

PRESS RELEASE

ILA update – 26 April 2018

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Shoulder to shoulder: German-French cooperation

The two ministers of defence, Ursula von der Leyen (Germany) and Florence Parly (France), intend to inspect German and French weapons systems together at the ILA 2018 and at the same time to hold discussions with members of the two countries' armed forces. In addition a number of joint venture projects are due to be signed: Germany and France are seeking a joint solution to the need to replace the marine reconnaissance aircraft, the P-3C "Orion" and the Breguet Atlantique 2. One of the highlights will be provided by the parachutists who will be jumping from an ML28 at 5.25 p.m. today. They will be carrying the national flags of the two partner nations, which will be displayed high in the sky. Germany's armed forces, the Bundeswehr, will also be replicating a mission to demonstrate how the army's special forces cooperate, supported by the air force. Along with the special forces detachment visitors will also be able to see a TIGER, NH-90, H145M, CH-53 and a C-160 Transall.

Outdoor display area (Bundeswehr), contact: Major André Hesse-Witt, Tel.: +49 (0)171 972 4874

DLR research flights using a revolutionary rudder

From April to May 2018 the German Aerospace Center (DLR) will be carrying out airborne trials using one of the DLR's research aircraft, an A320 ATRA with a converted vertical control surface. This is the first time in Europe that airborne testing of a hybrid laminarisation system has been carried out. This technology used weak, directed suction to substantially reduce the fuel consumption of aircraft of the future. The airborne trials are taking place as part of the European research project AFLoNext (Active Flow Loads & Noise control on next generation wing), in which 40 partners from 15 countries will be working together, coordinated by Airbus and with the active involvement of the DLR. The A320 ATRA with a converted vertical control surface can be seen on the Static Display at the ILA Berlin.

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jetlite to counteract jet lag: Leading model Toni Garrn is the co-founder

Toni Garrn freely admits it: "I look terrible when I am jet lagged." If this is really the case, it can have a very negative impact on supermodels such as Garrn. Not only for this reason, but also because, as a frequent flyer who suffers from the adverse effect that changing time zones have on biorhythms, she has co-founded a start-up by the name of jetlite. This employs methods intended to ensure that the effects of jet lag are kept to a minimum. These include the variable lighting available in modern aircraft – "Red tones when going to sleep and blue tones when awaking, instead of relying on an air steward to shake one's shoulder", as Toni Garrn explained. Jetlite aims to develop products to counteract jet lag and make them directly available to passengers, offering much more than the current mood lighting, the founder of jetlite, Achim Leder, explains. If Toni Garrn has her way the success of this start-up could result in a "wellness seal of approval for airlines".

Venue: Hall 6/250, ISC Market Place, contact: Ivana Johannsen, tel.: +49 -40 -20914439, email: iwana.johannsen@jetlite.de

Sergei I. Sikorsky – a living legend at the ILA

His father Igor had three successive careers. When the tsars ruled, he made a name for himself designing the world's first large-scale aeroplane (Le Grand), before emigrating to the USA prior to the revolution: There, he successfully designed large seaplanes before devoting himself in 1939 to the thing he loved most: helicopters: Since then, the name Sikorsky has become known around the world: Credit is due in no small part to the famous man's son, who from the middle of the last century onwards and for many years was responsible for coordinating the Bundeswehr's helicopter procurement programme. Sergei Igorovich Sikorsky is still full of enthusiasm when he talks about his German contacts: At the ILA the living legend, who was born in 1925, made a remarkable appearance as ambassador for the Sikorsky CH-53K helicopter which Lockheed Martin, the parent company of the Sikorsky Aircraft Corporation, aims to market as a heavy transport helicopter: Sergei Sikorsky also paid respect to the German designer Henrich Focke (1890 - 1979). Each time he was addressed as the "inventor of the helicopter" he replied that "the world's first functioning helicopter was the 1936 Focke-Wulf Fw 61."

Chalets East, 28-33, Display C4, Stand 001, contact: Michael J. Rein, tel.: +1 407 306 3840, email: michael.j.rein@lmco.com

Airbus and Dassault are cooperating on a new combat aircraft

Airbus and Dassault Aviation have agreed to combine their resources and work together to develop and construct Europe's Future Combat Air System – FCAS. This system is being designed to supplement and eventually replace the current generation of combat aircraft, the Eurofighter and Rafale, between 2035 and 2040. The partnership agreement has been sealed by Dirk Hoke, CEO of Airbus Defence and Space, and Eric Trappier, Chairman and CEO of Dassault Aviation. "Never before has Europe been so committed to retaining and advancing its political and industrial autonomy and sovereignty in the defence sector", according to Dirk Hoke, CEO of Airbus Defence and Space at the ILA in Berlin. "FCAS raises this successful collabora-

tion to the next level and we are determined to master this challenging task by working together with Dassault Aviation.” As a “system of systems” the FCAS is intended to combine a wide spectrum of resources. The intention is also to enable this interoperable overall system to be linked up as part of an extensive deployment scenario involving flying missions, satellites, NATO systems as well as land-and sea-based combat systems.

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Bombardier CSeries debuts at the ILA

Following Airbus having acquired a majority share in the Bombardier CSeries, a jet from the Canadian manufacturer’s latest range is making its debut at the ILA. The aircraft on display is a CS300 from Air Baltic, of which the Latvian airline has purchased eight. The carrier has been impressed by the plane’s reliability and positive passenger feedback. Only recently, it welcomed its one-millionth passenger on board the aircraft. At the ILA, CEO Martin Gauss praised the aircraft’s low fuel consumption (22 per cent less than a Boeing 737-300), the low noise emissions, as well as the level of comfort in the spacious passenger cabin. This year and in 2019 Air Baltic will take delivery of another six CS300s, thus completely replacing its fleet of Boeings by 2020. It also intends to replace its Q400 turboprops with CSeries aircraft by 2022, which will require the purchase of at least another 14 aircraft.

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Lockheed Martin bids to supply the F-35A to the German air force

“In response to an enquiry from the German defence ministry we tendered our bid on Tuesday, prior to the start of the ILA”, said Jack Crisler, Vice President F-35 Business Development and Strategy Integration at the US arms manufacturer Lockheed Martin. He was referring to a successor to the ageing Tornado combat aircraft, of which 90 are still in service. Such an order would be worth billions, and there is also competition from Airbus with a more advanced version of the Eurofighter Typhoon. Just under 300 of the F-35 “stealth fighters” have already been supplied to various customers, with deliveries of a further 91 expected in 2018. From the time that the order is placed the first of these aircraft could be delivered within three years, at an average cost of around 80 million dollars each. “We are also working together with our partners to continually reduce the operating costs of this system.” This is one of the factors aimed at securing orders for the F-35 for other procurement programmes apart from that of Germany, for example in Belgium, Finland and Switzerland.

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The smart engine that repairs itself

With increasing digitalisation aircraft engines are becoming smarter too. Rolls-Royce is presenting its vision of an Intelligent Engine at the ILA 2018, featuring even more interconnectivity, context-sensitivity and learning ability. This envisages all the engines in an airline’s fleet

being able to communication with one another and identify the need for any required maintenance or repair work in advance. As an example, on a flight between London and Sydney and prior to a stop-off in Singapore, if an engine self-monitoring system identifies that a fuel pump is likely to fail after 20 more flights, it would be possible to establish whether the required spare part and a local technician qualified to carry out the work are available at short notice. The work could then be carried out during the stop-over without delaying the flight, as Richard Goodhead, Senior Vice President, Customer Strategy & Marketing, explains. And it would be possible for minor engine repairs to be carried out autonomously in future, without any human intervention.

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Airbus BLADE airborne laboratory makes its trade show debut at the ILA

BLADE, the Airbus flying laboratory, is making its first appearance at any trade show at the ILA 2018 in Berlin. The acronym stands for "Breakthrough Laminar Aircraft Demonstrator in Europe". Funded by the EU's Clean Sky programme, it involves replacing the external parts of the wings of an A340 with new components whose external shape is designed to moderate the airflow. "Normally turbulence is created at the leading edge of the wing, but in this case this only occurs in the middle of the wing", explained Alex Flaig, Senior Vice President Research & Technology. The extensive laboratory equipment on board can be used to carry out almost 2,000 different readings and, for example, make the airflows visible by means of infra red and reflectometry. Flaig mentioned that the 66 hours of test flights have confirmed expectations in full. In this way it has been possible to reduce the flow resistance by ten per cent, cutting fuel consumption and pollutant emissions by five per cent. The results of the readings will be substantiated during the coming year during a further 60 to 70 flying hours. A fully operational laminar wing for narrow body aircraft could be ready as soon as 2020, Flaig said.

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Boeing anticipates demand for 41,030 aircraft and two million jobs

Globally, the civil aviation industry is booming. Every day, some ten million passengers are transported around the world, even though only 18 per cent of the world's population have ever flown, said Drew Magill, managing director, Marketing Europe, of the Boeing Commercial Airplane Company, on Thursday at ILA 2018. Demand from airlines for planes and staff is correspondingly high. Over the next 20 years Boeing anticipates the world market requiring 41,030 aircraft, of which 17,560 will replace older models and 23,470 will fulfil growth needs. Accordingly, airlines will require over two million additional staff, including some 600,000 pilots. Of the 29,530 planes needed the majority will be in the Boeing 737 and Airbus A320 category. To date, 25 customers have received 111 latest-generation 737 MAX airliners which have now transported 4.9 million passengers on 32,004 flights. Deliveries of the MAX 7 and the higher-capacity MAX 8 are due in 2019, with the MAX 10, a competitor of the A321, to follow in 2020.

Featuring a new wing design, engines and an improved cabin interior, the Boeing 777X-9 is will begin flight testing in 2019, with deliveries scheduled for 2020.

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ArianeGroup under its own name for the first time

A fully automated spray system for the thermal insulation of rockets is one of the highlights of the display by the ArianeGroup at the ILA. This German-French cooperative venture, the main contractor for the “Ariane” range of launchers, is appearing at the trade show under its own name for the first time this year. Exhibits include 1:25 scale models of the Ariane 64, Vega C, Ariane 5ECA, Sojus and Vega launchers. Alain Charmeau, CEO of the group, pointed out that this German-French joint venture is of “decisive importance” for ensuring that Europe gains its own independent access to space. This would guarantee Europe’s “freedom of action in space and its control over space-based data in all important areas including earth, space and climate monitoring”.

Venue: Hall 4/302, contact: Kirsten Leung, tel.:49-421-4372-5326,
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A golden thread to the horizon

“We are all astronauts on Mothership Earth!” With this sentence Hans Schlegel responded to the question of what a space traveller could offer “those at home”, if they were not particularly interested in the conquest of space. Schlegel was speaking at a press conference of the German Aerospace Center (DLR) at the ILA 2018 marking the 25th anniversary of the D2 mission. With this voyage of discovery in space Germany laid the foundations for Europe’s present-day position as a leader in space flight. With the D2 Germany assumed responsibility for an entire mission for the first time. This has led to “the development of a golden thread leading straight to Horizons” in the words of Walter Pelzer, DLR Director for Space Flight Management. “Horizons” is the name of the space mission which is taking the German astronaut Alexander Gerst to the International Space Station ISS at the beginning of June, where, as commander, he will be leading the research work for six months.

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Japan presents advanced technology for marine reconnaissance

ATLA (Acquisition, Technology Logistics Agency) was set up in the autumn of 2015 as part of the Japanese defence ministry. Apart from equipment procurement its remit includes intensifying cooperation in the fields of defence equipment and technology. It is against this background that the spectacular presentation of the new Kawasaki P-1 marine reconnaissance aircraft at the ILA in Berlin should be seen. “We want to demonstrate to the world our advanced technological capabilities”, says Captain Ryota Ishida, P-1 project manager at ATLA. Designed from the very start for marine reconnaissance, the P-1 does indeed have some remarkable features. For example, it is the world’s first aircraft controlled by “fly-by-light” technology, i.e. using light signals to prevent electromagnetic interference to the sensors. According to Captain Ishida there are currently no firm plans to sell the Kawasaki P-1 to European countries.

Display S3, 002, contact: Hideharu Yoshio, tel.: +81-(0) 3 3268 3111, email: johohasshin-han.eb@ext.atla.mod.go.jp

Lockheed Martin F-35 – latest generation of multi-role combat aircraft

Built by the American company Lockheed Martin and making its first appearance at the ILA, the F-35 Lightning II is a multi-role, supersonic combat aircraft of the so-called 5th generation, combining such capabilities as stealth technology, massive computing power, open systems architecture, powerful sensors and great agility. This aircraft is intended as a replacement for the F-15, F-16, F/A-18 and even older models in service with western European air forces, although the majority have been constructed for the various branches of the US military, i.e. the US Air Force, Marine Corps and Navy. Almost 300 of these aircraft have already been delivered, primarily to the US armed forces, and the first examples have now been supplied to partner countries - Australia, Denmark, Netherlands, Italy, Norway, United Kingdom, Japan and Israel. The F-35 is powered by a single Pratt & Whitney-F135 engine with a maximum thrust of 191 kN and can carry up to eight tonnes of armaments in internal compartments.

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MBDA – “The Airbus of rockets”

Integrated air defence, European armaments programmes and new technologies form the focus of the presentation by MBDA Missile Systems at this year's ILA. The future TLVS Tactical Air Defence System of Germany's Bundeswehr is the replacement for the “Patriot” system and is at the centre of the display at the ILA Plaza. MBDA is a multinational group and, together with its partner in the development work, Lockheed Martin, it is presenting its proposal for the new, flexible air defence system for protecting against tactical ballistic short and medium range rockets, combat aircraft, helicopters, drones and cruise missiles. “MBDA is the result of 20 years of efforts to integrate former competitors from Germany, France, Italy, the United Kingdom and Spain”, explains the CEO, Antoine Bouvier. “We are proud that MBDA has become like the Airbus of rockets.”

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Presentation of the Innovation Awards of German Aviation at the ILA

The Innovation Awards of German Aviation were presented on Wednesday at the Future Lab at the ILA 2018. There had been a 50 per cent increase in the number of entrants, according to the chairman of the jury, Prof. Rolf Henke from the German Aerospace Center (DLR). “It is particularly important for us that companies from every field, and including start-ups, are represented”, it was pointed out by Volker Thum, CEO of the German Aerospace Industries Association (BDLI), which stages the competition in association with the German Aviation Association (BDL) and the Federal Association for Digital Technology Bitkom. In the category of Industry 4.0 the award went to Premium Aerotec for an assembly line for aircraft doors, in which man and machine work closely together. In the Customer Journey category

the winner was edm Aerotec with its unique ultralight helicopter, the CoAX 2D. In the Emissions Reduction section the prize went to Airbus Operations with its H2Torque fuel cell, a climate-neutral power plant for aircraft. And in the Cross Innovation group the award was won by Rolls-Royce, Schölly Fiberoptic and Fraunhofer IPK for the development of an endoscopic cleaning system that originated in the field of medical technology and extends the operating life of turbine blades.

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First Berlin Aviation Summit focuses on technology

At the beginning of ILA Berlin 2018 leading representatives of the aviation industry around the world set the tone for the trade show's new orientation. On the eve of the opening they met for the Berlin Aviation Summit to lay down a roadmap for the future of aviation. Organised by the German Aerospace Center (DLR) and the German Aerospace Industries Association (BDLI), the summit gathered leading figures from the industry, research and government. Tom Enders, CEO of Airbus, Patrick Ky, managing director of the European Aviation Safety Agency (EASA), and Fang Liu, secretary general of the International Civil Aviation Organization (ICAO), were among those participating in the discussion. Klaus Richter, president of the BDLI, spoke of a "virtuous circle". Growth was the impetus driving the design of weight-reduced and more powerful aircraft, which in turn resulted in lower emissions and operating costs. This led to cheaper air fares, which in turn drove growth. With this virtuous circle in mind, opinion-formers saw the main challenge as balancing global growth with climate change. The answer to this challenge was technology.

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Altmaier approves selective investments

The Federal Minister for Economic Affairs, Peter Altmaier, has given his approval for sustainable, selective investments in future technology. During his tour of the ILA Berlin 2018 the CDU politician praised the aviation and space sector as a "source of innovations for Germany as a high-tech location". Altmaier called at the combined stand of the ILA partner country, France, the German Aerospace Centre (DLR), which is Europe's largest research establishment, and at the Space Pavilion. With the next call for applications for the aviation research programme LuFo in the autumn of 2018, his office, "will again be making selective investments", the minister said. They will be ensuring that there is a "clear focus" on digitalisation, unmanned mobility and eco-efficiency.

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ISC: Nayak-Röder group is set for success

"The demand for the providers of maintenance service in aviation is a growth market", reported Jörg Erdmann, Executive Board Member for Röder Präzision GmbH. "With its skills, its workforce's many years of experience and good locations at Egelsbach and Alsfeld, Röder Präzision is ideally placed to offer its customers outstanding service." The new proprietors of Röder Präzision GmbH from Egelsbach can look back on an eventful 2017, a year that marked a successful new

beginning. On 3 March 2017 the District Court at Offenbach withdrew the insolvency proceedings against Röder Präzision GmbH, thereby clearing the way for a return to normal business operations. The managing partners of the company are Johann Heitzmann and Bastian Heberer. Founded in 1922 and currently with more than 240 employees, Röder Präzision is one of the most important maintenance companies in the German aviation industry. In addition to civil aviation the company can also offer an extensive range of services for military aviation. The portfolio of services includes the manufacture and repair of composites, spare parts and agencies, aircraft maintenance, aircraft repairs and overhaul, development and surface technology.

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