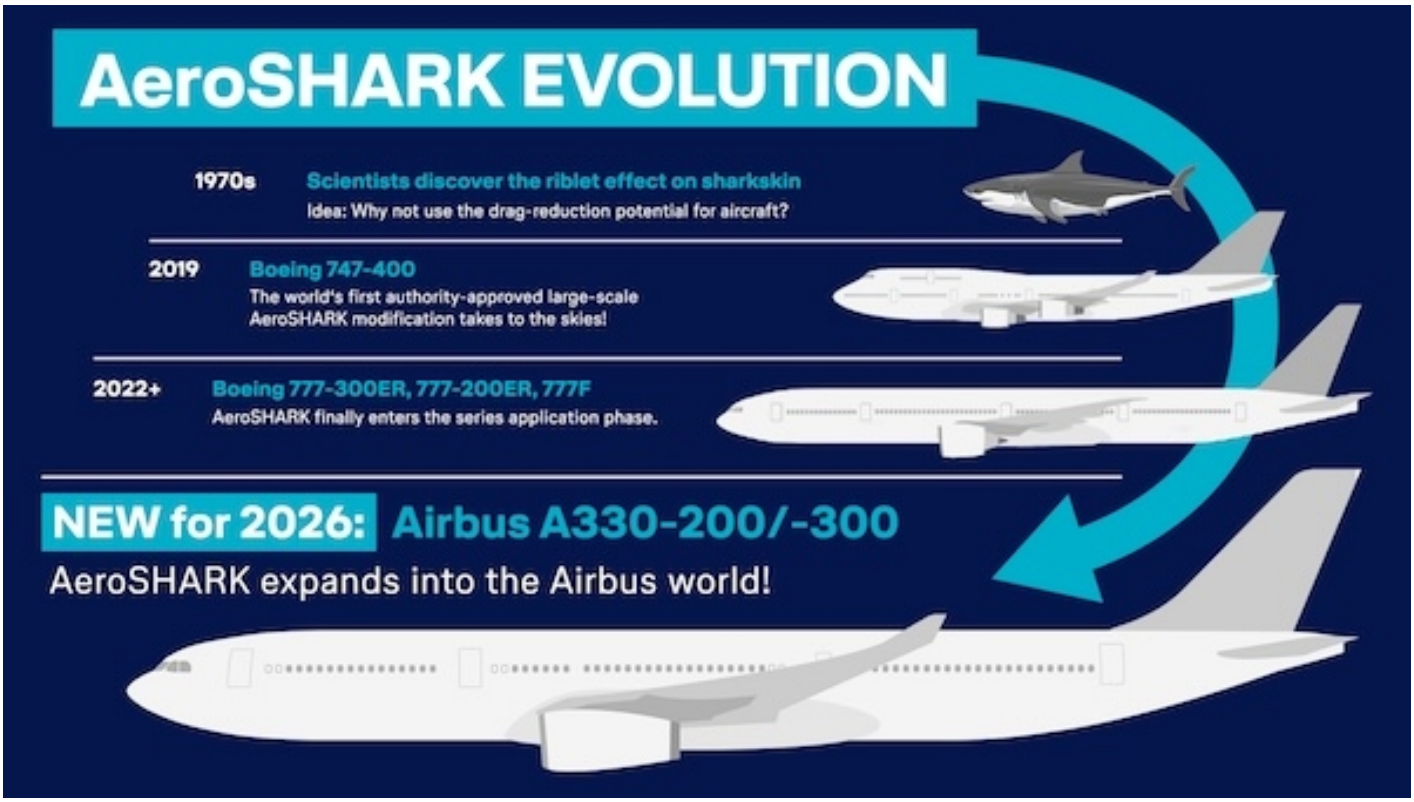
LUFTHANSA TECHNIK STARTS AEROSHARK CERTIFICATION PROCESS FOR A330

News / Maintenance / Trainings



Lufthansa Technik has embarked on the certification process of AeroSHARK for the A330ceo, marking the first Airbus model to soon benefit from the drag-reducing and fuel-saving riblet film developed in collaboration with BASF Coatings. Authority certification will be sought through a Supplemental Type Certificate, enabling series modification to the A330-200s' and A330-300s' fuselage and nacelles.

Andrew Muirhead, Vice President Original Equipment Innovation at Lufthansa Technik commented: "The choice of the A330ceo as the next candidate for AeroSHARK certification is strategic, given the type's widespread use and significant leverage on global fuel consumption and emissions. With about 1,000 A330-200 and -300 aircraft in service worldwide, the potential for operational cost savings and substantial environmental benefits is vast."

The riblet technology's effect on reducing aerodynamic drag is known to be most significant during cruise flight, making long-haul aircraft prime candidates for such modifications. Lufthansa Technik already holds certifications for the AeroSHARK retrofit on the Boeing 777-300ER, 777-200ER and 777F. The A330 is the second-most delivered wide-body aircraft type after the Boeing 777. Its considerable market penetration and long remaining product life cycle open up new opportunities for AeroSHARK.

Obtaining the official approval from aviation authorities is required to introduce any aircraft

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modification for use in commercial aviation. The certification process involves detailed analyses and test campaigns to ensure compliance with stringent aviation safety standards. Modifications for each aircraft model and additional application area must undergo its own supplemental type certification. For the A330, this process is expected to be completed in 2026.

Expanding AeroSHARK's proven benefits to more aircraft

The functional film imitates the special characteristics of sharkskin, significantly 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. Currently installed on the aircraft fuselage and engine nacelles, AeroSHARK achieves a reduction of about one percent in fuel consumption and CO? emissions, which could further increase with the certification of additional surface areas.

Frank Naber, Senior Vice President Global Surface Treatment at BASF Coatings stated: "The sharkskin technology represents a significant step forward in the efforts to improve fuel efficiency and reduce emissions in commercial aviation. With the certification for the A330ceo, it will soon be possible to extend these benefits to a wider number of aircraft and to further contribute to more sustainable aviation practices."

To date, large-scale AeroSHARK modifications have been successfully applied to 28 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 August 2025, AeroSHARK-modified aircraft have accumulated over 232,000 flight hours, saving more than 13,000 metric tons of jet fuel and reducing CO? emissions by over 42,000 metric tons.

17 AUGUST 2025

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https://ut.50skyshades.com/news/maintenance-trainings/lufthansa-technik-starts-aeroshark-certification-process-for-a330

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