

facility at DLR.

Prof. Dr. Josef Kallo, co-founder and CEO of H2FLY: "With this funding, H2FLY will extend its lead as a global technology leader in the field of hydrogen-electric propulsion. Flying with hydrogen without CO2 emissions will become a reality."?

Dr Anna Christmann Member of the Bundestag (Federal Parliament) and Federal Government Coordinator of German Aerospace Policy: "H2FLY is an important building block for the future strategy of emission-free aviation. With the project funded by the BMWK, we have the unique opportunity to further expand the technological lead in flying with hydrogen here in Germany. With our funding, we are enabling research to overcome the technical challenges of using hydrogen in aviation."?

Prof. André Thess, Director of the DLR Institute of Engineering Thermodynamics: "With a fuel cell that generates more than one megawatt of power, we are pushing open the door to climate-neutral passenger aviation without CO2 emissions. At DLR's Stuttgart site, we will test the new technology extensively before moving on to aircraft integration and initial flight tests. By the end of the decade, such passenger aircrafts could already be in commercial operation."

Martin Nüßeler, CTO of Deutsche Aircraft: "Our Dornier 328 is the optimal platform for demonstrating the new fuel cell technology. We can thus bring technology into real environmental conditions and accelerate our path towards climate-neutral aviation."

Benno Petersen, Head of Innovation and R&T at Diehl Aerospace: "Our company is participating in the 328H2-FC project with extensive research packages. In this way, we are impressively documenting our interest in this forward-looking propulsion technology and underlining the important role that the equipment industry plays in the development of such innovative systems."

In cruise flight, the use of the hydrogen fuel cell energy system enables the aircraft to operate without emitting carbon dioxide, which means that a large part of the flight distance can be covered in a completely climate-neutral manner. For the energy-intensive take-off, a gas turbine will initially provide additional thrust as part of the testing in the hybrid-electric concept.?

The project as a whole thrives on the cooperation in a strong partner network of DLR, H2FLY, Deutsche Aircraft and Diehl Aviation (incl. Diehl Aerospace). Other project's partners are AKG Verwaltungsgesellschaft mbH, Bauhaus Luftfahrt e.V., GE Aviation, HS Elektronik GmbH, Industrieanlagen-Betriebsgesellschaft mbH and Premium Aerotec GmbH.

BMWK funding for the 328H2-FC project is provided within the framework of the aeronautics research programme (LuFo VI-2). The joint project leader is DLR. The project builds on the predecessor projects 328eHY-LAB and 328eHY-TECH (LuFo VI-1) led by Deutsche Aircraft.

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