

OFFICIAL ILA SHOW DAILY / BERLIN / JUNE 11, 2026

HAMBURG IS HOME FOR A320 FOLLOW-ON: MERZ

German Chancellor Friedrich Merz is urging Airbus to manage the development of its next-generation single-aisle airliner (NGSA) out of Hamburg.

Airbus currently runs its highly-successful A320 program from its Finkenwerder site in the city, and Merz is keen for that tradition to continue, he says. Speaking as he formally opened

the ILA Berlin Air Show, Merz called on the airframer to continue running narrowbody programs from the city, to allow the “European success story of Airbus to continue.”

His proposals are a component of Germany’s new aviation strategy, its first in 12 years. It calls for increased investments in the country’s aviation research program with a focus on digitalization and decarbonization, including electric and hydrogen powered aviation.

He said Germany and Europe had demonstrated their strength as “globally leading centers for civil aircraft manufacturing.”

“Aviation is an innovation industry...it is also one of the great growth industries of our age,” Merz told the ILA crowds. “No other industry in Germany or Europe offers comparable long-term growth prospects.”

Most successful

Airbus is currently studying architectures for an NGSA airliner, which it provisionally hopes to launch around 2030.

Last year, the A320 family became the most successful commercial aircraft program as measured in deliveries, as it accelerated past the record set by the Boeing 737 family. Several thousand of those A320s have emerged from the Finkenwerder hangars.

Merz’s words were foreshadowed on the eve of ILA by Federal Minister for Economic Affairs and Energy, Katherina Reiche who said Germany would bring its “system expertise and share of technology,” to the future single-aisle program. ▲



Airbus and Lufthansa Celebrate 50 Years

Airbus and Lufthansa marked 50 years of partnership at the show yesterday, celebrating their relationship at a ceremony with Chancellor Friedrich Merz (centre). The two companies announced further cooperation and are working toward the delivery of their 700th aircraft later this year.

Lufthansa Group CEO Carsten Spohr (second left) highlighted that no other airline has taken more Airbus deliveries. Lufthansa took delivery of its first A300 in 1976.

Having operated every Airbus family from the A220 to the A380, Lufthansa recently finalized a firm order

for 10 additional A350-900s, bringing its total A350 orders to 75, including the upcoming A350-1000.

They were joined at the signing by Lufthansa’s Grazia Vittadini, Airbus CEO Guillaume Faury (second from right) and Commercial Aircraft CEO Lars Wagner.



IAI's Heron TP UAS

High-performance strategic capability

Our Experience. Your Solution.

The Heron TP system is the largest UAS variant of the HERON family, delivers a revolutionary MALE UAS capability, enabling comprehensive intelligence, surveillance, target acquisition, and reconnaissance missions thanks to its advanced powerful multi-sensor suites including EO/IR, RADARs, SIGINT and more. HERON TP provides long-range, long endurance in all weather conditions, with cutting-edge automatic taxi-takeoff and landing systems (ATOL), satellite communication (SATCOM), and fully redundant avionics, ensuring maximum reliability and mission effectiveness across strategic operations. Backed by 50 years of IAI's experience, and over 2,300,000 operational UAS flight hours, Military Type Certified - providing all-in-one system fulfilling all mission needs.

Meet us at

Booth #G-500

www.iai.co.il • info.malat@iai.co.il





Helsing's
Head of
Air Domain
Stephanie
Lingemann
at the show.

Helsing Targets Electronic Attack Europa CCA For 2031

Helsing has unveiled an electronic attack version of the in-development CA-1 Europa collaborative combat aircraft (CCA), promising to have the escort jammer ready for service in 2031.

The system would build on the CA-1KA strike version Helsing is also developing and plans to flight test from next year, says Stephanie Lingemann, Head of Air Domain at the startup.

Those flight trials, starting in March, involve an optionally piloted configuration that would initially be flown crewed to address local airspace restrictions. Autono-

mous flights elsewhere in Europe would occur before the end of next year, she says.

The first aircraft is in build with Helsing. It is targeting an operational readiness for the production configuration in 2029.

The CA-1EA, for electronic attack, will fly in a pre-series configuration in 2028. An operationally representative system will fly a year later with the goal of having the system fully validated for customer use two years later, she says.

German defense electronics company Hensoldt will provide the Kalaetron electronic attack jam-

mer, says the company's Chief Digital Officer Sven Heursch. Hensoldt will also provide the electronic countermeasures package for the CA-1KA and the CA-1EA, he says, as well as other sensors. The strike configuration, for instance, would provide a ground moving target indicator radar to spot targets.

The Luftwaffe has expressed interest in fielding a range of airborne electronic attack systems, including an escort jammer to fly along other CCAs or crewed fighters, a stand-off and a stand-in system.

Boeing Adds Partners To German MQ-28 Ghost Bat Team

Boeing has welcomed two additional industry partners to expand its German MQ-28 Ghost Bat industry team.

Diehl Defense and Rohde & Schwarz have joined strategic industry partner Rheinmetall, which will play a lead role in Boeing's industry team as the systems integration partner of German technology for the MQ-28.

Ghost Bat is a contender to meet Germany's target of having a collaborative combat aircraft (CCA) in service by 2029.

The Ghost Bat program, led by Boeing Defense Australia, will use the new industry partnerships to explore German sensors, communications and weapons integration in its MQ-28 offer to the German Air Force.

Diehl Defense will explore weapons integration and technical support, including providing technical data, product support and training, as well as contributing software elements that support air combat chains.

Rohde & Schwarz will contribute to the integration of mission and communications systems with other Bundeswehr command and weapon systems, and provide operational, maintenance, and logistical support for these systems.

"We're bringing together the best of Australian and German innovation to be able to deliver the MQ-28 to the Luftwaffe by 2029," Amy List, Boeing Defense Australia Vice-President and Managing Director, says.

SHOW BUSINESS

Visit our editorial office in the Press Office or email nethersoleella@gmail.com

Editor-in-Chief

Alan Peaford

EDITORIAL

Managing Editor

Jens Flottau

Editor

Graham Dunn

Journalists

Alan Dron, Thierry Dubois, Ella Nethersole, Tony Osborne, Jill Stockbridge, Steve Trimble, Robert Wall

IMAGERY

Picture Editor

Tom Gordon

Photographer/Video

Jeff Holmes

DESIGN/PRODUCTION

Amelia Clark/Steve Nichols
Print Druckhaus Sportflieger
Sportfliegerstraße 5-7
12487 Berlin

MANAGEMENT

Publisher

Mark Brown

mark.brown@aviationweek.com

Circulation abi.ahrens@aviationweek.com

Marketing elizabeth.sisk@aviationweek.com

ADVERTISING & DISTRIBUTION

Display advertising – International

andrea.rossiprudente@aviationweek.co.uk

North America rob.howlett@aviationweek.com

Distribution erving.dockery@aviationweek.com

Content

Aerocomm Limited,
Norths, Rectory Road,
Orsett, Essex
RM16 3JU, UK
+44 (0) 208 133 3420

Advertising

Informa Markets
240 Blackfriars Road
London,
SE1 8BF, UK
+44 (0) 1702 53 0000

Published by

AVIATION WEEK
by informa...

Startup The Exploration Company Plans Heavy-Lift Launcher

European space startup The Exploration Company has launched an ambitious push to develop a reusable heavy-lift launcher, looking to largely draw on private financing to realize its ambition.

The company aims to demonstrate a development version of the Storm engine central to the rocket program on a test stand toward the end of 2028. The actual launcher should be ready in 2033, CEO H       Huby says.

The firm at the show unveiled a sub-scale model of the full-flow

staged combustion cycle Storm, which will be fueled by liquid oxygen and bio-methane. The system has been in development for about two years, with key components tested at a sub-scale level.

The heavy-lift rocket that would use nine Storm engines in the first stage would deliver around 15-20 metric tons of payload to orbit. That would evolve over time with plans for 40 metric tons of payload in a reusable configuration, or 60 metric tons when not looking to

reuse the first stage.

Storm is being designed to deliver up to 180 tonnes of thrust at sealevel. Work so far has centered on turbomachinery, the main combustion chamber hardware and regeneratively-cooled nozzle extensions, as well as oxygen-rich and fuel-rich pre-burners, says Head of Propulsion Sebastian Reichstadt.

Huby adds the company is skipping the step of developing a smaller launcher to save time. Doing so would waste about 5-7

years to develop the smaller rocket. The Exploration Co. had explored buying UK rocket startup Orbex, but the talks failed and the British business collapsed.

She also says the company is wrapping up work under an existing ESA program to develop a cargo return capsule. By the end of the month, it aims to have achieved Technology Readiness Level 6, equivalent to a demonstrated prototype, for 95% of the subsystems, with the rest to be completed through the summer.

Airbus' Racer Demonstrator Proves Fuel Consumption Credentials

Airbus Helicopters' Racer high-speed rotorcraft demonstrator has achieved fuel savings of 25% whilst flying at speeds of 180kts, beating one of its target goals.

Analysis of data across 55 flight hours flown by the distinctive twin-engine compound helicopter confirms that the aircraft beat the set target of 20% reduction in fuel burn compared with a conventional rotorcraft of the same weight, Jerome Geneix, the Racer's Program Manager tells *Show Business*.

"Racer is not just about speed, but also about fuel consumption," he says.

The achievement is the latest feather in the cap for Racer, which flew for the first time in April 2024 and has achieved speeds of 240kts and shown ability to climb to 10,000ft in just two minutes 44 seconds.

Some of this capability is being displayed during the Racer's debut air displays here at the show. Racer, short for Rapid and Cost-Effective Rotorcraft, was developed using funding from the European Union's Clean Sky research and technology initiative.

It uses a compound rotor system that combines the main rotor with two box-wing mounted variable pitch pusher propellers that provide asymmetric anti-torque and symmetrical forward thrust,

enabling the aircraft's increased speed.

Next steps in the Racer's development will see the aircraft go into lay-up ready for the installation of a so-called eco-mode.

This will allow the one of the two Safran Aneto 1X engines to be shut down for more economic cruise flight, allowing a further 15% reduction in fuel burn.

Three display flights are planned during the airshow. Before the aircraft goes back into the hangar for modification, it will perform additional demonstration flights for civil and military applications including some flights with pilots from the French military.

There are also plans for a search and rescue demonstration with the installation of a hoist, Geneix says.

FUEL FOR THOUGHT

"Racer is not just about speed, but also about fuel consumption" – Jerome Geneix, Racer Program Manager.



THE WORLD'S FIRST UNCREWED AEW&C SOLUTION



WHATEVER THE MISSION **MQ-9B** DELIVERS

In the air, on the ground, or at sea, forces can count on **MQ-9B SeaGuardian®** and **SkyGuardian®** for extended endurance, powerful effects, and mission success.

A highly interoperable open systems architecture permits rapid adaptability and seamless integration of nearly every global or sovereign technology. MQ-9B is future proof.

From a family of aircraft with more than 9 million flight hours, MQ-9B delivers range, loiter, payload, and proven multi-mission capabilities everywhere — which are unmatched anywhere.



©2026 GENERAL ATOMICS AERONAUTICAL SYSTEMS, INC.

Avenger®, EagleEye®, Gray Eagle®, Lynx®, Predator®, Reaper®, SeaGuardian®, and SkyGuardian® are trademarks of General Atomics Aeronautical Systems, Inc., registered in the United States and/or other countries.

Kongsberg Seals Ownership Stake In U.S. Missile Manufacturer

Norwegian missile manufacturer Kongsberg has completed the acquisition of a 90% stake of U.S.-based Zone 5 Technologies, adding a maker of low-cost cruise and interceptor missiles already in large-scale production, the companies announced yesterday at the show.

Kongsberg revealed the acquisition agreement in December after deciding that buying Zone 5 offered the fastest route to market for low-cost munitions with still a high level

of performance, says Harald Aarø, Kongsberg's Executive Vice President for Business Development and Strategy, during a show news conference.

"Technically, could we be capable of doing it? Yes, but we are not as capable, as we will probably spend a longer time, and perhaps not strike as smart solutions," Aarø says. "That doesn't mean that our engineers aren't just as smart. Our engineers are just as smart, but on a different sports field, so to speak."

Zone 5's rapid rise in the low-cost munitions market has been fueled by the Rusty Dagger cruise missile and the White Spike missile interceptor. Both are now in the first year of large-scale production, with deliveries of 1,000 each projected by the end of this year, says Tom Kanewske, Zone 5's Chief Strategy Officer.

Both weapons will now join Kongsberg's comparatively-exquisite portfolio of the Joint Strike Missile and Naval Strike



Shake on it: Kongsberg's Harald Aarø (right) with Tom Kanewske of Zone 5.

Missile, with each several times larger and more expensive than the Rusty Dagger.

The original leadership team will continue to manage Zone 5 as an independent U.S. subsidiary under a proxy agreement, which is a special legal structure commonly used with foreign-owned businesses involved in national defense.



First look: the U760 Ravenstorm ready for delivery by 2032.

Ravenstorm CCA Concept Offers Glimpse Into Future

Airbus is giving a peek at its collaborative combat aircraft (CCA) plans beyond the partnership with Kratos, saying it wants to have an in-house developed system called the U760 Ravenstorm ready for delivery by 2032.

The system that Airbus has unveiled at the show would be capable of air-to-air, air-to-ground and electronic warfare missions, the company says.

It would have a maximum takeoff weight of about six metric tons and a payload of more than 500 kg (1,100 lb). It would have a high-subsonic cruise speed.

Ravenstorm appears to be Airbus' follow-on plan to what

it now designates as the U740 Valkyrie, which it is working on with Kratos.

The companies aim for the start of flight testing this year, with the goal being ready to address European requirements from 2029. Airbus and Kratos last year agreed on the acquisition of a pair of XQ-58A Valkyrie CCAs to evolve them for the European market.

For years Airbus has been toying with development of such a system. It built and flew the Barracuda uncrewed combat aircraft demonstrator more than two decades ago.

In 2018, it floated a new concept that it called simply Wingman, which was supposed

to be a partner for crewed combat aircraft.

Ravenstorm would have a 10-meter (32 ft) wingspan and be 13 meters long, making it significantly larger than the Valkyrie. It features the typical low-observable shaping of most CCAs.

Unlike the U.S.-derived U740, Airbus bills the Ravenstorm as a "European sovereign solution". This comes at a time when European governments have said they are keen to reduce their reliance on defense equipment from abroad.

The European aerospace giant says the new design focuses on versatility, low risk, and fast availability.

Rafael Sees German Iron Dome Production With Export Deal

Rafael would produce its Iron Dome air and missile defense system in Germany if the government in Berlin opts to buy the system, company CEO Yoav Tourgeman says.

The government in Israel has long been hesitant to allow the wide export of the system that has become critical to the country's ability to counter drone, rocket and missile threats, but Tourgeman says the company has been given the green light to potentially export the system to Germany.

"We have the intention to not take jobs in Germany, but to create jobs in Germany," Tourgeman says. "Bottom line, we are going to produce it almost 100% in Germany."

The company that has long ties with German companies such as Rheinmetall and Diehl would prefer to cooperate on such an effort, the CEO says, but could set up the capability in Germany on its own if required.

Any deal would be a government-to-government arrangement that the company would support. Tourgeman would not put a timeline on how quickly the company could deliver. Rafael, which has now added the Iron Beam laser system to the kinetic interceptor-based Iron Dome, might sell that abroad too. "It is highly dependent on the requirements from the German side," the Rafael boss says.

Next Generation Combat Helicopter



AW249

The AW249 has been designed to dominate future battlefield operations. This next generation combat helicopter is equipped with the latest technologies to energise Future Operation Concepts, across a range of operational scenarios, being able to promptly and effectively respond to traditional, asymmetric and hybrid threats. Fully equipped to provide advanced net-centric capabilities for Multi-Domain operations, the AW249 represents a generational leap in combat capabilities, ensuring operational superiority at all times.

Visit us at ILA BERLIN, Leonardo Chalet H4/130 and static area H4/135.

CP Tech Shows Its Metal

CP Tech is presenting its latest metal processing capabilities at the show. “We develop and manufacture high-precision components for demanding applications, from design to series production, with expertise in lightweight construction, maximum performance, and the strictest quality assurance,” says Steffen Zacharias, Director of Business Development.

At ILA four years ago, the German company displayed a Formula One car component crafted in titanium. That caught the attention of Deutsche Aircraft, leading to a significant collaboration. “We were approached by Deutsche Aircraft to build an engine frame for the

Dornier 328eco, which was eventually constructed in stainless steel,” says Zacharias.

CP Tech has partnered with Oklahoma-based aerospace firm Nordam to develop a complete system mounted underneath the wing. Working with Pratt & Whitney engines, Nordam handles the entire process, with finished components delivered to Deutsche Aircraft. Zacharias says the company’s business is evenly split across three sectors, motorsport, automotive supercars and aviation, each representing roughly a third of its client base.

The company also supplies components for fighter jet trainer aircraft, from piston engines to turboprops.



▲ Steffen Zacharias with part of the stainless steel engine frame for Deutsche Aircraft Dornier 328eco.

Partners Team Up To Lift German eSAF Production

Hamburg-based MB Energy and Netherlands-headquartered Zaffra have signed an MoU to assess cooperating in the commercialization and provision of electric sustainable aviation fuel (eSAF) in Europe.

The initial focus of the collaboration will be on Brandenburg eSAF, which is intended to be Germany’s largest such facility and which has a projected 2030 timeline for

initial production. Brandenburg eSAF is a joint venture between Zaffra and renewable energy producer Enertrag, combining the two companies’ expertise in renewable energy, green molecules and industrial decarbonization. The goal is to create a scalable plant concept that supports the industrial ramp-up of eSAF.

Brandenburg eSAF will produce synthetic jet fuel from biogenic CO₂ and renewable hydrogen,

using Power-to-Liquid (PtL) technology. The facility is planned to produce around 30,000 tons of eSAF per year, equivalent to 25% of German eSAF demand in 2030. Under the MoU, MB Energy will be a potential off-taker of fuel from Brandenburg eSAF.

The cost of the plant at the PCK refinery at Schwedt, north-east of Berlin, is estimated to be “at least €500 million (\$578 million),” Enertrag CFO Simon Hagedorn tells *Show Business*.

Of that amount, around €350 million will come from public bodies – split 70% from the federal German government and 30% from Brandenburg state government – with the remaining €150 million from Zaffra and Enertrag.

“Some other partners may come in for the next stage of the project,” and they may also contribute to the cost, he adds.



► Brandenburg eSAF’s Eva-Maria Dichtl with Enertrag’s Simon Hagedorn, Zaffra’s Jan Toschka and Volker Ebeling from MB Energy.

Signing Up To Secure Space

Ekaterini Kavvada, Director for Secure and Connected Space, European Commission, welcomed five new country signatories to the joint declaration for In-Space Operations Services (ISOS) – with representatives from Norway, Italy, Greece, Sweden and the Netherlands attending a signing ceremony at the show yesterday.

ISOS aims to enhance the performance, resilience and sustainability of space assets, including satellite servicing, assembly, manufacturing, removal, recycling and logistics in space.

Kavvada says: “Their commitment sends a clear message: Europe is stronger when we work together, and together we will ensure that Europe adopts the most suitable policies to adapt to the future.”

“The future of space is not just about rockets and satellites in orbit. It is about growth and job security down on Earth too.

“And with the talent, innovation and collaboration we have in Europe, our joint call is to make space the thriving domain for here and beyond, for now and the future,” she says.

DIEHL
Defence



CICADA

C-UAS eMISSILE

NEUTRALIZES THREATS.
PROTECTS WHAT MATTERS.
ONE SYSTEM FOR EACH DOMAIN.

ILA BERLIN
PIONEERING AEROSPACE

VISIT US AT
Defence Park
G/100

GLOBAL COMMITMENT
PROVEN **PROTECTION**

Rohde & Schwarz Eyes Flight Trials For New Communications Network

Rohde & Schwarz is looking to begin flight trials for its new multi-domain secure communications network architecture as early as next year, with the goal of having key elements customer-ready by the end of the decade.

A few years ago the German defense electronics specialist embarked on a push to explore communications systems for next-generation combat. Its aim was to provide enhanced security and deal with the increasing electronic warfare (EW) efforts that make

the digital environment heavily contested. It has now refined its approach into what it calls the Multidomain Directional Communications System.

"You can really apply all the EW ideas of low probability of intercept, low probability of detection, you can really tune who is going to see you, who is going to hear you. You can hide away," says Andreas Domann, Vice President of Multi-Domain Communications at Rohde & Schwarz. "If someone jams you, most of the time it doesn't

bother you, because you just ignore it because it's directional communication with a fairly small beam." Focusing the beam also provides communication range benefits.

Among the applications in the air domain is to allow stealthy fighters to communicate with each other without the risk of detection, or to network crewed and swarms of uncrewed platforms to share information. The goal is to have abundant bandwidth and a self-healing network, Domann says.

At ILA, Rohde & Schwarz intro-

duced its Network Multipoint Array Communications System brand.

The various devices are scalable, depending on the size, weight, and power requirements of different platform types. All systems will operate on the same waveform. The company has validated the technology and demonstrated it to the German government, with flight demonstration in 2027 and real products about two years later. "We are running full steam," Domann says.

Thales Alenia Space To Build Next Sentinel-1 Satellite

The European Space Agency has awarded Thales Alenia Space a contract to develop and build the Copernicus Sentinel-1 next-generation Earth observation satellite.

The agreement unlocks the first elements of a €700 million (\$810 million) contract to build two satellites. Airbus will serve as the supplier of the main C-band synthetic aperture radar instruments.

The satellites' principal role is maritime monitoring. As part of that mission, the spacecraft will host automatic identification system (AIS) payloads to monitor the location of vessels.

Thales Alenia Space is the incumbent on the program and says it will use its multi-mission platform deployed for other Copernicus missions.

"While current Sentinel-1 satellites continue to serve users in orbit, we are excited to see the next-generation mission take shape," says ESA's Simonetta Cheli, ESA's Director of Earth Observation Programs.

ESA adds that coverage will also be extended to the polar regions to expand environmental monitoring in an area particularly sensitive to environmental change.



Fixar Showcases Electric Ambitions

Fixar, a developer and manufacturer of commercial unmanned aerial vehicles (UAVs), is showcasing its Fixar 025, a fully-electric vertical takeoff and landing (eVTOL) drone built for demanding missions that combine autonomy with mapping capabilities.

Gregory Lipich, the company's CCO says the Fixar 025 supports not only autonomous operations, but also offers extended endurance for a fully-electric system.

The UAV is capable of flying up to 186 miles (300 kilometers) on a

single charge, making it suitable for long-range missions.

The aircraft features a payload capacity that places it in the sub-25-kilogram category, allowing for relatively simple registration and operations. It can remain airborne for approximately 3.5 hours, providing significantly greater capability than many UAVs currently available on the market.

"The Fixar 025 is designed for missions others can't handle," Lipich says. "The key message for this system is that it offers extended

range and extended duration. It is capable of operating beyond visual line of sight in fully-autonomous mode, meaning operators do not need to preload maps and it can continue the mission even if GPS signals are spoofed or disabled."

He adds it "sets the standard" for flight distance, payload, and reliability in extreme conditions.

Customer demand has already generated a waiting list for the Fixar 025 and shipments are expected to begin in August or September of this year.

A photograph of an aircraft's wing and engine, viewed from a low angle looking up. The wing is white and extends across the top of the frame. The engine is a large, white, multi-fan jet engine, partially visible on the right side. The background is a vast expanse of white, fluffy clouds under a clear blue sky.

Progress drives us.

For over 90 years, we've been moving the world forward. Standing still has never been an option. Driven by expertise and passion, we push the boundaries of engine technology every day—for greater safety, efficiency, and sustainability. For the future of aviation.

Find out more at: www.mtu.de/en



Faury Sees Airbus Focus On Delivering

As opposed to coming up with ideas for new products, Airbus Chief Executive Guillaume Faury believes its engineers and executives should focus on delivering the aircraft in the airframer's backlog.

Airbus has been struggling with ramping up production and handing over aircraft to customers on time.

Meanwhile, the airframer has been working on an A220 stretch, the A220-500, although Faury said during the company's first quarter earnings presentation that a launch decision is not imminent.

In May, the proposed aircraft received a boost, as AirAsia said it could order another 150 A220s if Airbus launches the program.

The ideas Faury wants to hear about should be about his perceived priorities only. "[Some] teams are very creative, and this is great in normal times, they tend to look at opportunities," Faury said, speaking at the Berlin Aviation Summit.

"We need to focus on priorities. I share this message with my suppliers: a good idea that is not focused on our priorities is a bad idea... Customers want to receive their planes as specified, on quality, on time."

While not specifically mentioning the A220-500, he alluded to Airbus' product range. "We always have opportunities to look at new products, new solutions and, actually, increasing diversity – already good – at this very moment is not necessarily what we need," he said.

After a slow first quarter in deliveries, a strong May strengthened Faury's ambition for the full year.

"We believe in our objective," he said, citing the goal of delivering 870 aircraft this year. "We have again a backloaded year, which is a situation we do not like, but is happening quite often at Airbus."

Clark Warns Of Red Tape Risk To Europe

Europe faces being marginalized on the world aviation stage if it maintains its heavy emphasis on regulation and does not embrace new technologies, Emirates President Tim Clark said.

Speaking at the Berlin Aviation Summit on the eve of the show, Clark returned to several of the themes he has pursued in recent years. If Europe wants to remain competitive, it has to reflect on what he described as the layers of red tape, the general difficulty of doing business and the imposition of increasing numbers of inhibitors on that process.

"The 21st century is all about technology. The application of technology is moving at the speed of light at the moment. Everybody is on it. It's going to be so transformational – disruptive in many respects – but in the end it will happen," Clark said.

That journey is being hampered by Europe's excessive regulation, he continued. It was up to an individual country to decide what it wanted, but if it opted for more

regulation, "it's pointless going after other countries who don't quite see the need to do all of that".

In contrast to Europe's approach, Clark noted that last month the ruler of Dubai had decreed that 50% of the emirate's government services would be AI-driven within three years. That would see the elimination of "layers and layers of human capital".

This was an obvious downside, but the emirate would nevertheless embrace it. "So, Europe really needs to get on with it."

Clark also took a sideswipe at the long-term difficulties faced by Emirates in gaining access to Ber-

lin, describing the German capital as "this elusive German city from the Emirates network".

Clark noted that on his arrival at Berlin Brandenburg, he had noticed as his aircraft taxied in "a lot of single-aisle aircraft, a lot of empty gates and therefore [that the airport was] underserved. If Emirates could connect Berlin to its network, we would have no problem filling the aircraft up."

In a swipe at Lufthansa, he added: "I could come in three times a day, to be quite honest, but I don't want to scare my friends in Frankfurt, who are probably shooting themselves as I speak."



The Emirates A380 at the show.

Rhapsody In Blue: One Hundred Years And Counting

One of the oldest symbols in the sky is showing off its latest design incarnation at the show.

Lufthansa celebrates its centenary this year, and has produced a special livery to mark the event. The German flag-carrier's stylized crane, which has appeared on its aircraft since 1926 and is one of the oldest continuously used emblems

in aviation, takes center stage, with a huge representation of the bird adorning the fuselage.

The airline has applied the special color scheme to six models in its fleet, with an Airbus A320neo on the flight line at Berlin Brandenburg.

The striking dark blue paint scheme, produced by the Luf-

thansa Design Unit, has also been applied to an Airbus A350-900 and -1000, an A380, as well as a Boeing 747-8 and 787-9.

Designer David Hadley Noble, who worked on the 787-9 version of the special livery, says: "It deliberately breaks the mold, references the historic crane by graphic designer Otto Firle, and reminds us of what airplanes are at their core: giant birds that carry us around the world."

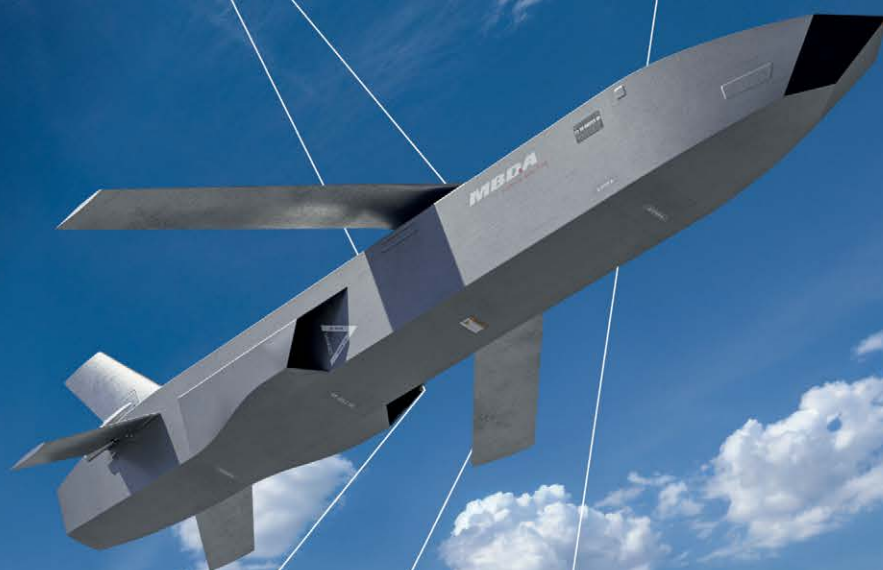
Although the Art Nouveau-inspired crane has appeared on Lufthansa's fleet since the carrier's inception, it was used fairly randomly until the mid-1960s, when formal rules regarding the image and the colors around it were drawn up. The super-sized use on Lufthansa's special centenary fleet suggests that the crane will be flying the world's airways for the foreseeable future.



Blue Period: Lufthansa Design Unit's striking dark blue livery on display at ILA.

RCM²

HIGH EFFECTIVENESS IN HEAVILY
CONTESTED OPERATING AREAS.



The new RCM² Remote Carrier Multidomain Multirole Effector by MBDA enhances effectiveness in heavily contested operating areas within a mission-based effector network.

Launching platforms and leading domains of RCM² are flexible and adaptable to operational requirements. RCM² is designed for both a wide range of missions and for deployment at scale.



Europe's \$3 trillion Defense Decade

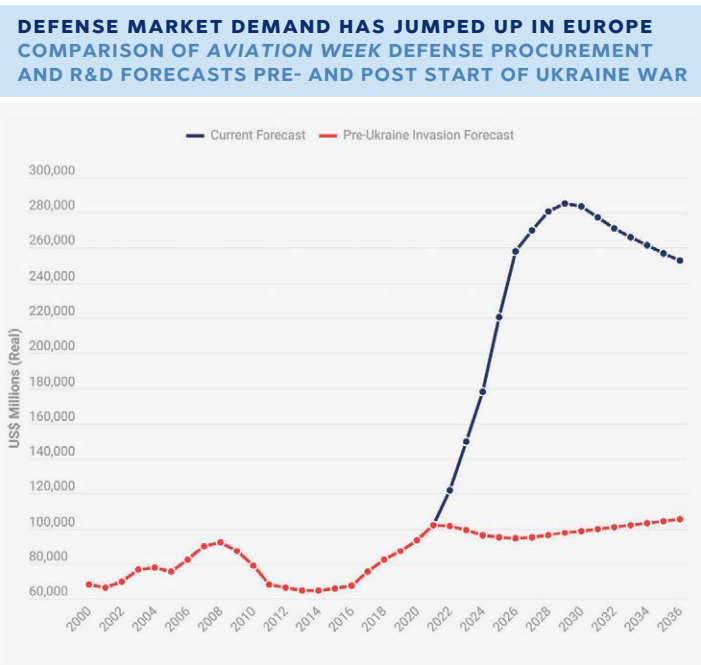
Current projections suggest military spending could be three times what was originally forecast – and that total could rise further.

Just five years ago, prior to Russia's invasion of Ukraine and when U.S. security commitments to Europe looked solid projections for defense spending on the continent looked flat. *Aviation Week's* forecast for military expenditure in January 2021 showed governments in the region investing \$1.1 trillion in the development and acquisition of military equipment between 2026 and 2036 with related spending growing at an average of 0.2% a year in real terms over the decade. Prospects for the European defense sector looked stagnant relative to the U.S., Asia, and the Middle East where budgets were growing faster and industrial and export policies were arguably more supportive of their domestic industrial bases. Compared to that post-COVID pandemic malaise, prospects for the sector today are unrecognisable. European governments are now projected to spend \$3 trillion on research and development and procurement over the coming decade – three

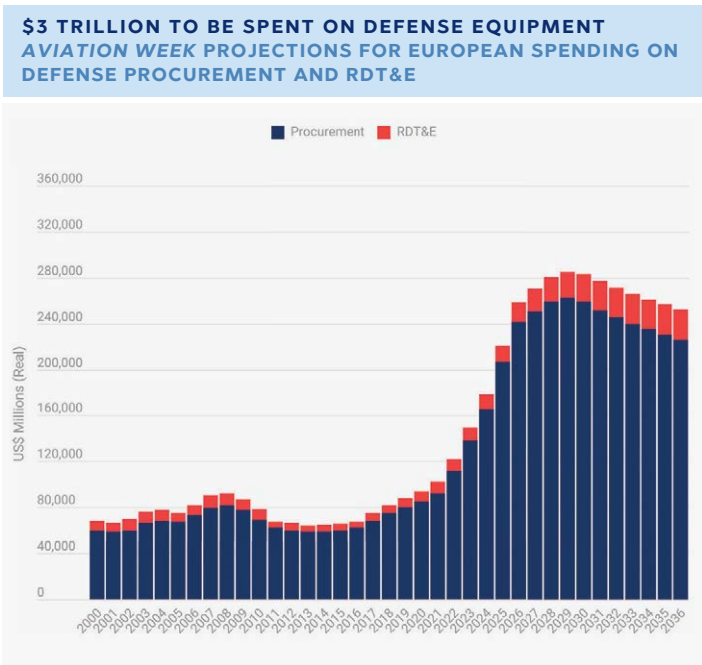
times what was expected previously – and that total could rise further still. In June 2025 the continents' NATO members agreed to raise core defense spending to 3.5% of GDP by 2035 and yet spending plans in the majority of countries do not yet reflect this commitment. A concerted push towards this goal has the potential to add hundreds of billions more in spending over the decade **Unfamiliar challenge** As a result the European defense sector finds itself facing an unfamiliar challenge: money is no longer the problem, meeting skyrocketing levels of demand is. Crucially a concerted effort is underway to ensure that as much of this money as possible flows towards local manufacturers. While critical short term gaps have been filled by exporters, particularly in areas like munitions and air defense, policymakers at the national and supranational level are focused on making the most of this opportunity to expand and transform the European defense

sector. *Aviation Week* data shows that of the \$302.2 billion in major defense contracts announced by governments since the end of 2022, 69.9% by value have gone to local manufacturers. The question now is can this continue while simultaneously improving European military capabilities on an expedited basis. While much of the new wave of funding has found its way to local companies, order backlogs and delivery timeframes are growing. Large tier 1 manufacturers may be able to make decisions to expand production capacity but this is less straightforward further down the supply chain where companies are smaller, less well off, have less visibility into long term demand, and starved of investment. Similarly gaps have emerged in critical raw materials such as rare earth metals and energetics. Without expansion at all levels of the industrial base attempts to grow capacity will be challenging. Again action has been taken to

CONTINUED ON P16



Source: Aviation Week Defense Market Analyzer © Informa Markets 2026



Source: Aviation Week Defense Market Analyzer © Informa Markets 2026

RAFAEL 

AT THE FOREFRONT OF DEFENSE.

Long-Range Precision Strike Missiles



ICE BREAKER™



SPICE™ 250 ER



See us at
ILA BERLIN 2026
Booth G400



SMART AND TO THE POINT.



Airbus Defense and Space

The Eurofighter final assembly line.

CONTINUED FROM P14

address these concerns.

OEMs are expanding production where they can and investing in their supply chains, while national governments have become more interventionist in monitoring, mapping and directly supporting SMEs.

The European Commission is also firmly engaged in this process and has provided direct funding through initiatives such as the European Defence Industry Program (EDIP) and the Act in Support of Ammunition Production (ASAP).

The Commission has also proposed €131 billion (\$154 billion) in funding for defense and space in the next Multiannual Financial Framework which will run from 2028-2034, roughly five times the amount provided for

2021-2027.

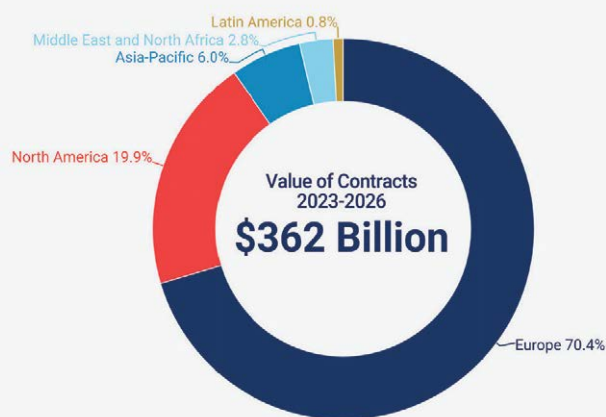
The recent escalation of tension between Europe and the U.S. has in many ways bolstered this process, emphasising the need for strategic and industrial autonomy in defense.

Short-term solution

While American and other foreign companies are absolutely seen as a part of the potential short-term solution to Europe's need for greater industrial capacity the phrase 'ITAR free' has rarely been heard more frequently in government and industry circles.

Europe's \$3 trillion decade is once in a generation chance to rebuild the European defense industrial base and its competitiveness in global markets. ▲

EUROPE DIRECTS INVESTMENT INWARD... FOR NOW VALUE OF MAJOR DEFENSE CONTRACTS SIGNED BY EUROPEAN COUNTRIES SINCE THE START OF 2023 BY REGION OF SUPPLIER



Source: Aviation Week Defense Market Analyzer © Informa Markets 2026



CRAIG CAFFREY DIRECTOR, MILITARY DATA & ANALYSIS

Craig Caffrey is the head of *Aviation Week's* military data and analysis team producing market information and forecasts for the defense sector, specializing in military aircraft markets, global defense spending, and defense industry trends. Or contact melissa.crum@aviationweek.com

Analysis derived from *Aviation Week's* Defense Market Analyzer. To access the data behind this analysis, visit aviationweek.com/GD-ILA or visit us in Hall A, Booth 500.



Trusted Insights. Simple Solution.

Aviation Week Intelligence Network's (AWIN) data solutions and services provide the news, fleet data, analyses and forecasting models your organization needs.

- Industry insights covering the latest developments
- 10-year outlooks of the commercial market
- Aircraft histories and global fleet tracking
- Independent utilization data
- MRO contracts and tracked aircraft maintenance data



Gain access and start turning data into solutions.



To learn more, go to:
aviationweek.com/commercial_data
Or call Melissa Crum at +1 913-284-2951

**EXCLUSIVE MEDIA
PARTNER, ILA BERLIN**

Accelerate Your Success at
ILA BERLIN

Schönefeld, Germany, June 10-14

Join us at our Booth: Hall A Stand 500

Discover unmatched, credible, premium intelligence, award-winning media brands, innovative marketing solutions, and world-class events. At Aviation Week, we empower you with the insights and tools to achieve your goals.

- Meet our defense intelligence experts and explore our comprehensive global defense data solutions
- Discover Marketing Services solutions to grow your business
- Pick up your copy of *Show Business* for the latest event news and insights



Learn more and subscribe

**AVIATION
WEEK**
by informa...

AviationWeek.com/ILABerlin2026



Germany set to take one third of new production Tranche 4 and 5 Eurofighters currently on order, reports Tony Osborne.

Next Iteration Of Eurofighters Advance Towards First Flight

With Germany taking the lion's share of new-production Eurofighters amid the combat aircraft's renaissance, Airbus Manching final assembly lines have not been this busy since the mid-2010s.

Almost 150 Eurofighters are currently on order, with partner nations Germany, Italy and Spain all placing follow-on purchases, while Turkey has become the latest export customer with an order for 20 new-build aircraft.

Of that total Germany is set to take around one-third. It has ordered 58 Eurofighters across Tranche 4 and Tranche 5 for delivery into the 2030s.

Thirty-eight Tranche 4 aircraft ordered through the Quadriga program will replace Germany's existing and challenging-to-upgrade fleet of Tranche 1 aircraft, while 20 Tranche 5 models contracted last October will help to replace the Panavia Tornado, which is due to leave German service at the end of the decade.

Manching will assemble all these aircraft, and potentially others for export opportunities where Germany is the lead nation.

Alongside that production, there is also a renewed development and testing effort to bring new capabilities onto the aircraft to support new and emerging missions, as well as to further future-proof the four-nation fighter. It all adds up to a busy time for the German Eurofighter program.

"There is a big momentum," says Andreas Hammer, Head of Combat Air Systems at Airbus Defense and Space. "Everybody who is involved in creating this momentum for the Eurofighter, they are all convinced that it is indeed the back-

bone of the air forces right now," he says.

As well as in charge of Eurofighter production in Germany, Hammer manages Spanish final assembly of Eurofighters in Getafe near Madrid. Spain has ordered 45 aircraft across two programs Halcon I and Halcon II. Getafe formally rolled out its first Tranche 4 aircraft on June 1. Manching's first Tranche 4 appeared outside in April and made a public debut at Airbus' Defense Summit in May.

Hammer says Manching's Tranche 4 will fly first. Engine ground runs on the first two Quadriga aircraft are already under way, and electrical system tests have advanced, with a first flight expected in July.

The most significant change in the Tranche 4 aircraft is the introduction of an active electronically scanned array (AESA) radar.

Germany and Spain will be first of the Eurofighter partner nations to receive an AESA-equipped aircraft.

Until now, AESA-equipped Eurofighters have been exported to Kuwait and Qatar. Germany and Spain are currently slated to receive the European Common Radar System Mk.1 developed by Hensoldt and Indra, but the complete radar is not yet ready.

Phased approach

In the interim, German and Spanish aircraft will receive the Radar 1 Step 0 configuration like that already fielded on Kuwaiti and Qatari Eurofighters called Radar 1 Step 0, with a phased approach to follow that will bring the production-standard Radar 1 onto front-line Eurofighters in 2027.

"We are well advanced with the development of the Mark 1 radar," says Hammer. "We have installed

it in our roof labs in Manching, and it is monitoring the Munich skies, where it is seeing a lot of flying objects," he says.

The next step will be to get the radar installed on a new flying testbed. Airbus has modified the German Aerospace Center's (DLR) Advanced Technology Research Aircraft Airbus A320 with a Eurofighter nose, and it will take its first flight with a prototype Radar 1 after the summer break, Hammer says.

As part of the testbed's development effort, engineers have installed a mock-up Eurofighter cockpit in the A320 that will be linked to the radar, allowing engineers to see how the aircraft's avionics works with the radar.

"This way we will be able to trigger a lot of short iteration cycles in order to improve it [the radar] as quickly as possible," says Hammer. ▲



EYE OF THE TIGER

Eurofighters are out in force at ILA, both in the air and on the static display.

THE GLOBAL AUTHORITY ON AEROSPACE & DEFENSE

Defense Programs. Space Systems.
Commercial Aerospace.
Complete Coverage Worldwide.

The global aerospace and defense industry moves fast. Stay ahead with the coverage that goes deeper.

Aviation Week & Space Technology delivers comprehensive reporting across defense programs, space systems, and commercial aerospace—with the technical depth, global perspective, and expert context you need to stay informed.

Trusted by aerospace and defense professionals for over a century.



Subscribe Today for Exclusive Access
Visit aviationweek.com/aeroaccess

Call: 1-877-369-3767 | 913-850-6931 (International)
or Email: awst@aviationweek.com



Deutsche Aircraft

Revived Ambitions For Regional Program

Deutsche Aircraft eyes broadening market as it tackles schedule challenges for its new D328eco, writes Jens Flottau.

Deutsche Aircraft is doubling down on completing the first D328eco test aircraft at its headquarters in Oberpfaffenhofen near Munich in an effort to keep further delays of the program to a minimum.

The fuselage of TAC (test aircraft) 1 is complete, including the stretched midsection, but the wings have come off again for some modifications around the engine pylon. In the fuselage, the wiring is being installed, a complex undertaking. "We have moved focus to the assembly of TAC 1," Neumann says. "We have some challenges to manage."

The project has long been greeted with plenty of skepticism. "I have been asked why we are going with a legacy propulsion system when hydrogen and electric propulsion are nearing," CEO Nico Neumann recalls. After all, the D328eco is only a slightly stretched and substantially modernized version of the venerable Dornier 328 turboprop, which was first delivered in 1993 and had reached only 107 deliveries when production ceased

in 2005. In addition, 110 328JETs were sold.

Deutsche Aircraft is trying to enter a regional market that has been shrinking — as shown by the termination of most programs, including in the segment comprising the original Dornier 328 and the much lower production level of the one platform that is still offered, the ATR 42 and 72 series.

But Neumann says the perception of the D328eco as a marginal aircraft built on questionable business assumptions has "changed completely". He says he sees "a lot more realism" as the industry recognizes that introducing new technologies will take much longer than foreseen only a couple of years ago.

At the same time, Deutsche Aircraft hopes that the drastically changed geopolitical environment will present new opportunities in various roles now that Germany realizes more technological independence is an important asset and its armed forces are exploring how to fill capability gaps, with equipment ideally built at home.

"I see us as part of Germany's

aviation strategy," Neumann says. "Resilience and sovereignty have become more important. We are bringing complete system capabilities from development to production."

About 20-30% of the aircraft will be sold for defense and multi-role applications, Neumann estimates. Still, the largest market will be regional commercial flights as well as ad hoc and company charters. The company has signed letters of intent for 134 aircraft and has had conversations with potential customers for more than 500 units.

Modified airframe

Contrary to earlier plans, only TAC 1 will be built in Oberpfaffenhofen. The aircraft is based on a modified legacy 328 airframe that has never flown and was a remnant of the Fairchild Dornier days. Initially, TAC 2 was also supposed to be assembled at company headquarters, not at the new final assembly line in Leipzig. But Neumann and the manufacturing team decided that if the second aircraft were already built in Leipzig, it would help introduce final assembly processes and

learnings earlier.

The test fleet will consist of four aircraft: TAC 1, 2 and 3 as well as a legacy 328 that is used for systems certification testing where possible. That way, Deutsche Aircraft might make up for some of the delays in the slow-moving program; first delivery should have occurred in 2025, according to its initial schedule.

Neumann estimates that the certification campaign will require about 1,300 flight test hours: TAC 1 will be dedicated to handling and stability testing, TAC 2 and the 328 airframe will address systems, and TAC 3 will address cabin issues. The company is not giving official guidance for a service entry date, nor a target for the first flight. But putting the first D328eco into the air before year-end, as planned until recently, is looking increasingly difficult.

If the first aircraft had been scheduled for delivery in 2028, the overall delay would have reached roughly three years. Given the complexities with which the company is grappling to put together the first aircraft, a further slip into 2029 appears possible. ▲

▲
The D328eco was first presented in 2025, but the initial test aircraft still awaits completion.

Suppliers Position Themselves For Next-Generation Opportunities

Germany's aerospace sector is beginning to get ready in earnest for the launch of Airbus' next-generation single-aisle aircraft, reports Jens Flottau.

Airbus' next-generation single-aisle (NGSA) aircraft, due to be formally launched around 2030, and Boeing's potential replacement for the 737 MAX are beginning to come into focus for Germany's commercial aerospace suppliers.

Companies including Diehl Aviation, Liebherr-Aerospace and MTU Aero Engines all have their eyes on the next-generation aircraft requirements, though design schedules and associated time pressures differ by product.

Liebherr is generally active in areas that require very long development timelines, including a potential next-generation integrated flight control computer (IFCC) or landing gear. Diehl has a little more time for cabin parts, assuming the fundamental tube-and-wing architecture of next-generation narrow-bodies does not change. MTU's work on the engine hinges on Airbus' decision for or against the open-rotor concept.

Technical considerations

"I see benefits for aircraft manufacturers to introduce a new narrowbody sooner rather than later," says Diehl Aviation CEO Jörg Schuler. "But everything depends on the maturity of the engine."

The decision should be influenced not only by technical considerations but also by industrial strategy, he says.

"We will have to assume a [monthly] rate of 100 at Airbus and 100 at Boeing," Schuler notes. "I would always rely on a double source at such high rates."

"I don't believe in the open rotor," MTU Chief Program Officer Ottmar Pfänder says. "Ducted will be the future. The potential gains are unlikely to outweigh the risk; the design impact [of the open rotor] on the aircraft is too big."

Of course, MTU, Pratt and their partners have begun working on the next-generation GTF following the Advantage, which is being rolled out on the A320neo family. It is therefore in their interest if Airbus sticks with the known architecture.

"Reliability and maturity are going to be very important," Pfänder adds. "We are talking about the bread-and-butter business. No one will want to expose that to unnecessary risk."

For Liebherr, the NGSA offers new opportunities in addition to the IFCC or components traditionally offered – even on the engine side. The company developed the gearbox for the Rolls-Royce UltraFan 80 demonstrator and is working on scaling that down for the UltraFan 30, which could be used on a future narrowbody. According to Walter, Liebherr is planning the industrial concept for the component. But contracts have yet to be signed, and the UltraFan has yet to be selected

as an engine option on a future Airbus or Boeing aircraft.

Liebherr hopes that longer, thinner wings will open up further opportunities. Its folding-wing actuator, slated to be used on the Boeing 777X, is one possibility, given that future narrowbodies should fit into the same gate



"Ducted will be the future. The potential gains are unlikely to outweigh the risk; the design impact [of the open rotor] on the aircraft is too big."

OTTMAR PFÄNDER, MTU CHIEF PROGRAM OFFICER

positions as current aircraft. The company is also pushing for more electric actuation systems that would likely be required in thinner, lighter and longer wings.

At Diehl, preparations for the NGSA are beginning on two levels – organizational and technological.

"I'm pushing the organization hard to transform our way of working, toward more digitalization and some support by artificial intelligence," Schuler says. "It is important to me that we have the processes, methods and tools in place for a digital backbone that is multi-OEM-capable and which also works with our own Tier 1 suppliers."

On the technological side, the company is exploring innovation in each of its strategic business areas to see what can be derived from current products. One fundamental decision that it will have to make: whether to stick with traditional honeycomb structures or go for thermoplastics. ▲



Liebherr is generally active in areas that require very long development timelines, including a potential next-generation integrated flight control computer (IFCC) or landing gear.

Defense Market Analyzer

Easily Navigate the Global Defense Landscape.

Access data covering the key political, economic, budgetary, and strategic trends driving defense markets to identify new opportunities.



International
Procurement Data



Detailed Spending
Projections



In-Depth Analysis by
Country



Learn More:
[aviationweek.com/
DefenseMarketAnalyzer](http://aviationweek.com/DefenseMarketAnalyzer)
or call Melissa Crum at +1 913 284-2951
melissa.crum@aviationweek.com



WE PROVIDE THE **TECHNOLOGICAL EDGE** THAT **MAKES THE DIFFERENCE** FOR YOU

From land to sea, air to space, and across the spectrum,
IAI provides cutting-edge technologies trusted worldwide.

With decades of innovation and a legacy of operational
excellence, IAI partners with nations across the globe to
strengthen national security, protect lives, and shape the
next era of defense and aerospace.

IAI – The future of your resilience

www.iai.co.il • corpmkg@iai.co.il • Find us on:    

Meet us at

Booth #G-500



Discover More

Digital Edition Copyright Notice

The content contained in this digital edition ("Digital Material"), as well as its selection and arrangement, is owned by Informa and its affiliated companies, licensors, and suppliers, and is protected by their respective copyright, trademark and other proprietary rights.

Upon payment of the subscription price, if applicable, you are hereby authorized to view, download, copy, and print Digital Material solely for your own personal, non-commercial use, provided that by doing any of the foregoing, you acknowledge that (i) you do not and will not acquire any ownership rights of any kind in the Digital Material or any portion thereof, (ii) you must preserve all copyright and other proprietary notices included in any downloaded Digital Material, and (iii) you must comply in all respects with the use restrictions set forth below and in the Informa Privacy Policy and the Informa Terms of Use (the "Use Restrictions"), each of which is hereby incorporated by reference. Any use not in accordance with, and any failure to comply fully with, the Use Restrictions is expressly prohibited by law, and may result in severe civil and criminal penalties. Violators will be prosecuted to the maximum possible extent.

You may not modify, publish, license, transmit (including by way of email, facsimile or other electronic means), transfer, sell, reproduce (including by copying or posting on any network computer), create derivative works from, display, store, or in any way exploit, broadcast, disseminate or distribute, in any format or media of any kind, any of the Digital Material, in whole or in part, without the express prior written consent of Informa. To request content for commercial use or Informa's approval of any other restricted activity described above, please contact the Reprints Department at (877) 652-5295. Without in any way limiting the foregoing, you may not use spiders, robots, data mining techniques or other automated techniques to catalog, download or otherwise reproduce, store or distribute any Digital Material.

NEITHER Informa NOR ANY THIRD PARTY CONTENT PROVIDER OR THEIR AGENTS SHALL BE LIABLE FOR ANY ACT, DIRECT OR INDIRECT, INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF THE USE OF OR ACCESS TO ANY DIGITAL MATERIAL, AND/OR ANY INFORMATION CONTAINED THEREIN.