



International Cooperation in Aviation R&T

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International Cooperation in Aviation R&T :

- Potential objectives (why ?)
- Challenges to overcome
- Conclusions



Objectives for INCO (1/2)

- Find win-win solutions and mutual benefits, while sharing resources and possibly reducing cost of research
- Tackle some global non-competitive issues for the overall benefit and sustained future of aviation (*e.g. some topics related to aviation safety, air security, alt.jetfuel, climate change/environment (EASA/FAA, ICAO/CAEP) ...*)



Objectives for INCO (2/2)

- Potentially issues regarding standardization, legislation or interoperability could be beneficial to share (e.g.: ATM – Single Sky)
- Exchange best practices in R&T
- Improve education standards & skills of our aviation researchers



Challenges for INCO (1/4)

- Int'l coop (INCO) is possible and justified when a win-win & balanced situation can be identified from which each side can benefit ;
- Reciprocity is paramount : *'Europe is willing to open its programme and cooperate with country X, if and only if Country X is also willing to open its programme and cooperate with Europe'*.
- INCO is always easier and less risky on lower TRL activities (~1 to 3), than on downstream R&T : i.e. avoid competitive technologies ;



Challenges for INCO (2/4)

- The benefits of cooperating should be greater than the risks involved and the costs incurred
- Cost of INCO shouldn't be too high : Administrative cost, Distance, Time-zones, Communication, language & multi-cultural issues ...
- Carefully weight the Commercial interests/risks vs. the 'Blue-Sky' Scientific interest
- Identify niche capabilities of added value to stakeholders on both sides



Challenges for INCO (3/4)

- IPRs & Confidentiality, and avoid misuse of protected IP
- Local legislative frameworks (e.g. export controls), Different customs & practices of IP ...
- Prerequisites : Political willingness to engage + need to identify suitable areas of common interest while avoiding any competitiveness issue



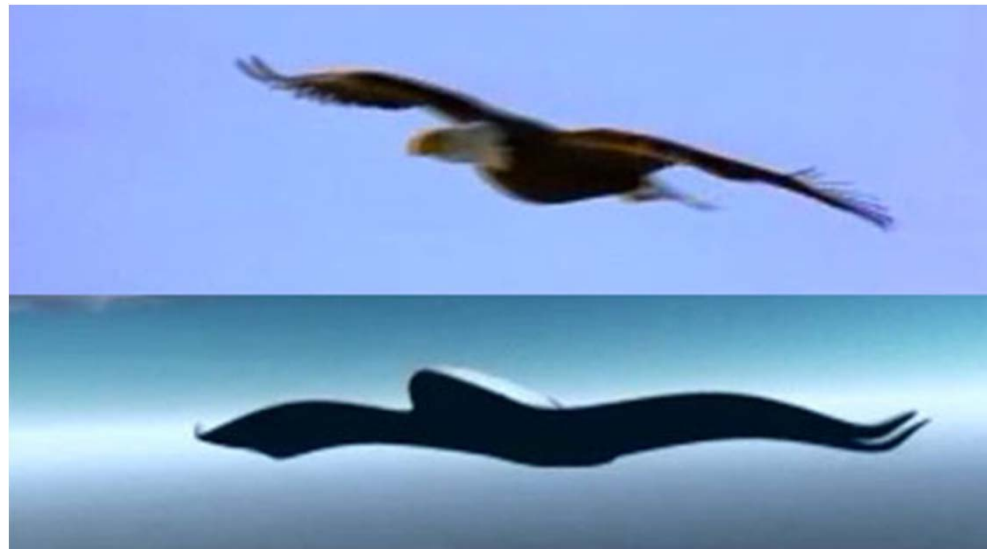
Challenges for INCO (4/4)

- In the past, we have learned some valuable lessons, and INCO requires *ab initio* the effective support from the stakeholders : Aviation Industry, REs ..
- Prerequisite : the potential topics to possibly foster INCO (coordinated call ?) should thoroughly be reviewed and chosen by HL Canadian and European Aviation RTD Stakeholders, with approval of MS and EC



Conclusions

- DGAC welcomes the progress made by CANNAPE to stimulate Int'l cooperation between Europe and Canada in the field of Aviation R&T;
- We are all carefully listening to our Canadian friends and taking on board their expectations and needs in Aviation R&T ;
- We support this exchange with Canada and wish to explore options for potential future INCO specific activities between Canada and EU.



Thank you for your attention,
Any questions ?

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