GERMANY'S AEROSPACE INDUSTRY

1984: Germany's year of
decision

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ERMANY'S participation in the
European Fighter Aircraft (EFA) programme remains uncertain
until several critical planning decisions are taken by the Luftwaffe.
"There is not much time left for basic decisions," warns Peter Fichtmuller, head of MBB's military aircraft and helicopter division. "A programme structure must be agreed this year to avoid the danger of substantial delays."
With Tornado production to end in 1989 (unless further orders are secured), any EFA delay would impact not only on MBB, but on Dornier, now part of an inte-grated German design team working on the new fighter.
1985 to 1995 is a ten-year lead time, notes Fichtmuller, and EFA must get under way early next year to meet the in-service date specified in the outline Euro-pean staff target agreed in December last year by the air forces of Britain, France, Germany, Italy, and Spain.
While industry awaits decisions on EFA, work is already under way on the Airbus Industrie A320 150-seat airliner, scheduled to fly early in 1987 and to enter service early in 1988.
In February the German Government agreed to provide up to DM1,500 million (£390 million) towards development of the A3 20 . This represents about 90 per cent of Deutsche Airbus' 35 per cent of A320 development, and will be repaid out of aircraft sales, but only after 600 A320s have been delivered. Airbus estimates that more than 3,300 150-seat airliners will be

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In the field of civil and military aircraft, helicopters, weapons, and satellites, Germany's aerospace industry is a willing partner in international programmes. Julian Moxon and Graham Warwick report from West Germany.

sold from 1988 onwards, and expects to
sell 1,100 A320s: 600 is the break-even
point. Almost 50 aircraft are already on
order.

In addition to providing development and manufacturing work for MBB's commercial aircraft division, the A320 will help offset the dip in workload in its military aircraft division as Tornado winds down. In return, once production of a new fighter gets under way in the early 1990s, some of Germany's share will go to the commercial aircraft division.

Similarly MTU's 11 per cent share of the five-nation International Aero Engines V.2500 turbofan, planned as an alternative to the CFM56-4 on the A320, will reduce the company's dependence on military work as RB.199 production declines and will sustain the workforce until development of a new European fighter engine gets under way.
Another major decision still to be taken concerns the Franco-German combat heli-copter. A memorandum of understanding formally launching development is expected this month. MBB will lead the programme, sharing the work equally with Aerospatiale.
The 4.7-tonne twin-turbine tandem-seat attack helicopter will be built in three versions. The anti-tank PAH-2 foT the

German Army, which requires 212 heli-copters, will be armed initially with Hot anti-tank missiles and Stinger air-to-air missiles for self-defence. The French Army requires two versions; 75 HAC anti-helicopter machines armed with 30mm cannon and air-to-air missiles; and 120 HAC-3G anti-tank helicopters armed with ATGW 3 third-generation anti-tank guided weapons and air-to-air missiles. Under the aegis of the trinational ATGW 3 programme a European visionics system will be defined for the helicopter. In Germany this will compete with the US TADS/PNVS sensor system.
Spacelab lead contractor MBB-Erno is pressing for early decisions on a European space station in order to keep pace with the US programme. Columbus, a per-manently manned European space station using Spacelab components, is planned either as a European-only venture, or as a component of the US space station.
But for Germany, as well as much of Europe, the most important decision to be taken in 1984 concerns the European Fighter Aircraft. While Britain and France have taken positive steps towards acquiring a new fighter, including launch-ing national technology demonstration programmes, Germany appears to have dragged its feet.

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