire CAE Flight Operations Solutions portfolio to shape new, integrated, and unparalleled capabilities for airline OCC teams. In an increasingly fast-paced environment, Unified Task Board responds to the operational complexity and disruptions airlines face today by providing a comprehensive view of alerts, contextual detail, and system-generated recovery scenarios - all in one view," said Pascal Grenier, Division President, CAE Flight Operations Solutions. "We are thrilled to have our long-term airline partner, Azul, onboard as the launch customer in South America."

"CAE Unified Task Board promises to be a game changer for our operations. We are looking forward to the potential benefits such as enabling management by exception, which could significantly boost productivity within our airline OCC. Additionally, the automatic resolution of minor disruptions is expected to be a valuable resource for OCC staff to ensure that our operational rules are consistently applied. This innovation, combined with the greatly improved user interface, is poised to elevate our efficiency and reliability to new heights," said Felipe Starling IT Director of Azul.

Designed from the ground up and in close alignment with airline partners, Unified Task Board combines established technologies with the strength of machine learning and a fresh, simplified user experience, significantly reduces operator workload.

Looking ahead to 2025, CAE is set to expand the Unified Task Board, with a semi-automated communication module with a broader range of recovery solutions for ops, crew, and flight alerts. Unified Task Board's advanced analytics capabilities further refine scenarios and optimize workflows including airline-unique, contextual task prioritization and management.

Quelle:

CAE Press Release 10 December 2024

**Spenden statt schenken: zu Weihnachten wieder 70.000 Euro für gemeinnützige Zwecke**



### ***Fraport unterstützt regionale Organisationen und Initiativen mit traditioneller Weihnachtsspende***

In ihrem Jubiläumsjahr verzichtet die Fraport AG erneut auf Weihnachtspräsente an Geschäftspartner und spendet stattdessen einen Gesamtbetrag von 70.000 Euro für den guten Zweck. Die Weihnachtsspende kommt sozialen Projekten in der Region direkt oder über die Organisationen der Tageszeitungen im Rhein-Main-Gebiet zugute.

Die Frankfurter Allgemeine Zeitung erhält 10.000 Euro zur Unterstützung der KiO Kinderhilfe Organtransplantation und der Hilfsorganisation PRO UGANDA – Prothesen für ein neues Leben. Derselbe Betrag geht an die Frankfurter Rundschau und unterstützt so die Aktion „Not gemeinsam lindern“ der FR-Altenhilfe sowie das Projekt „Schlappekicker“. Auch die Frankfurter Neue Presse erhält, wie im vergangenen Jahr, 10.000 Euro für die „LEBERECHT-Stiftung“. Weitere 10.000 Euro helfen dem Projekt „Ein Herz für Kinder“ der BILD-Zeitung.

Je 5.000 Euro Direkthilfe erhalten sechs Projekte in der Region rund um Frankfurt. Hierzu zählt die Teestube Jona, ein Kontakt- und Begegnungsraum für hilfsbedürftige und obdachlose Menschen im Frankfurter Bahnhofsviertel. Ein weiterer Empfänger ist der Freundeskreis für Suchtkrankenhilfe in Mörfelden-Walldorf. Auch die Stiftung Bärenherz Wiesbaden und die Kinderkrebshilfe Mainz bekommen zu Weihnachten finanzielle Unterstützung. Zudem gehen je 5.000 Euro an die Alzheimer Gesellschaft Offenbach und den Notmütterdienst Familien- und Seniorenhilfe Frankfurt.

Wohltätiges Engagement hat bei der Fraport AG eine lange Tradition. Bereits seit über zwanzig Jahren ist der Flughafenbetreiber einer der größten Förderer für Soziales, Sport, Kultur, Bildung und Umwelt in der Region Rhein-Main. Im laufenden Jahr hat Fraport unter dem Motto „Aktiv für die Region“ bereits über 1.000 Einrichtungen und Vereine unterstützt.

Quelle:

Fraport Press Release 04 December 2024

### **The BlueWhale Autonomous Submarine: Another Major Milestone for IAI**

The German Navy has just completed operational trials in the Baltic Sea for IAI's BlueWhale autonomous submarine, together with NATO and Atlas Elektronik, a maritime hi-tech firm. Tests examined intelligence gathering and target acquisition capabilities above and below water, in preparation for the Marine 2035 framework. The submarine is 10.9 meters in length and weighs 5.5 tons. It is equipped with advanced sensors, sonar systems and a telescopic mast that facilitate real-time transfer of information.

The trials demonstrated the technological effectiveness of integrating unmanned vessels in the military response to future threats. Just as unmanned vehicles have changed aerial warfare, new submarine technology is poised to change warfare at sea. After the agreement to supply

the Arrow missile defense system, we are now pleased to further deepen military cooperation between Israel and Germany, enhancing the defense capabilities of both countries.

Quelle:

IAI Press Release 26 November 2024

### **Saab receives Giraffe 4A Radar order for the U.S. Air Forces in Europe**

Saab has received an order from BAE Systems in support of the U.S. Air Forces in Europe for multiple Giraffe 4A radar systems. The contract value is approximately \$48M (525 MSEK). Deliveries will start in 2027.

Giraffe 4A will provide long range surveillance and Air Base Air Defence in a highly mobile package for the U.S. Air Forces in Europe.

“Giraffe 4A is a multi-function radar that provides users a range of surveillance capabilities in support of comprehensive air defense,” says Erik Smith, President and CEO of Saab in the U.S. “This system will modernise the U.S. Air Force’s expeditionary combat airfield surveillance operations and strengthen sensing capabilities, addressing a critical need overseas.”

Giraffe 4A is a digital multi-channel system featuring the latest Active Electronically Scanned Array (AESA) technology and will be delivered from Saab in the U.S. and Sweden.

BAE Systems Technical Solutions & Services Inc. is the prime contractor for this award in support of the U.S. Air Forces in Europe.

Quelle:

SAAB Press Release 09 December 2024