

## **PRESS RELEASE**

### **ILA update - 22 June 2022**

#### **SUSTAINABILITY | CLIMATE CHANGE Official Opening ILA Space Pavilion 2022**

##### **ILA Space Pavilion 2022 opens**

In Hall 6, aerospace actors used simulations, videos and models to present fascinating research projects and topical issues. At the opening of the ILA Space Pavilion representatives of the European Space Agency (ESA), the German Aerospace Center (DLR) and the German Aerospace Industries Association (BDLI) explained the benefits of their space exploration projects.

With the cutting of a red ribbon, Director General of the European Space Agency (ESA) Dr. Josef Aschbacher, BDLI Vice President Aerospace Marco R. Fuchs, Chair of the DLR Executive Board Professor Dr. Anke Kaysser-Pyzalla, and Head of the German Space Agency of the DLR and member of the DLR board Dr. Walther Pelzer opened the ILA Space Pavilion. In Hall 6 the aerospace show, an event unmatched anywhere in the world, is showing the latest projects on topics that include sustainability, climate change, digitalisation, innovation, research, prevention and security.

At ILA, Prof. Anke Kaysser-Pyzalla is particularly looking forward to face-to-face meetings with actors and partners from industry, research, science and politics. The team's pavilion design was outstanding, she said.

##### **Space flight benefits life on Earth**

According to Dr. Josef Aschbacher, for ESA and the aerospace industry ILA is the most important event on the calendar altogether. "I am happy to be able to meet people, explain what we are doing, and why", he said. "The slogan is 'Space for Earth'. It means our activities in space benefit the planet, climate and humanity overall." He was accompanied by the ESA astronauts Alexander Gerst and Dr. Matthias Maurer, who will share their experiences in space at the Astro Talks during the show.

Dr. Walther Pelzer highlighted the importance of data collected from space exploration. "Our exhibits demonstrate why we are in space, namely to make life on Earth better and more sustainable. Our experts explain what these satellites and various rockets achieve. The data we gain from space flight will help us to preserve life on Earth."

According to Marco R. Fuchs, the Space Pavilion is a highlight of the show. The point of the exhibition was to show that aviation and especially

##### **Press contacts:**

**Messe Berlin GmbH**  
Emanuel Höger  
Spokesman  
Senior Vice President  
Corporate Communications  
Messe Berlin Group  
Tel.: +49 30 3038-2270  
[emanuel.hoeger@messe-berlin.de](mailto:emanuel.hoeger@messe-berlin.de)  
[www.messe-berlin.de](http://www.messe-berlin.de)  
Twitter: [@messeberlin](https://twitter.com/messeberlin)

Britta Wolters  
PR Manager ILA  
Messedamm 22  
14055 Berlin  
Tel.: +49 30 3038-2279  
[britta.wolters@messe-berlin.de](mailto:britta.wolters@messe-berlin.de)

Management Board:  
Martin Ecknig (CEO),  
Dirk Hoffmann  
Chairman of the Supervisory Board:  
Wolf-Dieter Wolf  
Companies register: Amtsgericht  
Charlottenburg, HRB 5484 B

**BDLI**  
Cornelia von Ammon  
Press and Public Relations  
Director  
Tel.: +49 30 2061-4014  
[ammon@bdli.de](mailto:ammon@bdli.de)  
Twitter: [@bdlipresse](https://twitter.com/bdlipresse)

**Additional information:**  
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space flight was booming and that investing, particularly in ESA was worthwhile, he said.

### **Driving clean aviation**

On 22 June at the Aviation Future Lab of ILA Berlin, seven technology heads from the European aviation industry gathered to discuss clean aviation of the future. The EU's Clean Aviation Initiative is a leading pioneer of sustainable aviation research and innovation in Europe and is committed to meeting the aviation needs of an increasingly mobile and expanding population in the future.

Taking part in the panel discussion were **Airbus Germany**, represented by Vice President Research & Technology Nicole Dreyer-Langlet; **Liebherr Aerospace Toulouse**, represented by Managing Director Nathalie Duquesne; **Rolls Royce**, represented by Director Aerospace R&T Alan Newby; **MTU Aero Engines**, represented by COO Lars Wagner; **Safran**, represented by Senior Executive and Vice President Eric Dalbiès; the startup **ZeroAvia**, represented by Vice President Strategy James McMicking; and the aerospace research organisation of the Netherlands **NLR**, represented by Director General Michel Peters. After a brief introduction including a look at the individual sustainable aviation development portfolios, the panel members outlined their respective contributions to the European Clean Aviation programme on the way to achieving climate-neutral aviation by 2050. Among the measures were increasing efficiency in general, which has always been a routine part of international aviation for competitive reasons, hybrid-electric propulsion, sustainable aviation fuels, as well as hydrogen and fuel cell technology

### **Things can move forward quickly if we all pull together**

The panel members were unanimous that the main challenge was the speed necessary in order to achieve the climate goals demanded by policymakers on time. In the face of such big challenges, step-by-step evolutionary progress would no longer suffice and revolutionary developments and disruptive ideas were needed. Attention had to shift from looking at individual sub-systems to recognising an aircraft as an overall system into which technically advanced and efficient components had to be integrated. In that respect, propulsion systems were a decisive factor but only a part of the whole. Incorporating new materials and aerodynamic findings into the aircraft also played an important role. Nor could one ignore fuel supply logistics and scaling the production of sustainable aviation fuels as an interim technology.

### **Collaborating while competing**

The panel members saw the balancing act of having to collaborate while at the same time compete with one another as being a challenge. This was what the European Clean Aviation Initiative represented. Initial results were already to be expected in 2030, by which date the schedule demanded a 30 per cent increase in fuel efficiency on short and medium haul flights. The seven experts at ILA Berlin were unanimous: "We can do it."

### **Joint start to achieving climate-neutral aviation at ILA Berlin**

The Aviation Future Lab began its work punctually on day one with keynote addresses. In the three speeches by the BDLI, federal government and the European Commission there was agreement that the focus had to be on R&D projects driving the effort to achieve climate-neutral aviation in the EU.

Speaking first, BDLI Vice President, Equipment and Materials **Dr. Gerardo Walle** stressed how important aviation was for the global economy, together with the goal the sector had set itself for becoming climate-neutral by 2050. “We all agree on this target“, said Walle. True to ILA Berlin’s slogan ‘Pioneering the Future’, he emphasised the “opportunity and obligation that Europe has to become a global leader on the way to climate neutrality.” Walle expects the first hydrogen-powered aircraft to be market-ready by the mid-2030s. ILA Berlin offered proof that in Europe this sector was well-equipped to overcome the obstacles that still remained.

### **Managing the demands of climate protection and competitiveness**

Federal Government Aerospace Coordinator **Dr. Anna Christmann** reiterated the government’s declared aim to support the sector’s endeavours in Germany, the EU and the whole world to achieve climate neutrality, while taking into account the needs of a competition-oriented industry. The federal government’s exhibition in Hall 4 also made this clear. Christmann noted that the application process for the aviation research programme of the Federal Ministry for Economic Affairs and Climate Action (BMWK) was being revised with a view to more stringent decarbonisation and climate neutrality. “We have three key goals: disruptive technology in respect of implementing hydrogen use, sustainable aviation fuels (SAFs), and a drastic increase in fuel efficiency.” Possible ways of achieving these goals were on display everywhere at ILA Berlin. “We simply have to make it work“, Christmann said.

### **Aviation setting the pace with the European Green Deal**

For Rosalinde van der Vlies, director of the CLEAN PLANET Directorate at the European Commission, these three points were important too. “Aviation is setting the pace with the European Green Deal.” Against the backdrop of the political challenges due to the war in Ukraine, she highlighted Europe’s solidarity in the effort to obtain affordable, safe and independent energy supplies for the EU: “In times of crisis we stick together“, van der Vlies added. In order to support the industry in pursuing common strategic goals the European Commission is investing billions in R&D projects, to which the industry is making its own significant contributions. “Supporting combined efforts is in the EU’s DNA. Let us come together to make visions happen. Fasten your seatbelts and enjoy the journey on the way to a climate-neutral future“ said van der Vlies in conclusion.

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