



PRESS RELEASE

Aeronautics: High-level advisory group adapts research agenda for 2020 to rapidly evolving context

Bordeaux, 18 November – During the Aviation Summit organised by the French EU Presidency, ACARE, the Advisory Council for Aeronautics Research in Europe, presented an 'Addendum' to its Strategic Research Agenda (SRA) published in 2004. While emphasising that the SRA remains the reference for aeronautics research in Europe, the Addendum points to a series of adjustments that are now required in order for the air transport sector to better tackle current and future challenges for 2020.

Who could have predicted, back in 2004, that oil prices would fluctuate from \$30 to a peak of over \$100 a barrel? Who could have foreseen the dramatic collapse of the dollar against the euro, which has significantly eroded the competitiveness of the European aeronautical industry on the global marketplace? These short term evolutions, and other long term trends such as the rising of environmental concerns, the introduction of increasingly complex and cumbersome security measures in air transport or the emergence of new aeronautical powers such as China, have led ACARE members to review and amend the Strategic Research Agenda for aeronautics, which was designed to prepare the 2020 horizon.

ACARE members have found that the current SRA is correct in its overall direction and content. They also point to important changes of emphasis over the next few years, in particular so that the sector can reconcile the pressure for reduced climate change impact with the continued growth in aviation-related activities. The ACARE's principal recommendations are as follows:

- While the air transport sector has a small impact on the environment currently, the impact is likely to increase as traffic grows significantly in future years. The challenge covers both global climate change and local noise and air quality. The sector is strongly pursuing technologies to mitigate this issue but faster progress – leading to real breakthroughs – needs to be achieved. Increased intensity of work in the area of aviation environmental research is necessary.
- In a context of decreasing fossil fuel reserves, and the fundamental need for high calorific value liquid fuels for aviation in the 2020 timeframe, the options offered by various alternative fuels (e.g. derived from biomass or other sources) need to be thoroughly explored.
- In the area of security, more capable, less intrusive systems at the level of both deterrence and detection should be implemented based on existing technologies.
- Europe should take a stronger lead in international collaboration on issues such as standardisation and alignment of processes, fuels, procedures and protocols, climate and environmental impact whilst treating commercially sensitive issues with care.

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Note to Editors

Launched in June 2001, the **Advisory Council for Aeronautics Research in Europe (ACARE)** comprises 46 members including representation from the Member States, the European Commission and stakeholders, including manufacturing industry, airlines, airports, service providers, regulators, the research establishments and academia.

The main ACARE vehicle is the Strategic Research Agenda (SRA) designed to offer a common reference to all European Air Transport stakeholders for planning research programmes in line with the Vision 2020 and the challenges it identifies: Quality & Affordability, the Environment, Safety, the Efficiency of the Air Transport System and Security. For further information: www.acare4europe.org