



Interview with Patrick de Prévaux, appointed Director, Air Transport, R&T and Operations, ASD, in 2009

BIO	1987	1988	1990	1994	1998
	VICE PRESIDENT, SALES & MARKETING EUROPE AND AFRICA, AIRBUS	VICE PRESIDENT FOR AFRICA, AEROSPATIALE DGE	VICE PRESIDENT, PROGRAMS, AEROSPATIALE AIRCRAFT	CORPORATE SECRETARY, SOCATA	MANAGING DIRECTOR FOR INTERNATIONAL AVIATION SAFETY PROGRAMS, ASD

New horizons in European aviation

Patrick de Prévaux is Director, Air Transport, R&T and Operations at the AeroSpace and Defence Industries Association of Europe, or ASD. In this interview he reviews the many challenges facing the European aviation industry today, from the economic crisis to environmental imperatives and research strategies.

Based in Brussels, the AeroSpace and Defence Industries Association of Europe brings together the national associations in four major sectors, namely space, defense, security and aircraft construction in the broad sense of the term. While ASD defends the interests of European manufacturers, it also acts at a more general level, with its Secretary General as chair of the International Coordination Council for Aerospace Industries Associations (ICCAIA), which represents industry associations from the United States, Canada, Europe, Japan and Brazil.

ASD plays a pivotal role in regulatory issues, for instance by making sure that proposed European Union regulations are consistent with the capabilities of European industry. It also helps conduct the Research & Development (R&D) and industrial teaming programs co-funded by the European Commission.

One of Patrick de Prévaux's primary missions at ASD is to oversee the application of the European Commission's 7th Framework Pro-

gram for Research & Development (FP7), and prepare for the 8th Framework Program (FP8). He also coordinates ASD's support for the Advisory Council for Aeronautics Research in Europe (ACARE).

Safran Magazine: How do you see the current crisis, its implications and possible escape roads?

Patrick de Prévaux: The cyclical nature of the industry is well known in our business sectors, but for the first time we are facing a much longer and deeper crisis than we have ever experienced. Over the last few months we have seen a collapse in

the freight market, a strong downward trend in passenger traffic, postponed aircraft deliveries, etc. In other words, we're a long way from seeing the light at the end of the tunnel. Furthermore, the low point is undoubtedly yet to come, mainly due to the high level of uncertainty concerning financing for aircraft to be delivered in 2010 and 2011. We have informed the European Commission of this, and they are once again negotiating actively with the European Investment Bank for financial aid to smaller enterprises and carriers. We are eagerly awaiting the results of these negotiations, which should be completed in early 2010.

“Aviation is a very strategic sector for Europe” Patrick de Prévaux



Safran participates in major European research programs working on tomorrow's "more electric" aircraft. The Copper Bird test rig, for example, developed by an Hispano-Suiza-led team for the Power Optimized Aircraft program, is designed to demonstrate the maturity of electrical systems and technologies.

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But a direct cash infusion for companies is not the only solution to emerge from this crisis. ASD, on behalf of industry, is also emphasizing to European institutions the absolute necessity of maintaining R&D efforts. From this standpoint, the implementation of FP7 and preparations for FP8 represent a crucial challenge. We are taking a very active role to ensure that research projects funded by Europe are maintained, or even expanded. Aviation is a highly strategic sector for our economies, and sustained technological leadership will have a very significant impact for generations to come.

What is ASD's position on environmental issues?

First, remember that over the last

50 years aircraft have steadily improved their fuel-efficiency, thanks to powerful research & technology efforts, and the resulting marked advances in aerodynamics, weight and propulsion systems. Aviation only accounts for about 2% of total CO₂ emissions. Today, we are taking a more direct "citizen-oriented" approach: we have to shift into higher gear by developing another disruptive technology, similar to the introduction of high-bypass turbofan engines in the 1970s. Our aim is to develop the solutions – new materials, engine operation, flight management modes – that will drive this quantum leap in the environmental performance of aircraft, and of the air transport industry in general.

A landmark event took place at the end of the last year, namely the UN summit meeting on the climate in

Copenhagen in December. Because of its position within the ICCAIA, ASD will play a unifying role, and will coordinate industry players on both sides of the Atlantic. Airlines, airports and air navigation services have a common vision based on ambitious objectives: to improve the energy efficiency of air transport by an average of 1.5% per year from now to 2020, thus cutting greenhouse gas emissions in half by 2050 (versus 2005). To achieve this goal, we will have to press a number of levers, in particular increase partnerships between industry, national governments and regional authorities. The impetus has been given, and one of the best examples in the Clean Sky research program, targeting the design of tomorrow's green aircraft.

Another key project is Sesar, which aims to create a future Europe-wide air traffic control system. With this system, we could reduce the greenhouse gases generated by flights in Europe by about 10%. Both of these projects are public-private partnerships, jointly funded by industry and the European Commission.

What's the relationship between European and national research programs?

The European Commission supports an approach based on joint research programs, whereas industry and individual countries are more reserved, for two main reasons. First, coordination between the EC's programs and those of each member state is already largely assured. Secondly, each member state wants to retain a certain research independence in order to protect its domestic industry.

Furthermore, the Commission already largely encourages collaborative research projects by co-financing them along with partners in each sector, including of course manufacturers. This has driven the creation of networks and broader collaboration between the different stakeholders. The creation of ACARE [a joint body combining politicians, agencies and industry] and the definition of a Strategic Research Agenda (SRA) first amplified, then consolidated this trend. ASD supports ACARE to ensure that research co-funded by the Commission satisfies the needs of citizens and addresses the requirements of industry. For research to translate into technological advances incorporated in products that reach the market, industry stays involved throughout the technological development process: from basic fundamental research (and the EC considers this extremely important), to large-scale projects such as Clean Sky and Sesar. This policy is necessarily guided by the viewpoints of manufacturers, who have to offer innovative, cost-effective solutions in fiercely competitive markets. And that's ASD's mission. ■



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JACQUES CIPRIANO, VICE PRESIDENT, EUROPEAN AFFAIRS, SAFRAN

"The EU's research programs shape the future of aviation"

"The budgets allocated to European aeronautical research projects have continued to climb, year after year. Our industry has been able to show political decision-makers that we are capable of delivering solutions to problems and challenges that affect society as a whole: i.e., decrease pollution, improve medium and long-range transport, transfer our technological advances to other industries, create jobs, etc. There is indeed a political motivation underlying the R&D Framework Programs, since we are laying groundwork for the future of European citizens. Today, we have to ensure that Europe continues to support the development of aeronautical

research projects. Our entire industry has to move in the same direction! Safran is clearly at the heart of European initiatives in this area: Michel Laroche, head of R&T at Safran, was named chairman of ASD's Research & Technology committee, taking over for Jean-Paul Herteman, Safran CEO. Marc Ventre, a member of Safran's executive board, has been named head of the Clean Sky board, while Eric Dautriat, previously Safran Vice President, Quality, was named director of this Joint Technology Initiative (JTI). Not only is this "triple play" clear recognition of our Group's expertise and leadership, it also amply illustrates our ability to unite all takeholders."