

100 Jahre ziviler Luftverkehr in Deutschland

- *Anfang Februar 1919 startete die Deutsche Luftreederei (DLR) den zivilen Flugverkehr mit Flugzeugen in Deutschland auf der Strecke Berlin – Weimar.*
- *Im ersten Monat beförderte die Deutsche Luftreederei 206,5 kg Post, 5559 kg Zeitungen und 19 Passagiere.*

Der erste Flug mit Passagieren dauert knapp zwei Stunden. Es gibt kein Essen, keine Getränke, keine Flugbegleiter, keine Bildschirme und auch keine Sicherheitshinweise. Dafür allerdings leihweise Pelzkleidung. Gegen die Kälte. Denn ein Dach hat das Flugzeug auch nicht. Trotzdem wagen sich im ersten Monat 19 Fluggäste in das neue Verkehrsmittel. Einer der ersten Passagiere beschreibt seine Gedanken kurz nach dem Start: „Warum fliege ich nicht schon seit Jahren, warum gibt es überhaupt noch Menschen, die immer noch nicht fliegen!“

Aber der Reihe nach...

Es war im Jahr 1919, zwei Jahre nachdem die Deutsche Luftreederei AG in Berlin gegründet wurde, um die „Fragen des Luftverkehrs zu studieren“ - wie es damals hieß. 1919 also erhielt die Deutsche Luftreederei AG vom damaligen Reichsluftamt die Genehmigung, von Berlin aus Tagesflüge zu unternehmen.

Und so starteten am **5. Februar 1919** die Piloten Degener und Könnecke nicht nur die Motoren ihrer Doppeldecker – sie starteten eine Revolution. Gegen 13 Uhr gaben sie auf dem Flugplatz Johannisthal Vollgas und schon nach wenigen Metern hoben sie ab in den bewölkten Himmel. An Bord dieses ersten Fluges waren noch keine Passagiere. Geladen waren im Auftrag des Ullstein Verlags 4000 Exemplaren der Zeitung „B.Z. am Mittag“. Ziel der Reise: Weimar. Beide Flugzeuge landeten dort ohne Probleme nach einem zweistündigen Flug.

Am **6. Februar 1919**, einen Tag später, gab es die ersten planmäßigen Flüge. Wieder von Berlin nach Weimar. Wieder mit Zeitungen und Post beladen. Allerdings wurde diesmal auch Leipzig aus der Luft versorgt – und das ist wörtlich zu nehmen, denn eine Landung sparten sich die Piloten. Sie warfen einfach die Zeitungspakete und Postsendungen aus dem offenen Cockpit.

Und so begann zunächst der Posttransport über den Köpfen der Deutschen. Besonders zwischen Berlin und Weimar war der Austausch eng und wichtig. Berlin war Hauptstadt – in Weimar trat die Nationalversammlung zusammen. Der reibungslose Informationsfluss zwischen beiden Städten sollte garantiert sein. Briefe, die per Luftpost verschickt wurden, erreichten noch am selben Tag den Empfänger, damals eine Sensation. Eilbotenbriefe, die zweitschnellste Variante des Transports, brauchten gerne mehrere Tage. Denn mal war die Reichsbahn unpünktlich, mal fehlte es an Kohle und mal gab es Streiks.

Die Begeisterung für das neue Verkehrsmittel war groß – die Zeitungen voll davon. Und so dauerte es nur wenige Tage, bis die ersten Passagiere mit diesem schnellen und faszinierenden Verkehrsmittel reisen wollten. Am 10. Februar machten zwei Flugzeuge aus Weimar kommend eine Zwischenlandung in Leipzig. Dort am Flughafen wartete erstmals ein angemeldeter Passagier. Wieder ein Meilenstein für den Luftverkehr.

Der Flug Berlin – Weimar kostete damals die unvorstellbare Summe von 450 Mark für die einfache Strecke. 700 Mark kostete der Hin- und Rückflug. Dafür bekam man weder Service noch Unterhaltungsprogramm, lediglich leihweise warme Kleidung – einen Pelzanzug, Schal,

Pelzstiefel und Pelzhandschuhe - gegen die Kälte, Schutzhelm und Schutzbrille dienten der Sicherheit. Dies war auch nötig, denn Pilot und Passagier saßen im Freien.

Bald eröffnete die Deutsche Luftreederei weitere Strecken, beispielsweise Berlin-Hamburg, Berlin-Braunschweig-Hannover-Gelsenkirchen/Rotthausen oder Berlin-Warnemünde. Bereits Anfang der 1920er Jahre gründeten sich zahlreiche Luftverkehrsunternehmen, zeitweise waren es mehr als 30 Gesellschaften in Deutschland. Ein wirtschaftlicher Luftverkehr konnte auf diese Weise nicht aufgebaut werden. Daher kam es zu ersten Konsolidierungen, die am 6. Januar 1926 zur Gründung der Deutschen Luft Hansa AG führten.

Insgesamt zählte die Deutsche Luftreederei in ihrem ersten Jahr 2921 Passagiere. Der Traum vom Fliegen ging für immer mehr Menschen in Erfüllung.

Der Kranich als Markenzeichen

In der ersten Zeit trugen die Flugzeuge der DLR neben dem Firmennamen die Postflagge am Rumpf. Das änderte sich jedoch bald. Der Graphiker und Architekt Otto Firlle hatte bereits 1918 einen langgestreckten, aufsteigenden Vogel als Markenzeichen für die DLR entworfen. Der später als Kranich bezeichnete Vogel zierte bald nicht nur die Flugzeuge der DLR, sondern auch die ihrer Nachfolgerin Luft Hansa.

Quelle:

Lufthansa Group Press Release 25 January 2019

Oman Aviation Group and World Ocean Council sign MoU

Oman Aviation Group and the World Ocean Council have signed a Memorandum of Understanding (MoU) to share the know-how, expertise and opportunities affecting corporate ocean economic platforms. The MoU was signed on Wednesday during the closing ceremony of the Ocean Economy and Future Technology Conference, a three-day conference that brought together international speakers, delegates and panellists at the Oman Convention and Exhibition Centre.

As Oman's aviation sector developer, Oman Aviation Group enables growth and development across the Sultanate by linking various economic sectors. With fisheries, sea-to-air cargo, and cruise tourism playing a key role in advancing Oman's economy, the Group recognizes the importance for responsible ocean management and stewardship. The World Ocean Council, for its part, brings a depth of ocean industry expertise along with a commitment to promote and ensure sustainable development for a healthy and productive global ocean.

Mustafa al Hinai, CEO of Oman Aviation Group said, "This Memorandum of Understanding sets a framework for collaboration and sharing of innovative ideas, expertise and know-how. Our aim is to join efforts in balancing sustainable ocean practices with economic objectives." Paul Holthus, Founding President and CEO of the World Ocean Council added, "We are honoured and excited to work with Oman Aviation Group, other leadership companies and investors, and the Sultanate of Oman to advance the sustainable ocean economic development of this amazing country."

Oman Aviation Group was established in February 2018 by the Ministry of Transport and Communications by merging government aviation investments. The group was set up to develop and manage government investments with infrastructure and services in the civil aviation sector effectively and build key performance indicators and strategic, financial and economic planning for the group's companies.

All civil aviation companies that are co-owned by the government, including Omani airlines,

Oman Airports Management Company (OAMC), Omani Aviation Services Company and other companies, including those in the process of being established such as the Omani shipping and Meteorology company, all fall under its umbrella.

Quelle:

OMAN OBSERVER 16 February 2019

Emirates signs deal for 40 A330-900s, 30 A350-900s

Airbus and Emirates reach agreement on A380 contract – with the airline to receive 14 more A380s by end 2021, bringing its total A380 order book to 123 units

Emirates airline today announced an order for 40 A330-900 aircraft, and 30 A350-900 aircraft, in a heads of agreement signed with Airbus. The deal is worth US\$ 21.4 billion at list prices.

The latest generation Airbus A330neo and A350 aircraft, will be delivered to Emirates starting from 2021 and 2024 respectively.

In addition, Airbus and Emirates reached an agreement on outstanding A380 deliveries. The airline will receive 14 more A380s from 2019 until the end of 2021, taking its total A380 order book to 123 units.

Commenting on the agreement on A380 deliveries, His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive, Emirates Airline and Group, said: “After many months of discussions, we have come to an agreement with Airbus and Rolls-Royce.

“Emirates has been a staunch supporter of the A380 since its very inception. While we are disappointed to have to give up our order, and sad that the programme could not be sustained, we accept that this is the reality of the situation. For us, the A380 is a wonderful aircraft loved by our customers and our crew. It is a differentiator for Emirates. We have shown how people can truly fly better on the A380, and Emirates has set the standards for that by introducing customer experiences that are unique to the A380 like our Shower Spas and Onboard Lounge. The A380 will remain a pillar of our fleet well into the 2030s, and as we have always done, Emirates will continue to invest in our onboard product and services so our customers can be assured that the Emirates A380 experience will always be top-notch.

On the decision to purchase A330Neos and A350s, HH Sheikh Ahmed said: “Emirates’ fleet strategy to operate a young, modern, and efficient all-wide body fleet remains unchanged. The 40 A330neos and 30 A350s that we are ordering today will complement Emirates’ fleet mix, support our network growth, and give us more flexibility to better serve seasonal or opportunistic demand. Both the A330neos and A350s will play an important role in our future fleet and network plans.”

The A330neos will be deployed on Emirates’ regional destinations, and also enable the airline to serve smaller airports and thereby open new routes and connectivity for its global network. The A350s will supplement Emirates’ long-haul operations, providing the carrier with added flexibility in terms of capacity deployment on 8 to 12 hour missions from its Dubai hub.

Quelle:

Emirates Group Press Release 14 February 2019

Modern Gulfstream G500 Jet Worldwide

Qatar Executive's brand-new jet receives Operations Specification approval from Qatar Civil Aviation Authority

Qatar Executive is pleased to announce that it is officially the world's first commercial service operator of the Gulfstream G500 jet, which embarked on its inaugural flight on Monday 14 January.

The private jet charter division of Qatar Airways Group received two brand-new Gulfstream G500 executive jets last month, both of which received Operations Specification approval from Qatar Civil Aviation Authority, entitling them to commercially operate.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker, said: "Our new G500 jet will offer a remarkable flying experience to many of our loyal passengers who are already keen on experiencing this ultra-modern jet. With two of these technologically-advanced aircraft in our fleet already, we are excited to be receiving an additional five G500s, to offer our passengers much more of an elite choice and flexibility."

The G500 jets are one of the fastest and most advanced aircraft types in the Qatar Executive fleet. The state-of-the-art jet sets a new industry benchmark by offering one of the quietest cabins, as well as having the best cabin altitude pressure, allowing for unparalleled passenger comfort.

The G500 is powered by the next generation Pratt & Whitney Canada PW800 engines, optimised for high-altitude, fast and long-range jets. In addition to being one of the most efficient jets in the industry, the aircraft's remarkable range makes it capable of travelling non-stop from Istanbul to Cape Town; Los Angeles to London; and San Francisco to Tokyo.

The cabin contains the most advanced technology including satellite communications, high-speed internet, the Oryx One entertainment system, wireless local area network and Gulfstream's Cabin Management System, which allows passengers to use their own personal electronic devices to control audio, video, lighting, temperature, window shades and other cabin functions.

The brand-new executive jet was first unveiled by Qatar Executive on the opening day of Farnborough International Airshow 2018.

Qatar Executive currently operates a fleet of 15 state-of-the-art private jets, including five Gulfstream G650ERs, two Gulfstream G500s, three Bombardier Challenger 605s, four Global 5000s and one Global XRS. In 2019, Qatar Executive is set to receive an additional five G500s, as well as one G650ER jet, for which it is the largest commercial operator worldwide. The expanding fleet allows the private jet charter division to serve all crucial markets efficiently and in a way that VVIP customers can enjoy an unparalleled level of service and product from any global destination.

Qatar Airways is one of the world's fastest-growing airlines, with a modern fleet of more than 200 aircraft flying to business and leisure destinations across six continents.

Qatar Airways was named 'World's Best Business Class' by the 2018 World Airline Awards, managed by international air transport rating organisation Skytrax. It was also named 'Best Business Class Seat', 'Best Airline in the Middle East' and 'World's Best First Class Airline Lounge'.

Quelle:

Qatar Airways Press Release 28 January 2019

Etihad Airways to deploy latest generation 787 Dreamliners on all its flights to China

Etihad Airways will introduce the Boeing 787-9 Dreamliner on its daily service from Abu Dhabi to Chengdu, effective 1 July 2019, replacing the Airbus A330-200 currently operating the route. Also from 1 July, the airlines' daily service from Abu Dhabi to Shanghai will be upgraded from the 787-9 to the larger 787-10 Dreamliner.

Once the changes take effect, the airline will fly all 28 weekly services to China's four main gateways – Beijing, Chengdu, Shanghai and Hong Kong – with the next generation Dreamliner aircraft.

The 787-9 service to Chengdu will feature Etihad Airways' next-generation Business and Economy cabins, configured with 299 seats - 28 Business Studios and 271 Economy Smart Seats. The upgrade of aircraft will also see an increase in belly-hold cargo capacity of four tonnes.

The 787-10 service to Shanghai will be configured with 336 seats - 32 Business Studios and 304 Economy Smart. Belly-hold cargo capacity will be increased by two and a half tonnes.

Robin Kamark, Etihad Aviation Group Chief Commercial Officer, said: "We are delighted to include Chengdu to our growing list of Dreamliner destinations. The move marks a milestone for Etihad as all our Chinese gateways will now be served by these technologically advanced aircraft, ensuring our guests experience the latest in-flight product innovations. We are equally pleased to be upgrading our Shanghai flights to our 787-10 aircraft."

"China is an incredibly important market for Etihad and we have significantly grown our presence there since launching services to Beijing in 2008. Abu Dhabi's non-oil trade shows that China is among the top-five countries with key trade relations with the emirate. We look forward to building on these strong foundations and for our guests to experience our 787 Dreamliner product on their flights to and from China."

Etihad Airways recently celebrated 10 years of direct flights between Abu Dhabi and China, the capital-capital airliner was launched in 2008. Since 2008, the airline has carried over four and a half million passengers between Abu Dhabi and China.

The airline has witnessed significant yearly growth in passenger numbers on its services to and from China, further boosted by codeshare agreements with partner airlines and the mutual visa-exemption policy between the UAE and China, implemented in January 2018.

Quelle:

Etihad Press Release 13 February 2019

Lufthansa verkauft Airlinetochter LGW an Zeitfracht

Mit heutigem Datum hat Lufthansa bekannt gegeben, dass sie ihr Tochterunternehmen, die Luftfahrtgesellschaft Walter (LGW) an die Zeitfracht Group verkauft hat. Erst vor gut einem Jahr erfolgte der Kauf der LGW im Zuge der Insolvenz der Air Berlin. In dem nur ein Jahr währenden Gastspiel wurde die LGW allem Anschein nach gebraucht, um wichtige Slots und Streckenrechte für die Lufthansa zu sichern. Ein langfristiges Engagement war augenscheinlich von Anfang an nicht geplant. Dass die Lufthansa überhaupt einen eigenen Flugbetrieb verkauft, ist in der Geschichte des Konzerns ein einmaliger Vorgang. Nun soll die LGW mittels eines sog. Wet-Lease-Vertrages auch weiterhin für die Eurowings Group eingesetzt werden. Das erinnert an frühere Konstruktionen im sog. Regionalsegment der Lufthansa, in der unter anderem Augsburg Airways und Contact Air im Auftrag der Lufthansa Passagiere beförderten. Als das DAX-Unternehmen sich von diesen Partnern wieder trennte, entzog es ihnen de facto die Existenzgrundlage. Im Ergebnis verloren hunderte Mitarbeiterinnen und Mitarbeiter ihren Arbeitsplatz. Soziale Verantwortung zeigte die Konzernführung damals nicht. Die Belegschaft blieb auf sich gestellt und musste sich überall in Europa um neue Jobs bewerben.

„Es liegt somit auf der Hand, dass die VC schon heute auf die soziale Verantwortung der Lufthansa gegenüber ihren Mitarbeitern bei der LGW verweist und fordert, dass das gesamte Cockpitpersonal der LGW die Möglichkeit haben muss, auf einen Arbeitsplatz in der LH Group wechseln zu können“, so Janis Schmitt, Pressesprecher und Vorstand Öffentlichkeitsarbeit der Vereinigung Cockpit. „Wir geben der neuen Eigentümerin einen Vertrauensvorschuss und wollen die Entwicklung bei der LGW auch weiterhin bestmöglich mitgestalten. Jedoch müssen für alle Eventualitäten entsprechende, arbeitsplatzsichernde Tarifverträge bereits jetzt verhandelt werden, damit die Mitarbeiterinnen und Mitarbeiter Planungssicherheit und berechenbare Zukunftsperspektiven haben“, so Schmitt abschließend.

Quelle:

Vereinigung Cockpit Press Release 20 February 2019

THALES SIGNS A DEFINITIVE AGREEMENT TO SELL ITS GP HSM BUSINESS TO ENTRUST DATACARD

Thales (Euronext Paris: HO) announces today the signing of a definitive agreement with Entrust Datacard, a leading provider of trusted identity and secure issuance technology solutions, for the divestment of its General Purpose Hardware Security Module (GP HSM) business, which has

been operating as a separate stand-alone business within Thales since January 2019 under the brand “nCipher Security”.

This transaction is expected to close during the second quarter of 2019. It addresses commitments made by Thales to several competition authorities to divest this business to a suitable purchaser in order to ensure a strongly competitive market for GP HSM solutions and to finalize the acquisition of Gemalto. The transaction is subject to the successful completion of the acquisition of Gemalto by Thales, the approval of Entrust as a suitable purchaser by the European Commission, US Department of Justice, Australian Competition and Consumer Commission, and New Zealand Commerce Commission, and the satisfaction of customary closing conditions.

This transaction will enable nCipher Security — with more than €100m in revenues in 2018 and over 300 employees — to continue to deliver innovative solutions and services and strengthen its market leadership. With customers in more than 150 countries, Entrust Datacard has been offering identity-based, enterprise-grade security solutions for 50 years. It has more than 2,200 employees in 34 locations worldwide.

With over €500m in annual revenue, Entrust Datacard has a broad portfolio of complementary solutions to secure and control customers’ critical information and applications. The company is a global leader in Public Key Infrastructure (PKI) solutions and services — the primary use case for GP HSMs in protecting infrastructure private keys such as root and issuing Certification Authorities keys. This makes Entrust Datacard the ideal organization for Thales to divest this business, ensuring its leadership position in the GP HSMs market and providing trust, integrity and control to business-critical applications.

Quelle:

THALES Press Release 22 February 2019

New Site for Repair and Overhaul of Engine Parts

Acquisition of property in Miskolc, Hungary

Lufthansa Technik AG today initiated the establishment of a new site for the repair and overhaul of aircraft engine parts. Dubbed Lufthansa Technik Miskolc, a new fully-owned subsidiary of Lufthansa Technik AG will commence operations until 2022 and will utilize around 20,000 square meters of production space. Customers of Lufthansa Technik’s Engine Parts & Accessories Repair (EPAR) network will greatly benefit from this extended production capacity.

In the long term, Lufthansa Technik Miskolc will employ around 400 employees. Investments in the triple-digit million-euro range will hence not only encompass state-of-the-art machinery for procedures such as cleaning, thermal spraying and heat treatment of engine parts, but also an extensive training and qualification program.

"I am honored that a world-renowned company such as Lufthansa Technik is expanding its presence in Hungary," said Péter Szijjártó, Hungary’s Minister of Foreign Affairs and Trade. "On the one hand, this decision once more proves the attractiveness of our business location. On the other hand, it also recognizes the enormous commitment of the people in Miskolc."

"As the fourth-largest city in Hungary, Miskolc offers a great number of highly-qualified technical experts and moreover a good infrastructure", added Philip Mende, Head of Engine Parts and Mobile Engine Services at Lufthansa Technik. "We look forward to building Lufthansa Technik Miskolc together and adding the new colleagues to our worldwide network."

"For technology companies, Miskolc has already proven to be a great place to invest in," said Dr. Ákos Kriza, Mayor of Miskolc. "We are honored to welcome Lufthansa Technik in our city and we are going to justify their trust with the same outstanding support that has already fostered many business success

Quelle:

Lufthansa Technik Press Release 21 February 2019

Lockheed Martin, Diehl And Saab Unveil Collaboration To Counter Emerging Short And Medium-Range Threats With Falcon Weapon System

Today Lockheed Martin (NYSE: LMT), Diehl Defence and Saab announced the Falcon™ air defense weapon system as the short and medium-range air defense solution for current and emerging threats.

Falcon integrates Diehl's 40-kilometer range Infra-Red Imaging System Tail/Thrust Vector-Controlled (IRIS-T) SLM interceptor and vertical launcher, Saab's 360-degree AESA Giraffe 4A radar through Lockheed Martin's flexible SkyKeeper command and control battle manager. Falcon's open architecture allows the system to easily integrate into any air operations center.

Threats such as unmanned aerial systems carrying lethal payloads, cruise missiles that can attack from any direction, and fixed and rotary winged aircraft capable of delivering ordnance at extended ranges, demand a technologically advanced solution that Falcon delivers.

"Our international customers are looking for the next generation short and medium range air defense solution. Falcon is threat driven and ready now," said Scott Arnold, Lockheed Martin vice president and deputy for Integrated Air and Missile Defense. "Falcon is a great example of working with our customers to identify potential gaps and find rapid-response solutions to take on today's evolving threats."

The Diehl IRIS-T SLM is a highly maneuverable interceptor fired from a 360-degree vertical launcher with the ability to engage multiple targets simultaneously in all weather conditions. The Saab Giraffe 4A AESA radar offers high discrimination capabilities and leverages gallium nitrate technology to detect and track both fixed and rotary-wing aircraft and drones, while simultaneously featuring an Automatic Sense & Warn functionality. Lockheed Martin's SkyKeeper command and control battle manager gives commanders unparalleled situational awareness with real-time early warning of incoming threats and optimized engagement solutions for critical decision making. Together these elements make the Falcon weapon system the only integrated short and medium-range missile defense system available in the world with the capabilities required to defeat current and emerging air threats.

Quelle:

Lockheed Martin Press Release 18 February 2019

Airbus announces Flight Hour Services contract with Japan Airlines

Airbus confirms the growing success of its Flight Hour Services (FHS) business in Japan with a new contract from soon-to-be A350 XWB operator Japan Airlines (JAL).

Airbus is welcoming JAL into its FHS Components Services programme for its new fleet of 31 A350-900 and A350-1000 aircraft.

JAL will become the first Airbus FHS A350 XWB operator in Japan to benefit from the increased operational reliability provided by Airbus FHS, world leader for this service in the A350 XWB market. The Japanese carrier plans to introduce the highly anticipated A350-900 on its Haneda-Fukuoka route from September. This FHS contract will make JAL's A350 XWB entry into service even smoother on one of Japan's busiest routes.

Airbus FHS will provide fully integrated component services including spare pool access, on-site-stock replenishment at the main base and components repair.

Through FHS, Airbus offers airlines its extensive and proven expertise in fully integrated maintenance services, and the advantage of its OEM expertise as well as one single interface to manage their whole fleets and associated component support operations.

Quelle:

Airbus Press Release 18 February 2019