



„Classic Tour“ Lufthansa  
13. Juni 2019 - Frankfurt



On Thursday, 13<sup>th</sup> June, we arrived at the Lufthansa Aviation Center, (LAC for short) the headquarters of Deutsche Lufthansa AG, for the Lufthansa Classic Tour. Mia Sigmund, a former flight attendant, and Alexander Riegel, a propulsion engineer from Lufthansa Technik AG, warmly welcomed us at the beginning. 20 participants were divided into two groups for the three-hour tour. I was assigned to Mr. Riegel's group, who was able to provide us with many detailed and fascinating technical facts, due to his professional background.

We started the tour in the Aviation Training Center (LAT) - a striking aluminum building that is clearly visible from the airport motorway. There are over 20 flight simulators and impressive training devices, some of which are rented for training purposes (day and night use). You can recognize them by their sudden movements and loud noises, which were immediately explained to us as simulated emergency landings. Pilots for short and medium distances as well as long distances of the brands Boeing and Airbus of Lufthansa and also other airlines are trained there. The fully equipped cockpits, which correspond exactly to an aircraft cockpit, are mounted on stilts on an electrically or hydraulically operated movement system and are fully movable on all axes. Acceleration e.g. as when taking-off, braking after landing or turbulence during the flight for all possible situations are simulated and then discussed with the trainer to find a solution. 3 beamers on the roof of a flight simulator project depth and distance on the screens in the cockpit. As the thrust develops, one is easily pressed into the seats and the trainee gets the feeling of actually taking off.



The pilots are tested according to a training plan for situations e.g. bird strike, engine failure, pressure drop in the cabin and leaking gases. They also practice take-offs and landings at different airports around the world with their various challenges and difficulties. After obtaining the pilot's license, every pilot has to undergo examinations twice a year in order to maintain the license. They only receive the rating for a specific aircraft type in order to guarantee absolute reaction safety in dangerous situations and blind mastery of the instruments.

For efficient use and cost recovery, the devices are usually in use 24 hours a day and are also rented to external airlines - a simulator costs between 20 and 50 million euros and has an energy consumption per year equivalent to a small town!



We then went on to the training area for flight attendants. From a gallery we saw the cabin simulators with extended slides, in which pilots and flight attendants prepare themselves for a possible emergency watering or evacuation in emergency situations. The training deals with various dangerous situations, e.g. smoke development in the cabin, unruly passengers, medical first aid and for some time now, even obstetrics. Service training for guests is provided in so-called mock-ups. This includes the construction of a galley (on-board kitchen) with all the equipment, trolleys and work utensils and crockery needed during the service. Various scenarios are practiced for becoming flight attendant all of which under realistic conditions in different travel classes - from the handling of the technology in the seats to serving the offered menu and the competent advice for the suitable wine. Always with a smile, of course.

During the tour through the Training Center many questions of the participants came up about emergency situations, automatic flying, duration of an aircraft, material fatigue and the aircraft cemeteries in the Arizona desert, which Mr. Riegel patiently answered.

Our last stop was in the technical hall 5 - after a thorough safety check of all participants, where we were allowed to enter a B-747-8 stationed for repair. Mr. Riegels group first. A highlight for everyone! The plane had suffered a lightning strike in Mexico, but could land safely in Frankfurt and was now checked by technicians for damage to the hull and electronics. Before the machine, which has been in use for 5 years, we were allowed to take some pictures. We were also allowed to take a seat in the Business Class, in the 4-er cockpit, similar to the models of the 60's designed and in the comfortable seats of the First Class under the cockpit. Also here Mr. Riegel answered many questions. His explanations in the cockpit and the possibility to take seat at the captain's or first officer's seat were very well received.

It was a very interesting and informative event for all of us - many of us won't get so close to business and first class as well as the cockpit of a Lufthansa aircraft again so quickly.

I would like to thank Gabriella Halmai for her suggestion and organisation as well as Ms Sigmund and Mr Riegel for the time they took and their very entertaining explanations.

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