Press Release

19 May 2026

Hamburg

Lufthansa Technik and Airbus collaborate on AeroSHARK wing and tailplane development

- **Extension of scope on the ongoing A330ceo AeroSHARK Supplemental Type Certificate (STC)**
- **Expected to enable higher fuel savings through extended surface coverage**

Lufthansa Technik and Airbus have entered a technical collaboration to develop and certify the application of AeroSHARK riblet technology on the wings and stabilizers of the Airbus A330ceo. The cooperation aims to achieve the first-ever commercial certification of riblet technology on an Airbus A330 wing and tailplane, marking a significant milestone in the expansion of drag-reducing technologies for commercial aviation.

Building on the ongoing STC certification of AeroSHARK for the Airbus A330ceo fuselage and engine nacelles, Lufthansa Technik is now extending the technology to the aircraft wings and horizontal and vertical stabilizers with the support of Airbus. The project focuses on the technical feasibility and certification of AeroSHARK on the aforementioned surfaces of the A330ceo. Following successful validation and approval by the European Union Aviation Safety Agency (EASA), the solution is intended to be commercialized. Lufthansa Technik will hold the STC and lead the certification activities. Lufthansa Technik's Engineering will be responsible for the overall certification concept and execution and will be supported by Airbus' Engineering through the provision of key aircraft type data and safety assessments.

From a technical perspective, the certification program will comprehensively assess the impact of riblet application on flight dynamics, lightning strike protection, structural loads, maintenance aspects and all relevant aircraft systems, including flight control, autopilot and navigation systems.

The wing and tailplane application is intended to complement AeroSHARK coverage on the fuselage and engine nacelles, which is being developed separately by Lufthansa Technik and BASF Coatings. When applied to all relevant aerodynamic surfaces, fuel savings for a fully modified A330ceo are expected to exceed two percent on typical long-haul missions, offering airlines a meaningful reduction in operating costs and CO_2 emissions.

Airbus' participation reflects the manufacturer's engagement in supporting innovative decarbonization solutions across its in-service fleet and enabling new technologies through close technical cooperation. By extending AeroSHARK to additional aerodynamic surfaces, Lufthansa Technik aims to unlock the full potential of riblet technology and contribute to more efficient long-haul operations for one of the world's most widely used wide-body aircraft.

"With the support of Airbus, we are developing a product solution that could contribute to the industry's decarbonisation goals," said Henning Linnekogel, Senior Director OEM Partner Management at Lufthansa

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Technik . “Combining our modification and certification expertise with Airbus’ in-depth aircraft knowledge allows us to pave the way for a completely new application of riblet technology on the A330ceo.”

“AeroSHARK has already demonstrated how powerful biomimetic surface technology can be in reducing fuel consumption and CO_2 emissions in commercial aviation”, explained Andrew Muirhead, Vice President OEM and Special Engineering Services at Lufthansa Technik. “As our goal is to support as many airlines as possible in achieving their sustainability targets, we are continuously evolving AeroSHARK – by certifying it for additional aircraft types such as the A330ceo and by expanding its application to even larger and more aerodynamically relevant surfaces.”

The functional film imitates the special characteristics of sharkskin, reducing aerodynamic drag through its riblet structure. The principle of drag reduction through riblets has been scientifically recognized for decades. Lufthansa Technik and BASF Coatings have successfully applied this principle for the harsh conditions of daily airline operations, making AeroSHARK the only certified solution for commercial aviation by now. To date, large-scale AeroSHARK modifications have been applied to 30 Boeing 777 aircraft of several airlines and one Lufthansa Boeing 747, which served as a testbed. The number is steadily growing, demonstrating the riblet film’s efficiency in daily operations. As of April 2026, AeroSHARK-modified aircraft have accumulated over 350,000 flight hours, saving more than 20,600 metric tons of jet fuel and reducing CO_2 emissions by over 65,000 metric tons.

About Lufthansa Technik:

The Lufthansa Technik Group is one of the leading providers of technical aircraft services in the world. Certified internationally as maintenance, production and design organization, the company employs more than 23,000 people in dozens of locations around the globe. Lufthansa Technik offers the full range of services for commercial, VIP and special mission aircraft. The portfolio includes maintenance, repair, overhaul and modification of airframes, engines, components and landing gears, as well as the manufacture of innovative cabin products and digital fleet support.