

# EUROAVIA *NEWS*

New Edition · Issue 1

2 MAY 2026

# WE'RE BACK!

**AFTER 16 YEARS**

*From Pages of the Past  
to Voices of Today*



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DESIGN, BUILD, AND RACE  
YOUR OWN DRONE



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GUIDANCE FROM  
PROFESSIONALS INTO REAL-  
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THE VOICES FROM THE  
AEROSPACE COMMUNITY



# THE EUROAVIA NEWS

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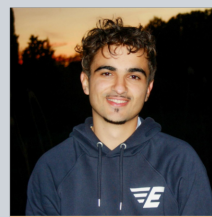
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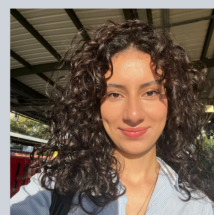
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# FROM THE EDITOR

Dear readers,

It is with great pride that I welcome you to the very first edition of EUROAVIA News.

This publication was born from the desire to create something new. While our annual Magazine serves as an amazing archive of our year, I felt the need for a professional platform that could show the impact our association has within the «real world». I wanted a space to highlight the **technical capabilities**, the **industry connections**, and the **professional growth** that define our members.

The name itself is a homage to our predecessors. By reviving the title EUROAVIA News, we honour our foundations while shifting our focus toward the modern aerospace world.

In this inaugural issue, we invite you to explore the technical excellence of our association. We present our most recent *Technical Competitions*, including the PACE Contest and the Student AirRace, and spotlight the work of our *Technical Teams*. You will also find a collection of *Thesis Abstracts* that demonstrate the high-level research that our members conducted. We feature Interviews with industry leaders alongside the *Building Your Career* section, which highlights how our association helps members obtain jobs or internships.

None of this would have been possible without the dedicated team behind the scenes. I want to extend my deepest gratitude to the editors Birnur, Davide, Deniz, Gerard, Joana, Júlia, Maritina, and Martin for their meticulous attention to detail, and to Erika, our graphic designer, whose vision has defined the visual identity of this publication.

I hope this first Issue of EUROAVIA News inspires you as much as we have enjoyed bringing it to life.

Warm regards,

**Giulia Gemma**

*Press Working Group Coordinator*



## FROM THE DESIGNER

Dear readers,

Bringing EUROAVIA News back to life has been both a challenge and a privilege.

While working on Issue 9 of the Magazine last year, the team identified the need for an edition that highlights the technical expertise within our association. That is how the idea of a **new era of EUROAVIA News** came to life.

This edition is not only a redesign; it is an attempt to bridge the legacy of past publications with the voice of today's generation, while maintaining a clear distinction from our usual Magazine, starting with the visual identity and color palette. The design blends **past identity with a modern editorial approach**, aiming to provide a clear and engaging reading experience.

I hope you enjoy exploring this new chapter as much as I enjoyed starting to design it.

Warm regards,

**Erika Aucelli**

*Design Working Group Back-up Coordinator*



Chapter

# EUROAVIA

Connecting students, universities and  
industry across borders.



## Connecting students, universities and industry across borders.

**Founded in 1959**, EUROAVIA was created to bridge the gap between aerospace students and industry across Europe. Its origins go back to 1957, when students from Germany, France, and the Netherlands identified the need for stronger international collaboration within the aerospace sector.

The association was formally established during the Constituent Congress held in Aachen in March 1959, where representatives from several European universities approved its statutes. With its first headquarters in Aachen and its first president, Jean Roeder, EUROAVIA quickly gained support from key figures such as Theodore von Kármán and Hugh Dryden (then Deputy Administrator of NASA).

In its early years, EUROAVIA focused on practical experience and international exchange. The creation of the Practical Training Centre marked the beginning of structured internship opportunities across Europe, laying the foundation for what would later become its Working Groups.

Over the decades, the association evolved significantly. Governance structures were modernised in 1990 with the introduction of the International Board, replacing the Central Committee. Communication and collaboration improved through initiatives such as newsletters, forums, and international meetings, including EMEAC and AMEAC.

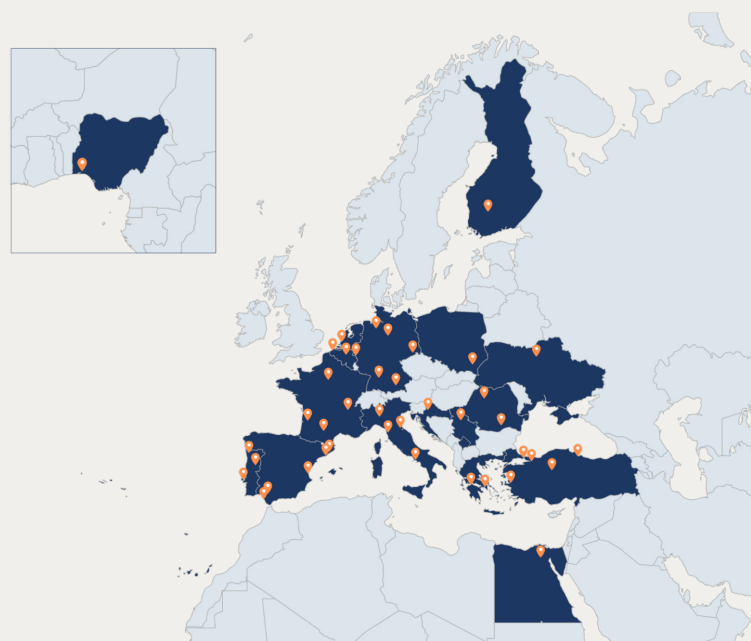
By the end of the 1990s, EUROAVIA had become an affiliated member of the European Space Agency, reinforcing its connection to the aerospace industry. The following years saw the launch of flagship events such as the Air Cargo Challenge, Rocket Workshop, and Leadership Workshop, strengthening both technical skills and international cooperation.

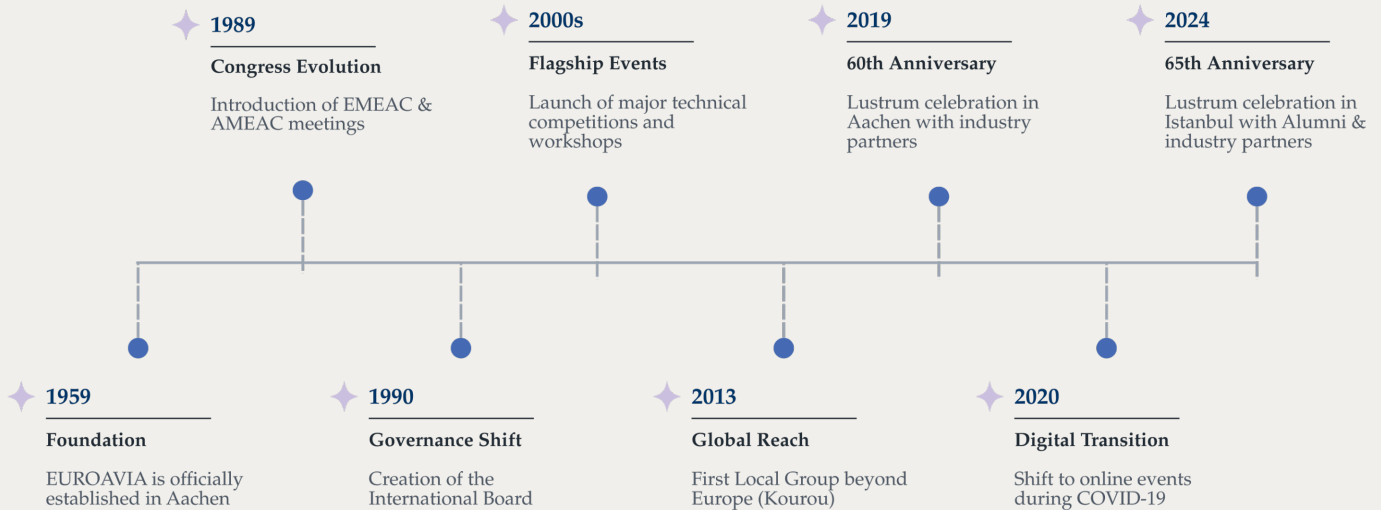
Expansion beyond Europe began in 2013 with the inclusion of AM Kourou, highlighting the association's growing global reach. In 2019, EUROAVIA celebrated its 60th anniversary in Aachen, bringing together guests from company and alumni to reflect on its achievements and future.



**During the COVID-19 pandemic**, EUROAVIA adapted quickly by moving activities online, maintaining engagement through virtual events and conferences. This period also led to a renewed strategic focus, including the development of a long-term plan to strengthen partnerships, enhance educational impact, and improve organisational sustainability.

Today, EUROAVIA continues to grow as a dynamic international network, connecting students, universities, and companies. Through workshops, competitions, and networking opportunities, it remains committed to fostering collaboration and preparing the next generation of aerospace professionals.





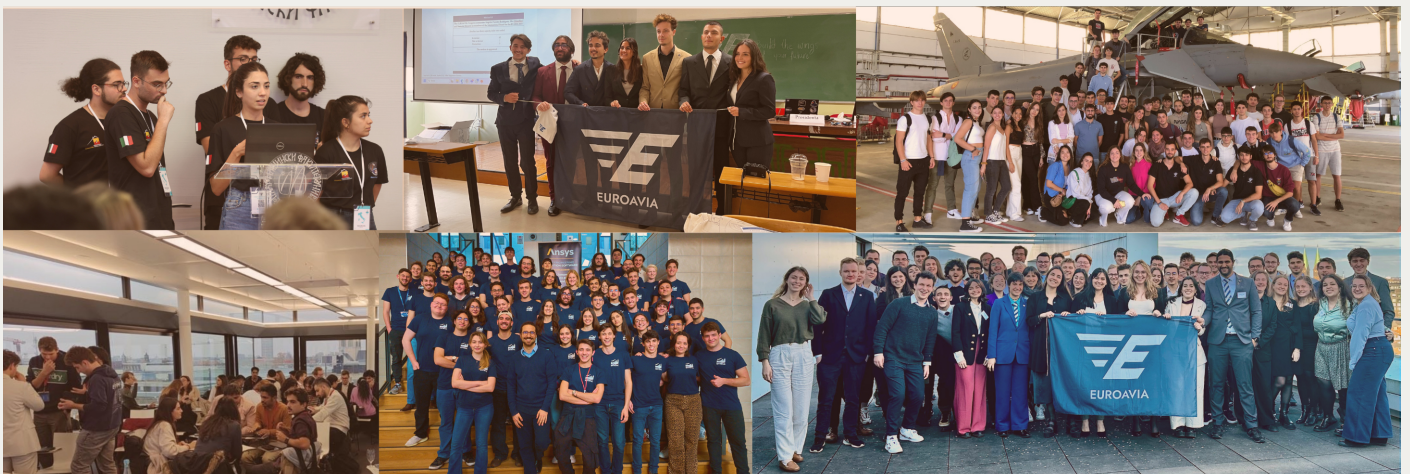
## EUROAVIA TODAY

In recent years, EUROAVIA has focused on strengthening its strategic impact through a long-term development plan. Key priorities include enhancing collaboration with industry, expanding educational initiatives, and increasing opportunities for student engagement.

The association continues to invest in skills development, networking platforms, and innovation-driven projects such as ideathons and technical workshops. At the same time,

efforts are being made to improve financial sustainability and organisational structure, ensuring long-term stability.

Despite challenges in leadership recruitment following the pandemic, EUROAVIA is experiencing renewed growth, with increasing participation in events and stronger project development. The focus now lies in empowering a new generation of leaders and reinforcing its role as a key platform connecting students and the aerospace sector.



# Our Impact

Data as of December 2025

**+15k Followers**

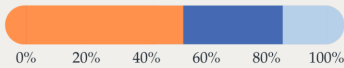
through our channels (LinkedIn, Instagram, Newsletter, YouTube, etc.)

**Trusted by 24+ Third Parties  
(including Sponsors,  
Partners and Collaborators)**

## Our Audience On Instagram

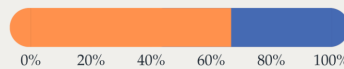
### Age Range

18-24 25-34 35+



### Gender

Male Female



### Industries Audience On LinkedIn

**Aviation & Aerospace,  
Airlines, Defence**

## Instagram

Views

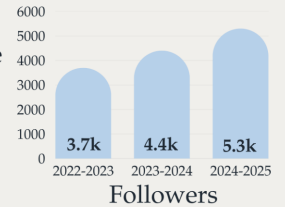
**125k**  
Monthly  
Average

Accounts reached

**16k**  
Monthly  
Average

Engagement Rate

**1.07%**  
Above Average



## LinkedIn

Reach

**7.6k**  
Monthly  
Average

Engagement Rate

**6.84%**  
Monthly  
Average

## Blog

Views

**12k**  
Yearly  
Average

Visitors

**6k**  
Yearly  
Average

## EUROAVIA International Structure

EUROAVIA operates as a dynamic, student-led federation. While its impact is felt at the local level, its strength lies in a centralised international structure that ensures unity, standards, and a shared European vision.

**This structure is built upon four main pillars:**

### EUROAVIA Congress

The Congress is the supreme decision-making body of the association. It gathers twice a year: at the EMEAC (Electoral Meeting) and the AMEAC (Annual Meeting). Here, representatives from every Affiliated Society meet to vote on the association's budget, elect the International Board, and amend the Statutes and Bylaws. It is the democratic heart where the future of EUROAVIA is decided.

### 4 PILLARS

- ✦ Congress
- ✦ International Board
- ✦ Working Groups
- ✦ Local Groups

### International Board (IB)

The International Board is the executive body responsible for the daily management of the association at the European level. Composed of dedicated students elected during the Congress, the IB represents EUROAVIA to external partners, oversees the budget, and coordinates the various Working Groups. It ensures that the long-term strategy of the association is implemented effectively.

## Working Groups (WGs)

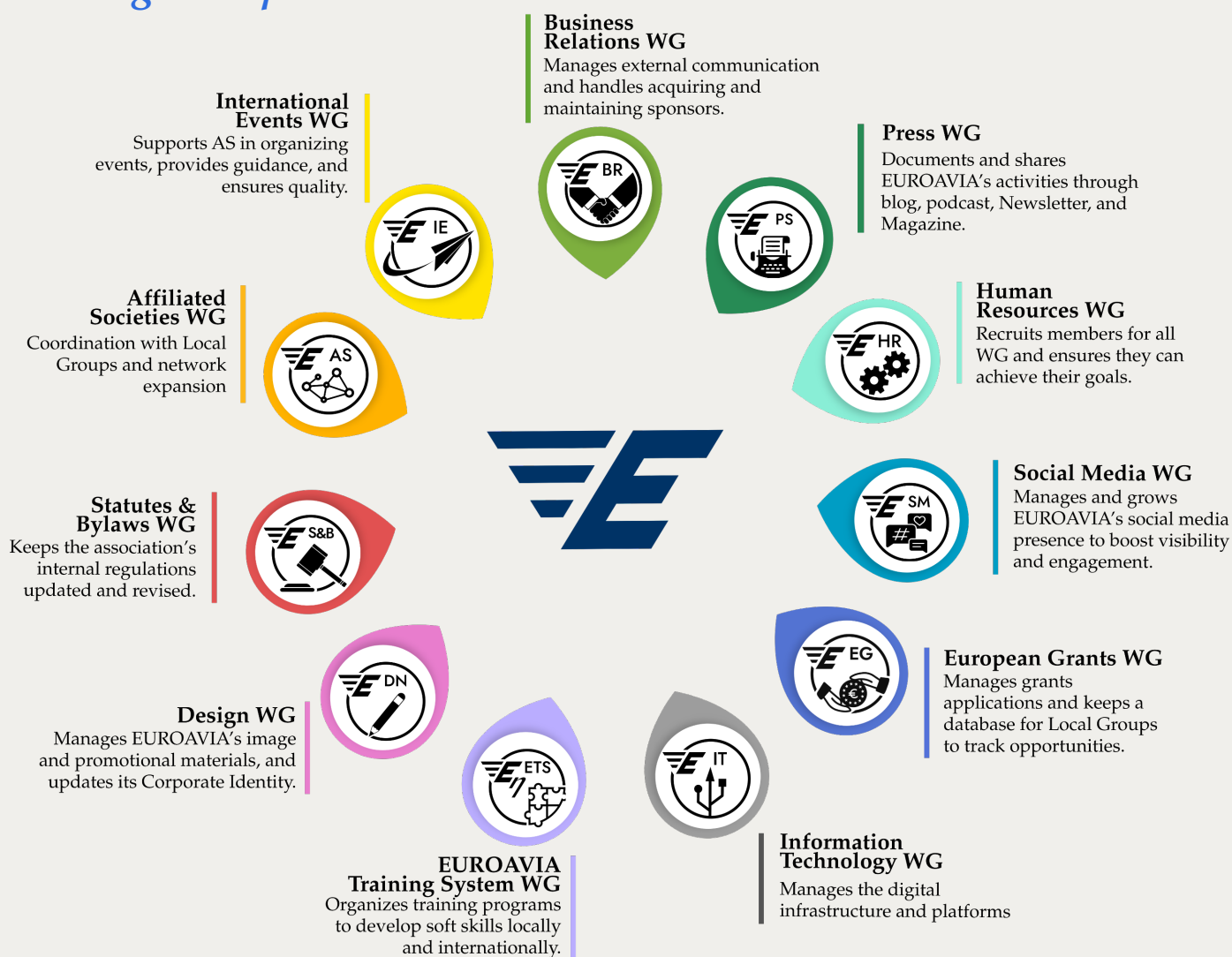
Working Groups are the operational backbone of EUROAVIA International. These specialised teams are composed of members from across the entire network. They work remotely to provide the infrastructure, branding, and professional support that allow the association to function. They turn the International Board's vision into tangible assets, from digital platforms to training systems.

The **Project Management Committee (PMC)** enhances the efficiency and sustainability of project execution within EUROAVIA while supporting the IB by coordinating, ensuring consistency and accountability.

## Local Groups (LGs)

Commonly known as Local Groups, the Affiliated Societies are the foundation of the network. These are independent student associations based at universities across Europe (and beyond). While they manage their own local activities, they are the ones who host International Events, bringing the "EUROAVIA Spirit" to life by welcoming students from across the continent to their cities.

## Working Groups



*Together, these interconnected structures enable EUROAVIA to operate as a cohesive international platform, linking students, universities, and industry across borders.*



# THE EUROAVIA PODCAST



ON SPOTIFY



The *EUROAVIA Podcast* brings together **voices from across the aerospace community** to discuss ideas, challenges and people changing the future of aviation.

Through conversations and debates with professionals, we *aim to spark curiosity, share insights and inspire the next generation of aerospace talents.*

## ▶ **EPISODE 1 - “BREAKING BARRIERS IN AVIATION: THE POWER OF DIVERSITY AND INCLUSION”**

We explored the **importance of diversity and inclusion in the aerospace industry** with our guest **Snežana Tomčić**, an aviation enthusiast and an Air Traffic and Transport engineer. Drawing from her work with the non-profit *Aviation for All*, she shared how mentorship programs, initiatives like *Aviation 4 Girls*, and stronger representation can open doors for future aviation professionals.

## ▶ **EPISODE 2 - “A DEEP DIVE INTO GLOBAL AIR TRAFFIC MANAGEMENT”**

We dove into the world of **Air Traffic Management with Angy Odysseos**, Media Relations Manager at *CANSO*. Together, we discussed what it really takes to keep global air traffic flowing safely, the growing talent gap in the sector and the need for a more diverse workforce. Recorded ahead of the 2025 edition, the episode also sets the stage for *Airspace World 2026* in Lisbon (May 26-28) and highlights the inspiring campaign “*The Guardians of the Skies*”, celebrating the professionals safeguarding our skies every day.

### **HAVE AN IDEA FOR A TOPIC OR WANT TO JOIN US AS A GUEST?**

*We’re always looking for new perspectives and stories from the aerospace community.*

Feel free to reach out to us via email: [press@euroavia.eu](mailto:press@euroavia.eu). We’d love to hear from you!

**[CLICK HERE](#) FOR THE FIRST TWO EPISODES ON SPOTIFY**

Author: Joana Sousa



Chapter

# EXHIBITS & TALKS

Exploring innovation, one stage at a time.



# Explore innovation, one stage at a time

## Farnborough Space Show

UK | 19<sup>th</sup> - 20<sup>th</sup> MAR. 2025

**+300 Visitors Engaged**

- ◆ Careers fair presence
- ◆ Student outreach session
- ◆ Industry Networking

*Inspiring young talents as future aerospace students*



## AERO Friedrichshafen

Germany | 9<sup>th</sup> - 12<sup>th</sup> APR. 2025

**760 Exhibitors**

- ◆ 328 Aircraft Displayed
- ◆ +30 Career Booths
- ◆ Tech Innovations

*Providing direct exposure to technological advancements and career opportunities.*



## Airspace World

Portugal | 13<sup>th</sup> - 15<sup>th</sup> MAY 2025

**CEO- Level Network**

- ◆ Tomorrow's voices panel
- ◆ Executive Discussions
- ◆ Industry Insights

*Stakeholder in the dialogue between young professionals and industry leadership.*



## PACEDays

Germany | 13<sup>th</sup> - 14<sup>th</sup> MAY 2025

**Competition Winners**

- ◆ Major Aerospace Partners
- ◆ 6 Technical Sessions
- ◆ Student Success

*Students face industry challenges, develop technical expertise, and engage in real-world applications.*



## Sustainable Skies World Summit

UK | 14<sup>th</sup> - 15<sup>th</sup> MAY 2025

### Net Zero Aviation Focus

- ◆ SAF & Green Technology
- ◆ Sustainability careers panel
- ◆ Industry stakeholders engagement

*Driving the transition to sustainable aviation.*

## AVIATION4GIRLS

Belgium | 10<sup>th</sup> NOV. 2025

### Young Students Engaged

- ◆ Talks by women in aviation
- ◆ Interactive activities
- ◆ Career path awareness

*Inspiring the next generation of engineers.*



## Paris Air Show

France | 16<sup>th</sup> - 22<sup>nd</sup> JUN. 2025

### Global Industry Hub

- ◆ International Networking
- ◆ EA booth presence
- ◆ Live digital coverage

*Connecting the global aerospace community.*



## EUROPEAN ROTORS

Germany | 18<sup>th</sup> - 20<sup>th</sup> NOV. 2025

### +5400 Participants

- ◆ 266 exhibitors
- ◆ eVTOL & rotorcraft innovation
- ◆ Rotorthon competition success

*Showcasing innovation in emerging aviation technologies.*

## Explore innovation, one stage at a time

### GEN Days

EASA | 26<sup>th</sup> - 28<sup>th</sup> NOV. 2025

#### 3 Days of Collaboration

- ◆ Workshops & expert talks
- ◆ Student–industry dialogue
- ◆ International participation

*Fostering collaboration and shaping future aerospace professionals.*

### Engine System Symposium

UK | 16<sup>th</sup> - 17<sup>th</sup> MAR. 2026

#### Propulsion Focus Event

- ◆ Industry & student presentations
- ◆ EUROAVIA stand & talk
- ◆ New academic partnerships

*Expanding EUROAVIA's academic network.*



Chapter

# TECHNICAL COMPETITIONS

Showcasing talent through  
real-world challenges.



## PACE Contest 2025

### Human-Machine Interface Design

Organised by PACE Aerospace & IT in cooperation with EUROAVIA, PACE Contest is a competition where students develop preliminary aircraft or cockpit system designs using professional industry tools like the PACELAB APD and VAPS Product Family.

#### → 2025 EDITION - OBJECTIVE

Design innovative cockpit interfaces for large-screen environments, enabling single-pilot operations while reducing workload.

#### → PROCESS

- Concept design phase
- Detailed system development
- Final evaluation with industry tools

### WINNERS

**Team AETHER** from EUROAVIA Forli-Bologna (Lorenzo Cola, Veronica Foiani, Filippo Bini, Elisa Ventura and Francesco Rapuano)

The winner team received the *PACE Future Innovators Award* for their outstanding solution for the competition. Their concept demonstrated how advanced cockpit interface design can simplify pilot interaction with complex aircraft systems while maintaining high safety and operational efficiency.

By providing access to professional software and expert mentorship, the PACE Contest facilitates the design process and PACEDays gives winner teams a stage to present their work to industry leaders. Together, these initiatives allow students to gain visibility, build essential professional connections, and develop the specialised skill sets required to succeed in aircraft manufacturing and systems design.

## ROTORTON Challenge 2025

### VTOL Innovation Competition

Organised by EUROAVIA in close collaboration with the European Union Aviation Safety Agency and EUROPEAN ROTORS, it challenges students to provide innovative solutions for future urban air mobility, disaster relief, and operational safety.

#### → 2025 EDITION - OBJECTIVE

Develop solutions for urban air mobility safety, and VTOL operations.

#### → FORMAT

- Online challenge
- Live challenge at EUROPEAN ROTORS
- Final presentation to industry jury

### WINNERS

#### ✦ ONLINE Phase

**Team EcoRotor** from EUROAVIA İzmir (Mehmet Uzun, Şebnem Varol and Ekin Mesut Denizel)

Their project, *AgriReach: Future of Rural Air Mobility for Agriculture*, impressed the jury with its strong market awareness and strategic vision for rural logistics.

#### ✦ LIVE Phase

**Team PartenoRotor** from EUROAVIA Napoli (Francesco Sessa, Dario Casola and Davide Ditomaso)

They developed the *Overwatch System*, a Human-AI teaming ecosystem designed to support pilots and enhance safety through two core modules: OMA, an AI-based monitor reducing cognitive load by managing checklists and alerts, and OHR, a remote support system enabling ground experts to assist via VR or take control in emergencies.

# AIRBUS SLOSHING ROCKET WORKSHOP '25

*Combining experimental flight with engineering design*



The Airbus Sloshing Rocket Workshop is an international student competition organised every year by EUROAVIA and Airbus where the participating teams are asked to design, build and fly a model rocket propelled by water and compressed air capable of flying while carrying a sloshing water tank, taking into account its sloshing motion.

**40 Teams → 5 Finalists**

*SELECTED FOR THE FINALS*

- ◆ Hydromania
- ◆ Beyond Apollo
- ◆ Water Wings
- ◆ DeltaV Dynamics
- ◆ Tidal Lock Dynamics

**Winners**

***DeltaV Dynamics***

57m flight apogee

## COMPETITION FLOW

- **CONCEPT DESIGN**  
Initial rocket concept developed online
- **DETAILED REPORT**  
Engineering design and technical validation
- **BUILD & FLIGHT**  
*Teams selected from the previous stages*  
Construction and launch of the rocket

**Points** are earned according to the range and endurance of the flight, but also the quality of the report and the cost effectiveness of the design is considered.

The finals took place in Forlì in August from the 25th to the 31st. With an impressive flight apogee of about 57m, the team *DeltaV Dynamics*, composed by Apostolis Patelis, Ioannis Loukakis, Konstantinos Kyriakos, Lukas Lenard, Savvas Kyrillidis and Stavros Pechlivanidis was awarded first place in the final classifications.

## KEY ELEMENTS

- Sloshing fluid dynamics
- Flight performance evaluation
- Cost-efficiency assessment



# STUDENT AirRace 2025

DESIGN. BUILD. RACE.



The demand for agile and innovation-driven talent is getting more and more intense, as the aerospace industry undergoes transformation through digitalisation, electrification, autonomous systems, and sustainable propulsion technologies. In response to this evolving landscape, a challenge-based learning platform was established for students to turn these emerging technologies into action.

Student AirRace 2025, organised by EUROAVIA Munich from October 13–19 2025, brought together student teams from across Europe to design, build, and race their own drones. The competition was distinguished by its technical depth and emphasis on learning and centers on the new class of multicopter UAVs, the Hyperdrones. These aircraft were manually piloted, electrically powered, and built according to safety and performance standards developed by the student organisers.

The drones navigated a dynamic racecourse designed to challenge the teams' engineering decisions and piloting skills. A strict technical envelope was followed by the teams, according to which the aircraft mass ranged between 2 and 10 kilograms, its minimum thrust-to-weight ratio was set at 2:1, and had the ability to operate reliably under changing environmental conditions. In addition, the aircraft was expected to require redundant systems, safe emergency behavior, and intelligent control features, such as return to home and automatic landing.

## FOCUS

### Hyperdrone UAV system

## TECH SPECS

- ◆ 2-10 Kg mass
- ◆ 2:1 thrust-to-weight ratio

## SYSTEM

- ◆ Autonomous safety features
- ◆ Return-to-home & emergency control

## EVALUATION

- ➔ Speed
- ➔ Design
- ➔ Safety
- ➔ Sustainability



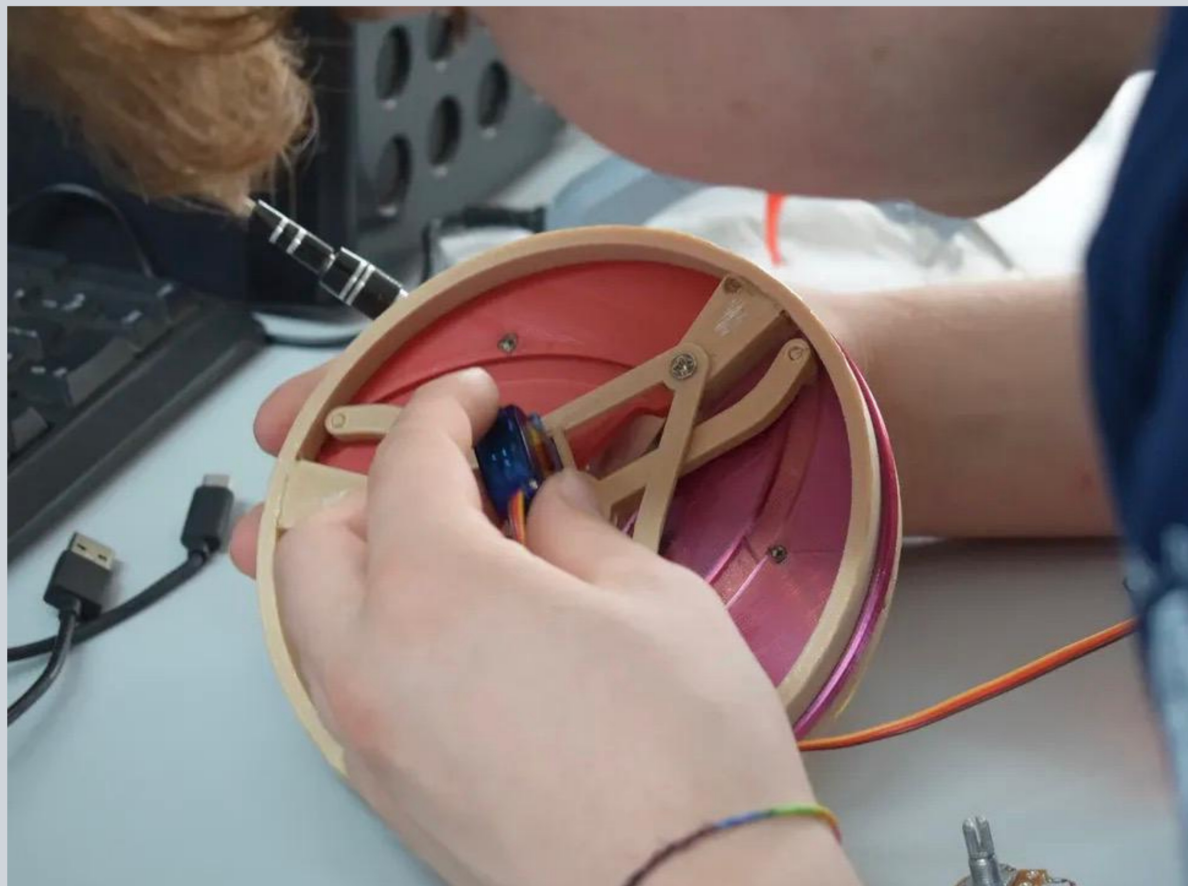
The AirRace is a realistic representation of modern aerospace development, its success depending on systems thinking, clear communication, and careful trade-offs. Teams' performance was judged based on speed, technical documentation, safety, design maturity, and their approach to sustainability.

The technical competition provided students with the opportunity to connect with fellow aviation enthusiasts, engage with industry partners and mentors, and build confidence in their technical skills through hands-on development. At the same time, it offered a focused environment to explore the directions the aerospace sector moves toward: greater automation, cleaner propulsion, and increased system complexity.

*Chapter*

# TECHNICAL TEAMS

Powered by Passion and Precision.  
Driven by Teamwork. Built on Skills.



## ATHENS



The 2024–2025 academic year marked a major milestone for the EUROAVIA Athens technical team with its first participation in the New Flying Competition (NFC) 2025. Held from August 19 to 23 in Hamburg, the event brought together leading student aerospace teams from around the world. Competing in this challenging environment, the team achieved third place, reflecting the strong technical expertise and dedication invested throughout the project.

This year's challenge focused on rethinking UAV design, with an emphasis on efficient electric propulsion and adaptable payload capacity. Moving beyond traditional cargo-based concepts, NFC 2025 encouraged innovative solutions for modern aviation. Hermes VII embodies this approach, combining performance, efficiency, and versatility while meeting the competition's demanding requirements.

### Aircraft Configuration

At the beginning of the design process, we were tasked with selecting the most suitable configuration to move forward with: a VTOL (Vertical Take-Off and Landing) UAV or a conventional fixed-wing UAV. After evaluating the mission requirements and constraints, we focused our analysis on two candidate configurations:

#### 4 + 1 Motor VTOL UAV

**Pros:** Superior Takeoff, Climb and Landing Performance, Increased Payload Capacity, Greater Mission Versatility, Improved Redundancy & Safety

**Cons:** Reduced Overall Efficiency - Dead weight of VTOL motors in cruise mode leads to higher energy consumption. Higher Drag Forces - Exposed vertical lift motors increase aerodynamic drag, reducing forward-flight efficiency. Complexity & Cost Energy Demanding in VTOL Mode Significantly increased Empty Weight.

#### Single Motor Fixed-Wing UAV

**Pros:** Simplified Aerodynamic Modeling Experience with Similar Aircraft, Minimal Empty Weight Lower Manufacturing Cost, Higher Cruise Efficiency

**Cons:** Lower Scores in some Performance Objectives, Higher Stall Susceptibility, Reduced Operational Redundancy

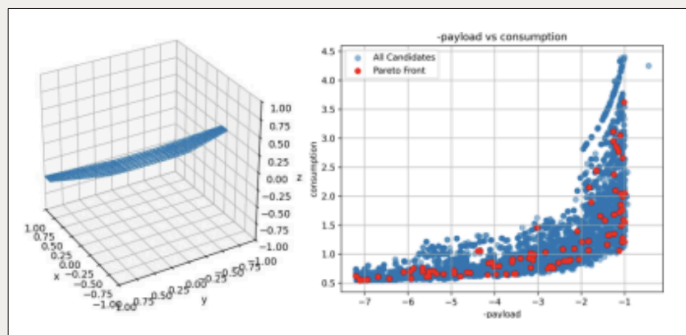
To evaluate each candidate's design, we used an integrated modeling framework composed of a propulsion and aerodynamic model, as well as mass and drag coefficient estimation and trajectory simulation.

### Optimization Strategy

To identify high-performing designs efficiently, a Multi-Objective Optimization (MOO) strategy was applied using an evolutionary algorithm. The objectives were aligned with the competition's scoring metrics, balancing endurance, maneuverability, and payload performance.



The optimization produced a Pareto front representing non-dominated solutions—each offering a unique balance of competing objectives. A final design candidate was selected by projecting the competition's scoring function (based on a hyperbolic tangent) onto the Pareto front. This function tends to reward designs that slightly exceed reference metrics, while penalising overly.



The selection of a final candidate from the Pareto front necessitates careful estimation of the reference design's performance characteristics. This presents a significant analytical challenge, as the reference point must be explicitly positioned within the design space to enable meaningful scoring of each Pareto-optimal solution. The competition's unique scoring function, with its hyperbolic tangent structure, introduces sensitivity to this reference selection. Rather than serving as a simple baseline, the reference point creates an asymmetric scoring dynamic where designs that substantially exceed reference performance face diminishing returns (overshooting penalty), while those falling slightly below reference standards experience less severe scoring consequences. This nonlinear behavior makes the reference point selection a critical determinant in the final configuration choice.

To address this, we defined an idealised, non-feasible reference design, composed of the minimum values (since all objectives are to be minimised) across the Pareto front for each metric. This approach ensures that the scoring projection captures relative performance trends across the Pareto set while maintaining a consistent and interpretable frame of reference.

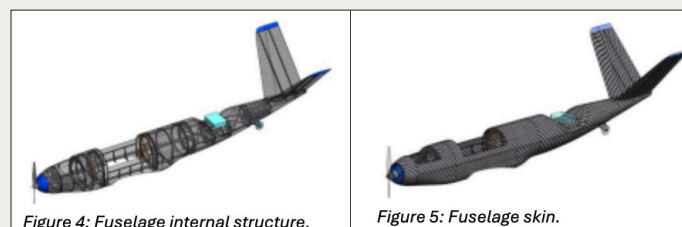
### Materials and Manufacturing

We employed an advanced sandwich composite construction combining 40g/m<sup>2</sup> aerospace-grade

carbon fiber skins with a 1mm Rohacell IG51 foam core. This configuration was selected after extensive material testing and demonstrated it could achieve the required 3g structural safety factor at a fraction of the weight of conventional monocoque designs. The manufacturing process utilised precision 3D-printed PLA molds created in our team's laboratory. The wet layup technique allowed us to achieve dimensional accuracy despite the complex curvature of the fuselage. Particular attention was paid to maintaining consistent fiber orientation and resin distribution throughout the curing process.

### Performance Validation

The fuselage underwent rigorous testing to verify its structural integrity and performance characteristics. This included destructive testing of material coupons and 3g load testing with simulated flight conditions. The fuselage design represents a successful integration of advanced materials science, precision manufacturing techniques, and thoughtful systems engineering. Figures 4 and 5 illustrate key aspects of the design and construction process, showing the CAD model with internal structural details.

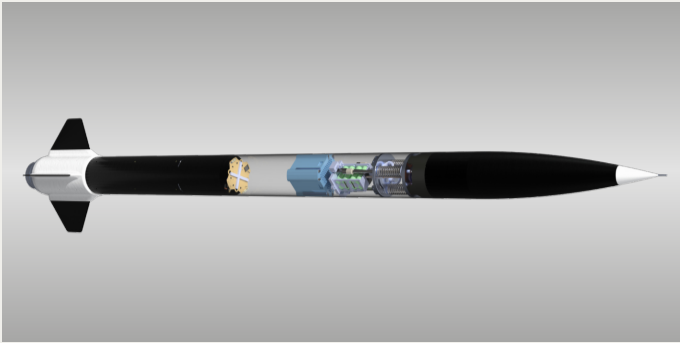


The integration of specialised reinforcements within the sandwich structure proved particularly effective, providing necessary strength without excessive weight penalty.

The result of this intensive development process was the Hermes VII, a radio-controlled, electric-powered unmanned aerial vehicle designed and manufactured entirely by the members of the Athens local group. The aircraft was engineered to maximise lift and payload capacity while maintaining structural integrity. It featured a wingspan of 2.62 meters and an aspect ratio of 9, providing the aerodynamic efficiency required for heavy-lift operations. With an empty weight of 8.5 kilograms, the Hermes VII was capable of transporting a payload mass of 3.5 kilograms within a substantial 26-liter internal volume, directly addressing the competition's requirements for cargo-focused aerial systems.

# Where Student Innovation Becomes Real Engineering

## PISA



**StarPi** was established in 2024 by a group of aerospace engineering students at the University of Pisa. Driven by a focus on rocketry and the development of space systems, the association serves as a technical platform where academic theory meets practical application.

The team operates as a student rocketry association dedicated to the full lifecycle of experimental rockets, from design to launch. This framework integrates core engineering disciplines with project management and teamwork, enabling a structured approach to complex aerospace challenges.

StarPi's primary objective is the European Rocketry Challenge (EuRoC). Held annually in Portugal, this competition serves as the premier proving ground for student rocketry, hosting the most capable university teams across Europe. The challenge requires designing rockets to reach altitudes of several kilometers, all while strictly adhering to rigorous safety and reliability standards.

To manage this complexity, the team is divided into *six specialised departments*, each focusing on a specific operational area:

### **Propulsion, Structures & Manufacturing**

The department is responsible for the rocket's primary airframe and oversees the critical integration of the propulsion module with components from all other technical units.

To navigate the project's complexity, the team is further divided into specialised workgroups:

- Airframe & Internal Structures
- Load Transmission
- Aerodynamic Surfaces
- Ground Systems

### **Flight Dynamics**

By utilising aerodynamic simulations and performance analysis to study flight behaviour, the team defines control strategies and optimises stability. This analytical approach is critical for calculating and executing the trajectories required to reach the project's target altitudes.

### **Avionics**

This department oversees the development of the onboard electronics; team's responsibilities span the entire electronics lifecycle, including hardware architecture, sensor integration, and custom firmware.

### **Payload**

The department is responsible for the conceptualisation and development of the rocket's payload. This includes designing the physical interfaces, structure, and electronic systems required to support demonstrative experiments. Currently, the team is operating in two parallel subgroups to simultaneously develop the payload for the upcoming competition and for future missions.



## Recovery

Dedicated to the rocket's return phase, from separation to parachute deployment, the team is divided into three sections to ensure high reliability: parachutes, the primary ejection mechanism, and a secondary mechanism. These systems are developed in parallel to provide the solid redundancy essential for aerospace safety.

## Marketing & Logistics

This department handles communications, including social media, newsletters, the official website, and partnerships. Complementing this, the Logistics section handles the administrative and organisational complexities of the project, such as permits, bureaucracy, inventory management, and internal coordination.

*Below, we feature one of the technical articles published on the official StarPi website, providing an in-depth look at the development and engineering logic behind the first iteration of the team's Recovery system.*

## Spring Separation Mechanism

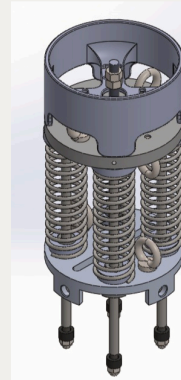
One of the most critical elements of the recovery sequence is the separation system, which ensures a clean and reliable division of the rocket into two sections, correctly initiating the parachute deployment phase. Consequently, the Recovery team opted for a spring-based ejection mechanism as the primary solution, prioritising simplicity, reliability, and repeatability.

As the first event in the recovery sequence, the spring mechanism must provide the necessary energy to break the structural connections between the nose cone and the rocket body. It is designed to impart a relative velocity sufficient to ensure safe separation while simultaneously enabling the extraction of the drogue parachute.

This solution was chosen following a Risk–Cost–Performance analysis. Compared to alternatives, spring-based systems offer high reliability, easier construction, and the possibility of repeated ground testing. Additionally, the absence of pyrotechnics significantly reduces operational risks.

The system's architecture is based on a set of

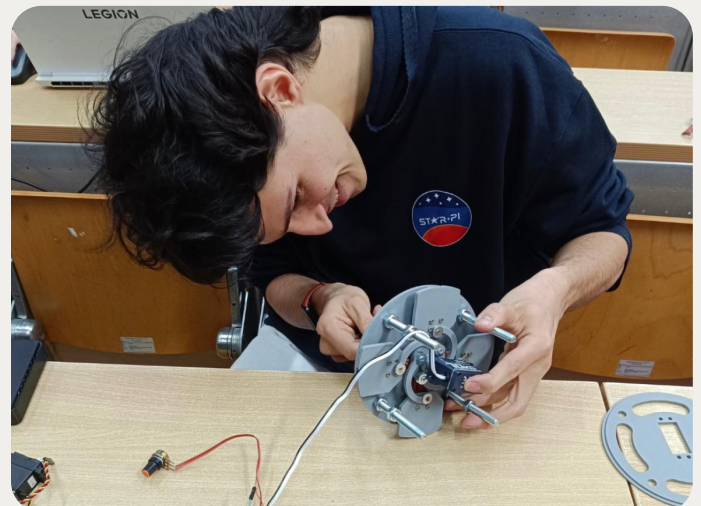
preloaded springs housed within a structural enclosure. During the integration phase, the springs are compressed and secured by a locking mechanism. Upon receiving the activation command, the release system frees the stored elastic energy, converting it into the mechanical work required to separate the airframe sections effectively.



The springs were sized based on two key requirements: the force needed to overcome mechanical constraints and the minimum velocity required for effective separation. Safety margins were included to account for friction, manufacturing tolerances, and potential misalignments.

In parallel with the theoretical sizing, a comprehensive CAD model of the system was developed. This design encompasses the spring pre-compression mechanism, guiding systems, the in-position locking device, and the release mechanism. This preliminary design now serves as the technical foundation for upcoming iterations and prototyping phases.

The spring mechanism was engineered with a primary focus on reliability. By utilizing a simplified operating principle, the team has effectively reduced the number of potential failure modes. Furthermore, the capacity for repeated ground testing allows for thorough validation prior to flight operations. Consequently, this solution represents a key element in ensuring the overall robustness and mission success of the Recovery System.



*Chapter*

# BUILDING YOUR CAREER

Real stories of EUROAVIA members  
entering the aerospace industry.



# How EA connects students with real opportunities in the aerospace sector

*“EUROAVIA experience made the difference in the selection process”*



**Jorre Jennis**  
AS LEUVEN

## *Airline Procurement & Fleet Management*

I obtained an internship at Brussels Airlines, where I worked within the Procurement and Aircraft Asset Management teams. The working environment was extremely welcoming and professional, and I was given real responsibilities instead of “student tasks”. Through this experience, I gained hands-on insight into fleet management, procurement processes, and airline operations.

Thanks to this internship, I was later also given the opportunity to do an internship within Lufthansa Group, specifically in Cabin Procurement. These experiences taught me a lot, strengthened my professional skills, and prepared me very well for the job market. Along the way, I met many inspiring and interesting people from across Europe, further broadening my perspective on the aviation industry.

### ✦ *EUROAVIA Impact*

My role as President of EUROAVIA Leuven played a key role in securing these opportunities, demonstrating leadership and industry engagement.



**Livio Tognetti**  
AS PISA

## *UAV Propulsion & VTOL System*

During my studies, I joined EUROAVIA Pisa and took part in company visits, conferences, and networking activities, connecting with an international aerospace community.

Through my Local Group, I secured an internship at Sky Eye Systems, where I worked on UAV propulsion systems. I contributed to the preliminary sizing of a hybrid VTOL propulsion system, supporting both cruise and vertical flight configurations.

This experience gave me my first real exposure to engineering practice, working closely with professionals while developing both technical and teamwork skills.

### ✦ *EUROAVIA Impact*

EUROAVIA directly enabled the connection with the company, turning academic experience into a real engineering opportunity.

*“This experience clarified my goal to work on low-emission propulsion systems.”*

## How EA connects students with real opportunities in the aerospace sector



**Ceren  
Yelboga**  
AS LEUVEN

### *Student Employee – Airline Operations*

I worked as a student employee at Brussels Airlines, where I was part of a highly open, supportive, and professional working environment. From the very beginning, I felt genuinely welcomed by the team, and everyone was always willing to help, explain, and share their knowledge.

The job allowed me to gain valuable insights into the aviation industry and the day-to-day operations within a large airline. I learned a lot on both a technical and professional level, and the experience strengthened my interest in the aerospace sector. Working there was not only very educational but also genuinely enjoyable, as I felt appreciated as a student and encouraged to grow.

#### ✦ *EUROAVIA Impact*

Through my involvement as a board member of EUROAVIA Leuven, I became aware of the opportunity directly via the association's network.

*“EUROAVIA connected me directly with real industry prospects.”*

*“EUROAVIA events created direct access to industry opportunities.”*



**Mattias  
Vermeesch**  
AS LEUVEN

### *AIV Engineer – Satellite Systems*

I worked for two years at Arcsec as an Assembly, Integration and Validation (AIV) Engineer, contributing to the development of ADCS systems for small satellites. My work focused on designing and 3D-printing test setups, automating a reaction wheel test in Python, and supporting documentation and CAD transitions.

This experience allowed me to apply my academic knowledge in real projects, discover my passion for 3D modelling, and connect with professionals in the aerospace industry who supported both my personal development and our Local Group, AS Leuven.

#### ✦ *EUROAVIA Impact*

EUROAVIA Leuven organised an event called Space in Flanders with the goal of serving as a venue where PhD students could share their research and aerospace companies could showcase their products. Arcsec was one of the invited companies, and I already knew one of their employees because we had cooperated on an earlier event. We started talking during the reception, and he pointed me toward some open vacancies. I applied and was accepted, leading to this fruitful experience.

*Chapter*

# INTERVIEWS

Voices, Stories, Insights.



## AERO Friedrichshafen with the Organisers

12 April 2025



**Schirin Bahlo**, Project Manager at Messe Friedrichshafen, organiser responsible for Career Days



**Tobias Bretzel**, Show Director of AERO Friedrichshafen and Head of Aviation at Fairnamic GmbH



**Johanna von Großmann**, Social Media & Digital PR Unit Manager at AERO Friedrichshafen

### ☞ THE ROLE OF YOUNG ENGINEERS

Giulia opens the discussion by asking how young aerospace engineers and student organisations like EUROAVIA can shape the future of General Aviation.

**Tobias Bretzel** highlights:

*“They will become the next generation of engineers for all the companies represented here at AERO. Cooperation with organisations like EUROAVIA and your presence at the event is important.”*

### ☞ STANDING OUT IN THE INDUSTRY

Giulia continues with **Schirin Bahlo**, asking tips on how to stand out in the eyes of companies and potential employers.

*“You should proactively approach companies and talk about their own experiences and what they hope to achieve in the industry. Being open, curious, and confident makes a real difference.”*

The interview ends with an “insider” question about the main behind-the-scenes challenges of organising an event like AERO.

**Johanna von Großmann** explains

*“The day before the show is particularly intense for us. Everything happens at once: aircraft are arriving, helicopters are landing, exhibitors are setting up... It's the perfect time to capture behind-the-scenes content: the audience is excited, but it's also one of the most challenging moments to manage, as we want to capture every moment.”*

## PACE Contest with Lorenzo Cola

14 May 2025



After winning the *PACE Contest 2025* with his team *AETHER*, Lorenzo Cola from AS Forlì-Bologna shared insights into the project, the competition experience, and the lessons learned along the way.

### ☞ THE PROJECT

The team developed a *reconfigurable HMI* composed of three displays: a PFD, a MFD, and an Assistance Panel. The key objective was to ensure compatibility with both dual-pilot and single-pilot operations (SPO), enabling a smooth transition without requiring a completely new aircraft design. Rather than reinventing cockpit logic, the team intentionally aligned their system with existing standards, reducing the need for extensive pilot retraining.

Lorenzo shared his thoughts on the **importance of the competition**. More specifically, he highlighted that he learnt how to work effectively within a team, while also gaining valuable insight into BASE's world. Being present at PACE Days not only gave his team the opportunity to engage with people in the aerospace sector, but also to present their work.

*“Seize the moment. If you believe you can contribute with your skills or knowledge, go for it. You won't regret it.”*

17 July 2025

*"We don't fix everything in advance, we adapt as we go."*

## ✿ GETTING STARTED

**AA:** What made you decide to join the mentoring programme? Valentina, is this your first year as a mentor, or have you mentored before? And how did you first hear about the programme?

**VL:** It's my first year. I had seen EUROAVIA's mentoring posts on Instagram and LinkedIn in the past, so when I noticed the call for mentors and mentees this time, I thought: "Why not apply and see if I can help the next generation?"

**AA:** Şebnem, how did you hear about it?

**SV:** I found the information in the EUROAVIA Lounge WhatsApp group. At the beginning of the year, I wasn't sure whether to focus on aviation or space, or whether to start working right after graduation or continue with a master's degree. Being from Turkey, I was also curious about how things work in Europe, that's what motivated me to apply.

## ✿ BACKGROUND & ASPIRATIONS

**AA:** Could you give us a quick overview of your studies and your next steps?

**SV:** I'm currently in the fourth year of my aerospace engineering degree. I will graduate next year and hope to start a master's in Europe, ideally in Germany or the Netherlands.

**AA:** Valentina, could you share your path and why you think you're a good match for Şebnem?

**VL:** I studied aerospace engineering in Italy, initially aiming for a career in the space sector. My first experience, however, was an internship at Airbus in aviation. When COVID hit and my contract was not renewed, I pivoted back to space.



Athina Athanasaki (AA)  
INTERVIEWER



Valentina Luchetti (VL)  
MENTOR  
INTERVIEWEE



Şebnem Varol (SV)  
MENTEE  
INTERVIEWEE

I later joined the Space Generation Advisory Council and moved into sales and business development in the space industry, where my role now involves client relations, partnerships, and industry events alongside technical expertise.

On a personal level, we connected immediately. During our first conversation, we discovered we had both once considered studying architecture before choosing engineering.

## ✿ HOW THE MENTORING WORKS

**AA:** How do your mentoring sessions usually run? Do you set an agenda in advance?

**SV:** We don't set fixed topics. I usually update Valentina on my progress, especially with internship applications.

She's been incredibly supportive, like a career coach and psychologist combined. We've worked on my CV, portfolio, interview prep, and networking, which led to two informational interviews last month.

**VL:** In our first session, I asked Şebnem to define three goals and key challenges, such as choosing between a master's or entering the workforce.

We revisit these each time. When she applies for positions, we refine her CV or LinkedIn and practice interviews, adapting as things evolve.

## 🌀 A KEY MOMENT

**AA:** Can you share a moment that highlights your progress?

**SV:** After our third session, I contacted a company I had been too nervous to approach. Using Valentina's advice, I secured an online meeting, a small step that boosted my confidence.

**VL:** A key moment for me was reviewing Şebnem's updated CV. She transformed it into a clear and impactful document that truly highlights her strengths, showing how much progress she had made.

## 🌀 GROWTH & IMPACT

**AA:** Now that you're well into the programme, have your expectations changed?

**SV:** I had never been a mentee before, so I didn't know what to expect. I hoped to improve academically and in soft skills, and that's happening.

Speaking with someone who studied in Italy and works in Germany has given me a broader perspective. The programme has exceeded my expectations.

**VL:** From my side, I didn't want the experience to feel like a formal workshop. I hoped for a natural and supportive exchange, and that's exactly how it developed.

## 🌀 BREAKING THE ICE

**AA:** Many mentoring pairs struggle at the beginning. How did you approach your first sessions?

**SV:** Valentina shared a set of questions in advance, which helped me prepare. That structure made the first meeting much more comfortable, and from there everything felt natural.

**VL:** Having a simple framework at the start helps avoid awkward moments. After that, the relationship develops organically.

*"Technical knowledge is essential, but soft skills make you stand out."*

## 🌀 INDUSTRY PERSPECTIVE

**AA:** Do you see a gap between university education and industry expectations?

**VL:** It depends on the role, but many key skills are developed outside university.

Experiences like EUROAVIA projects or presentations build communication, teamwork, and public speaking, all valued by employers.

Technical knowledge matters, but these skills make you stand out. That's why I encourage mentees to network and step outside their comfort zone.

## 🌀 ADVICE & TAKEAWAYS

**AA:** What is something you wish people knew about mentoring?

**VL:** Mentoring is less time-consuming than expected. Even one hour per month can make a difference, and mentors also gain valuable insights.

**SV:** Mentees shouldn't feel intimidated. It's a supportive conversation, not an evaluation, and it builds confidence when speaking with professionals.

## 🌀 FINAL THOUGHTS

**AA:** Would you recommend the programme?

**VL:** Absolutely. It's both manageable and highly rewarding.

**SV:** Definitely. The benefits go far beyond expectations, especially thanks to the international perspective.

**AA:** Thank you both. Any final thoughts?

**VL:** Mentoring is truly a two-way exchange. Giving back is just as valuable as learning.

**SV:** I completely agree, and I'm very grateful for this experience.

## 🔗 GETTING TO KNOW THE PARTICIPANTS

**AA:** Could you start by telling me a little bit about yourselves?

**NE:** My name is Neus Erlenkämper, I'm 21 years old and part of EUROAVIA. I've been the coordinator of the Business Relations Working Group for almost two years, and this is my first time participating in the Mentoring Programme.

I recently graduated with a bachelor's degree in Aerospace Vehicle Engineering in Barcelona and I'm planning to start a master's, hopefully in Germany, while continuing my involvement in EUROAVIA.

**AA:** And what about you, Antonio?

**AGG:** My name is Antonio Gonzalez Gomez, and this is my third year as a mentor in the EUROAVIA Mentoring Programme. It has been such a rewarding experience that I also joined mentoring initiatives at a couple of universities, which gave me the opportunity to compare different approaches.

I'm an environmental engineer and have been working at the European Union Aviation Safety Agency for 19 years, currently in Safety Promotion. Through this role, I've been in contact with EUROAVIA for the past four to five years, collaborating on several activities.

Interestingly, I was also part of EUROAVIA back in 1996, when I was a student in the UK. Even though I wasn't studying aerospace engineering, I joined my local branch, so it's always nice to reconnect with those memories through today's students.

*"Mentoring is not about having all the answers, but about listening, reflecting, and being honest."*



Athina Athanasaki (AA)  
INTERVIEWER



Antonio Gonzalez Gomez (AGG)  
MENTOR  
INTERVIEWEE



Neus Erlenkämper (NE)  
MENTEE  
INTERVIEWEE

## 🔗 FIRST EXPERIENCES WITH MENTORING

**AA:** You mentioned joining other mentoring programmes as well. Was EUROAVIA the first structured one you participated in?

**AGG:** Yes, EUROAVIA was my first structured mentoring programme. Before that, my experience was more informal and happened almost by accident.

At EASA, we have a graduate programme where young graduates join us for a year. I had two graduates working with me in consecutive years, officially I was their tutor, guiding them in their work, but naturally the relationship evolved into mentoring.

When you work closely with young people, they share questions and doubts, and you build a connection. You end up supporting them not only technically, but also on a personal level. What starts as a professional relationship often becomes something closer to a buddy system.

Later, when I discovered EUROAVIA's programme, I decided to join. At first, I was unsure because it seemed quite structured, with reports and a defined framework. I wondered whether I would need to follow a strict approach.

However, I quickly realised, just as with Neus, that the key element is the personal connection. Once that is established, the structure becomes a support rather than a limitation.

## ✂ MOTIVATION TO JOIN

**AA: Neus, what motivated you to apply?**

**NE:** One of the main reasons was actually a colleague from the Business Relations Working Group. He had participated the year before and shared how valuable the experience had been. That made me realise how important it could be to have that kind of guidance.

When I applied, I even indicated Antonio as my preferred mentor. I already knew a bit about his background and felt his experience would be very relevant for me.

It also coincided with my thesis period, which I knew would be quite intense. I was looking not only for academic advice, but also for personal and professional guidance — and the programme seemed like the perfect support.

## ✂ HOW THE MENTORING WORKS

**AA: How do your mentoring sessions usually work? Do you plan topics in advance?**

**AGG:** Our sessions are quite informal. Neus has been very flexible, especially considering my sometimes changing schedule, and that flexibility is essential in building trust.

We don't follow a fixed structure — she usually brings the topics she wants to discuss. My role is mainly to listen and offer perspective. She already has clear ideas about her goals, but sometimes she just needs reassurance or a different point of view to feel confident in her decisions.

Mentoring is not about having all the answers. It's about listening, reflecting, and being honest. If I see something that might be risky, I share it constructively.

What really matters is trust. When the mentee feels comfortable sharing not only academic or professional doubts but also personal ones, that's when the mentoring relationship truly works.

At the same time, I also learn a lot. I have two children, and conversations with Neus often give me insights that I'll be able to share with them in the future. In that sense, mentoring is definitely a two-way exchange.

*“What really matters is trust, that's when the mentoring relationship truly works.”*

**NE:** I completely agree. What I value most is that Antonio truly understands the context I'm in.

For example, my parents never went to university. They support me, but they don't always fully understand the challenges I face — like why pursuing a master's degree might take longer if combined with work experience.

Having someone like Antonio, who shares a similar academic and professional background, makes a huge difference. It helps me feel understood and supported in my decisions.

## ✂ BUILDING TRUST

**AA: That's really nice. Many mentees say the first meetings can be challenging because it takes time to build trust. Do you have any advice for overcoming that initial barrier?**

**AGG:** I know that can happen, although I personally find it a bit difficult to imagine because I tend to connect quite quickly with people. One way to ease that initial phase is for the mentor to take the initiative and ask a few questions to break the ice. Most people do want to communicate, so if the mentor creates a comfortable and open atmosphere, the mentee will gradually feel more at ease.

Sometimes mentees approach the programme almost as if it were an exam — they prepare questions in advance and feel the need to make a good impression. But mentoring is not about being tested; it's about having a genuine conversation. If the mentor makes it clear from the beginning that everything can be discussed openly, that already removes a lot of pressure.

In our case, with Neus, it felt very natural from the start. We began by talking about her thesis, which immediately gave us a clear focus. Having a concrete topic to discuss can really help in building trust more quickly.

**NE:** I would add that it also helps to pay close attention during the very first introductory meeting, when all mentors and mentees are presented. Even in a larger group, you can already get a sense of what kind of person your mentor is. Are they more formal, more relaxed, more approachable?

If you observe carefully, you go into your first one-to-one conversation with a better understanding of how to interact, which makes everything feel a bit more natural.

**AGG:** Exactly. And it's important to remember that mentors are there because they genuinely want to help. They dedicate their time voluntarily, and that in itself should be reassuring.

It can feel a bit intimidating at first, especially if the mentor seems very experienced or communicates in a more formal way, but in reality they are there to support you fully.

### 🌀 EXPECTATIONS vs REALITY

**AA:** That's very good advice. Neus, earlier you mentioned what you expected when you joined. Did your expectations change over time as you worked with Antonio?

**NE:** Yes, they definitely evolved. Whenever I reached out to Antonio, he was always very responsive and effective in his support.

For example, at one point I needed to get in touch with pilots for my thesis, which was quite difficult given my limited network. Antonio connected me with two pilots who ended up being among the most valuable sources of information for my work.

Later on, when I needed guidance on things like confidentiality clauses or how to structure my interviews, he was also there to help straight away.

Beyond that, he would often share articles or job opportunities with me, even when I hadn't specifically asked for them. He picked up on my interests during our conversations and sent me things he thought I might find useful. That level of attention was incredibly thoughtful and made a real difference.

### 🌀 WHO SHOULD JOIN THE PROGRAMME?

**AA:** Would you recommend mentoring to students early in their studies, or mainly to those who are about to graduate?

**NE:** I would say it's beneficial at any stage. In the early years, having a mentor can help you discover opportunities you might not even be aware of. As you get closer to graduation, the support becomes more focused on transitioning into professional life.

And the relationship doesn't simply end when the programme finishes. I know that in the future I'll still be able to reach out to Antonio if I need advice, which makes it even more valuable.

**AGG:** I completely agree. Some universities are hesitant to introduce mentoring programmes for first-year students because they worry it might be overwhelming. But in my view, mentoring can be valuable at any point.

It encourages you to step outside your comfort zone, helps you develop soft skills such as communication and critical thinking, and exposes you to real-world perspectives that you won't find in textbooks.

There are no silly questions, and there should never be any hesitation in asking for guidance. The impact may differ depending on whether you're at the beginning or the end of your studies, but in both cases it can be extremely beneficial.

And very often, as Neus mentioned, it leads to long-lasting professional and personal connections.

*"Mentoring is not about being tested; it's about having a genuine conversation where trust allows both people to grow."*

## Aruna Sørensen

Aviation Professional- Ministry of Defence

**MDG: Would you recommend this career path?**

**AS:** Absolutely. A background in Aerospace Engineering provides a strong foundation, from regulations to structural systems and quality management. These skills are highly transferable, not only within defence, but also in airlines and smaller aviation companies.

**EDB: Have you faced any particular challenges as a woman in aviation? If so, how did you deal with them?**

**AS:** Personally, I haven't experienced direct discrimination. I believe my confidence and willingness to speak up have helped. However, I recognise that challenges may exist, especially for those who are more introverted, setting clear boundaries is essential.

**EDB: How can we better support the next generation?**

**AS:** Mentoring plays a key role. Aerospace is a demanding field, and guidance from experienced professionals helps translate theoretical knowledge into real-world applications.

✦ **THREE KEY ADVICE:**

*"Be curious, be brave, be your own boss, take control of your life. And find a mentor, a superstar who can inspire you."*



Martin De Gaetano (MDG)  
INTERVIEWER



E. Deniz Baran (EDB)  
INTERVIEWER

## Oliver Dismore

Rotorcraft Specialist

**MDG: What makes the rotorcraft sector unique and exciting for the new generation of engineers and pilots?**

**OD:** I may be slightly biased, as I have been involved in the rotorcraft world since 1983. I began my career in military aviation and later transitioned into civil aviation, which has given me a very broad perspective. Despite being perceived as a "legacy" technology, rotorcraft are more relevant than ever. They are essential for emergency services, firefighting, and disaster response, especially with increasing climate challenges. It is, without doubt, a growing and evolving industry. If I were starting my career today, I would absolutely choose rotorcraft, whether as an engineer or as a pilot.

**MDG: Is the sector stable for newcomers?**

**OD:** I would encourage students to look at current developments by manufacturers. There is significant investment in new rotorcraft platforms, and the progress has been remarkable. Over the past 15 years, we have seen improvements of up to 50% in certain performance and efficiency metrics. Emerging technologies such as hybrid propulsion and VTOL systems are redefining the sector. The future of rotorcraft is not only secure, but also innovative and full of opportunities.

✦ **THREE KEY ADVICE:**

*"Build your network, tailor your skills strategically, never give up. Opportunities exist, and persistence is key."*





## Antonio Gonzalez Gomez

European Union Aviation Safety Agency (EASA)

**MDG: What do you foresee for future collaborations and events between your organisation and EASA?**

**AGG:** I hope we can organise even larger and more impactful events. Personally, I would love to include technical visits or structured itineraries, such as visits to helicopter operations or maintenance facilities.

**MDG: How do you see the collaboration with EUROAVIA?**

**AGG:** It is extremely valuable. One of the main challenges in the industry is that discussions about the future often exclude academia and, especially, young people. While there are occasional conferences where students can participate, these rarely lead to concrete follow-ups. This collaboration with continuity and commitment could lead to truly impactful initiatives.

**EDB: How does diversity influence your work environment?**

**AGG:** Diversity is not just important, it is essential. It goes beyond nationality to include cultural backgrounds, beliefs, and gender representation. We actively promote inclusivity, and I serve as a Diversity Ambassador with a focus on gender balance. While around 30% of our internal workforce is female, the percentage is much lower among external technical experts, highlighting a broader challenge in aviation. More must be done to attract and retain female talent, and any initiative supporting women's participation is extremely valuable.

✦ **THREE KEY ADVICE:**

*"An adaptable mindset, a broad and culturally aware skill set, the ability to communicate and collaborate effectively are key to succeeding in a global aviation industry."*

## Claudio Marturano

Aviation Engineer & Trainer

**MDG: As a representative of an earlier generation of engineers, which ethical principles would you most like to see adopted by younger engineers?**

**CM:** If I had to highlight one principle, it would be competence over compliance. You must understand why you are doing something, who it impacts, and how it affects them. This awareness is fundamental.

**MDG: What shaped your career and what motivates you today as a trainer?**

**CM:** I come from a very underprivileged background, with limited options until an apprenticeship as a mechanic set me on a new path, leading me to become an engineer, work at Bombardier, and later Chief Engineer for a national airline. Mentors played a key role in my journey, but reaching senior positions made me realise how little guidance exists on mentoring itself. This pushed me to reflect on how we can better support the next generation.

During COVID, a small collaboration between eight companies quickly grew into a network involving the European Commission, EASA, and others. There is a strong willingness to collaborate in this industry, people simply don't know where to start, and that is what motivates me.

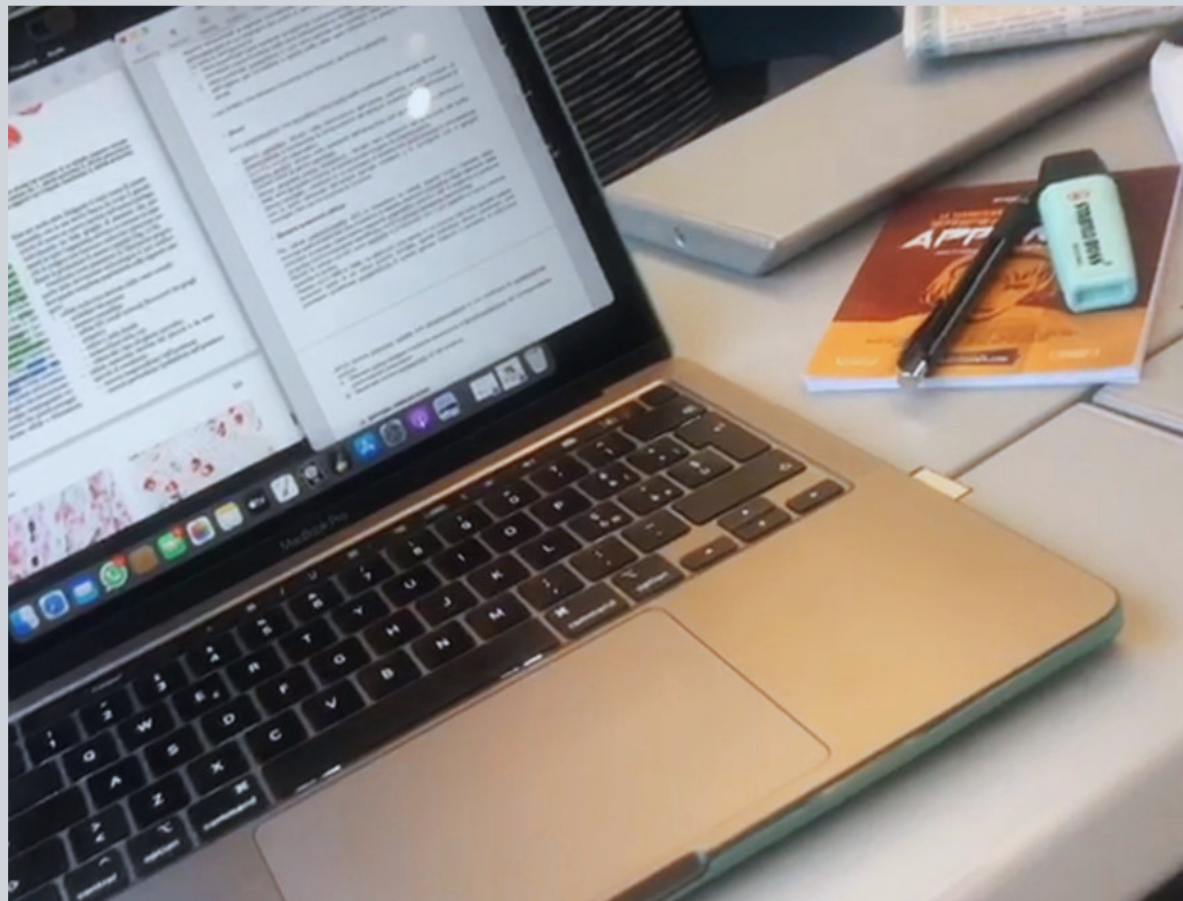
✦ **THREE KEY ADVICE:**

*"Contribute and collaborate, grow your soft skills, and give back to the next generation."*

Chapter

# THESIS ABSTRACTS

Knowledge in focus.



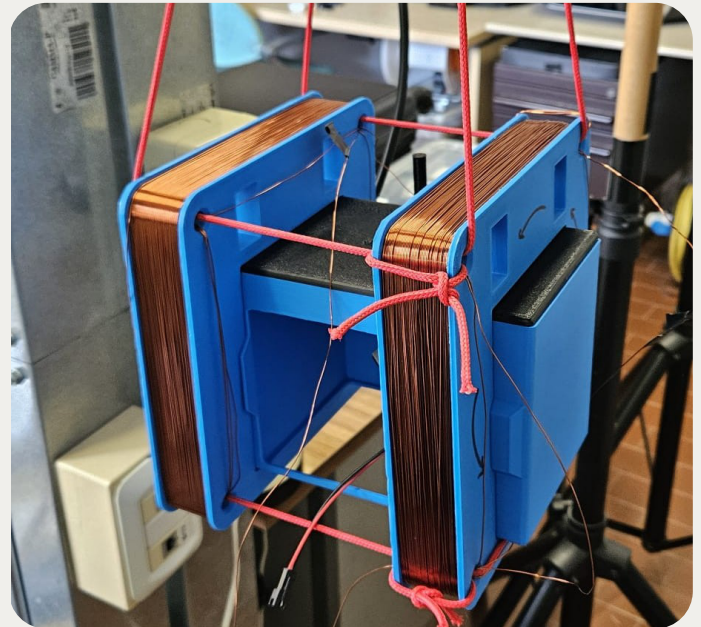
# Thesis abstracts - Campagnolo

## *Design and Development of a Magnetorquer-Based Attitude Control System for Stratospheric Platforms - Structural Design and Optimization*

**This thesis** focuses on the design, optimization, and 3D printing of a high altitude balloon gondola, stabilized by a magnetorquer system and capable of accommodating one CubeSat unit payload.

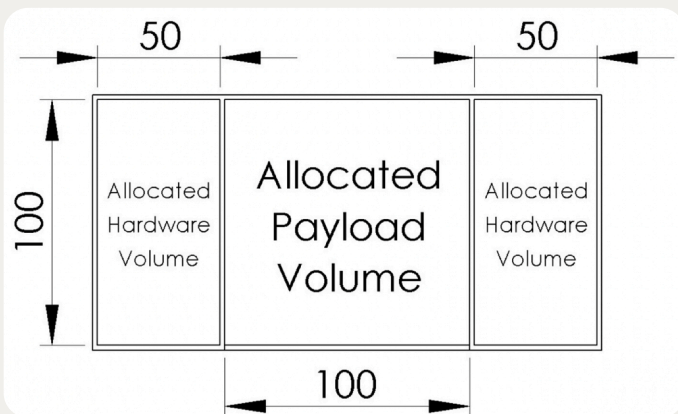
The objective was to build the gondola and the stabilization system within the weight requirements specified by the balloon mission and the volume constraints imposed by the internal space needed to host both the payload and the stabilization hardware, and also by the overall dimensions limited by the 3D printer's build volume.

The gondola structure was divided into three main parts: the main body, designed to house the payload and electronics; the stabilization system, which in the final version included two magnetorquers; and a decoupling device to isolate the gondola's rotational motion from that of the balloon.



**The work** is structured into four main parts: the design of the gondola's main body structure, including the internal layout and weight balance for the hardware and payload; the study and optimization of the magnetorquer geometry; the design and sizing of the rotation decoupling system as well as the mounting solutions for the various gondola components; and the fabrication of the parts through 3D printing followed by the integration of the hardware elements.

The proposed design meets the mission requirements and demonstrates the feasibility of a lightweight, 3D printed gondola with integrated stabilization.



### *Ivan Francesco Campagnolo*

*First year as Executive Member in the Local Board of EUROAVIA PISA.*

He is enrolled in the first year of master's degree in Space Engineering at the University of Pisa.

# Thesis abstracts - Como

## *Preliminary Design Methods for SBW Aircraft Configuration*

Due to more restricting performance and emissions requirements for airliners new aircraft configurations have to be considered. Thanks to the inherently low induced drag the SBW (*Strut Braced Wing*) configuration is chosen for the development of a tailored preliminary design tool to evaluate airplane designs of this kind.

While most well established preliminary design methods are based on statistics, this one relies on *geometrical and structural considerations* due to the limited available statistical data. In particular, it calculates the amount of material needed for a wing of a given planform shape and airfoil thickness to overcome shear, bending and torsional loads due to manoeuvres at the specified flight load factor, thus estimating the weight of the wing.

### KEY POINTS

- ✦ **FOCUS**  
Strut-Braced Wing (SBW) aircraft design
- ✦ **APPROACH**  
Geometry- and structure-based (not statistical)
- ✦ **CASE STUDY**  
ATR 72 vs. hypothetical SBW configuration
- ✦ **CORE CONTRIBUTION**  
Wing weight estimation through load analysis

**Such tool** is first described in detail starting from its assumptions, requirements, advantages and limitations and then validated through comparison with both legacy methods and real world data. Thanks to its capability to analyse both cantilever and strut-braced wings, a case study is conducted comparing the performance of the ATR 72 regional turboprop with a hypothetical SBW variant. Finally, a more detailed structural evaluation tool will be described and applied to a simple generic airframe, in order to discuss and highlight further requirements and constraints of both cantilever and braced wing designs.



### *Davide M. Como*

*Former Secretary of EUROAVIA FORLÌ-BOLOGNA and now aerospace engineer.*

He recently graduated from master's degree in aerospace engineering. In autumn 2022, he directed a team in the PACE Contest.

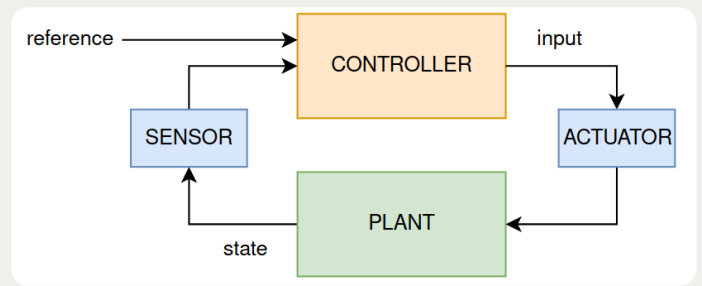
This experience resulted in a curricular internship with the company and a master's thesis focused on closely related topics.

# Thesis abstracts - Ghisellini

## End-to-End Verification of Control System Software

In the context of *Software for Automatic Control System, Verification and Validation (V&V)* efforts still heavily rely on manual observations by expert Control Scientists: such practice is notoriously expensive, time consuming, and error-prone.

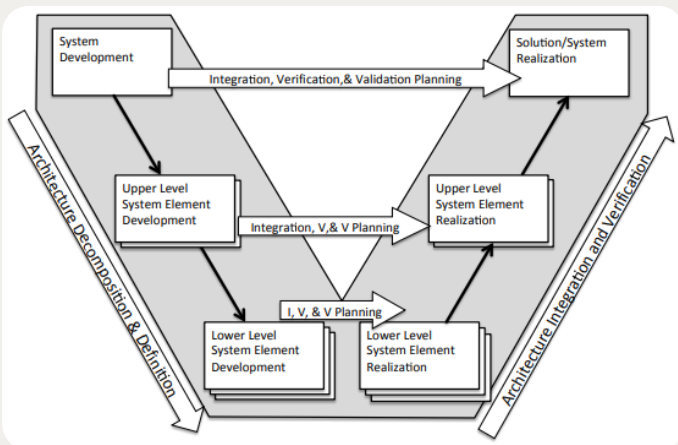
In addition, the currently most shared V&V practices in industry are simulation, which implies offline analysis of traces, and testing, which requires expertise, documentation, and a comprehensive set of test cases: besides accounting for a significant portion of the project budget, these practices are unable to cover edge cases and give assurance over the complete state space of the system.



**Contrarily**, formal methods allow for a cost-effective, sound and complete evaluation.

However, while formal methods for V&V are well known in the context of system stability, their application to non-safety critical performance properties is not developed.

The contribution of this work is two-fold: firstly, it offers a comprehensive review of the definition of performance properties in control system requirements; secondly, it proposes a novel formalisation of non-safety critical performance properties using *Signal Temporal Logic (STL)*, and it develops use cases that allow to verify the efficacy of such formalisation.



### Elia Ghisellini

*Former Secretary of EUROAVIA International and now aerospace engineer.*

Started his journey in EUROAVIA Forlì-Bologna after being unwillingly dragged in, and so rediscovered the love for aerospace, and the power and beauty of EUROAVIA. After 1 year of presidency in the local board, he founded the European Grants WG and became coordinator for a year. He left a growing working group to dedicate himself to the Secretariat of the Intentional Board. Finally landed in Toulouse, after many strong friendships and unforgettable experiences, the fire and passion born in EUROAVIA still drive him everyday in meeting new interesting people, and discovering new horizons of aerospace.

# Thesis abstracts - Macchione

## *Design and Development of a Magnetorquer-Based Attitude Control System for Stratospheric Platforms - Hardware and Software*

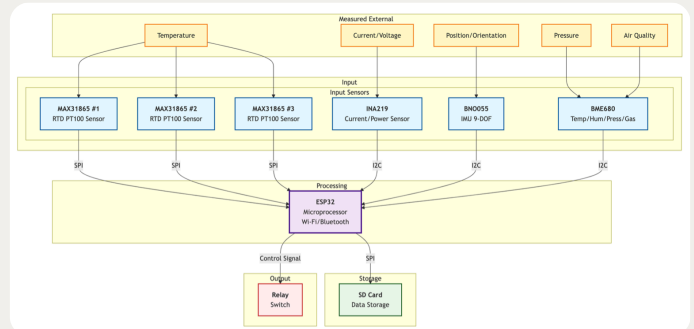
**This thesis** discusses the development of the hardware and software for a magnetorquer designed to control the attitude of a high-altitude balloon gondola.

While magnetorquers are widely used in *nanosatellites and CubeSats* as secondary actuators for reaction wheel desaturation, their application in balloon missions is uncommon due to the weak and variable geomagnetic field at high altitudes and to the high disturbances.

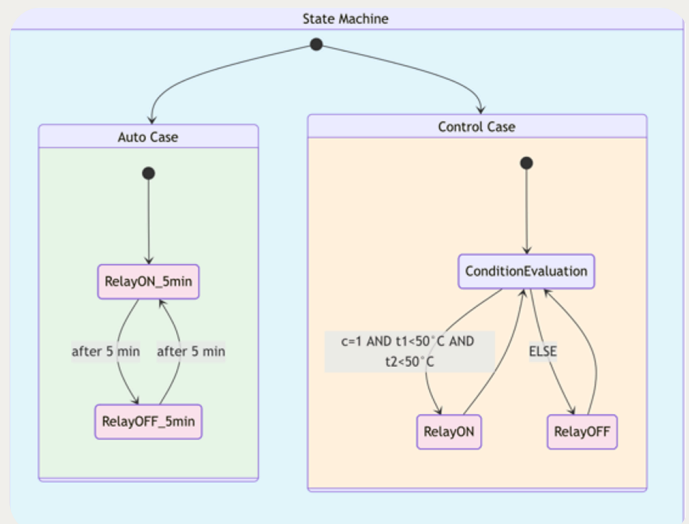
The goal of this project was to investigate the feasibility of such an application by designing, testing, and dimensioning a magnetorquer system.

This work is structured into three main parts:

- analysis of the state of the art in magnetorquers and control electronics;
- development of the electrical circuit, including protection strategies against voltage spikes and design trade-offs between series and parallel configurations;
- design of a Printed Circuit Board (PCB) integrating sensors, microcontroller, and relay logic, together with the corresponding Arduino/ESP32-based software.



**Laboratory tests** were conducted to validate the functionality of the sensors, the stability of the circuit, and the performance of the developed code. The results confirm the system's capability to acquire and process data effectively, while also highlighting limitations to be addressed in future developments. This work contributes to the exploration of lightweight, low-cost attitude control solutions for aerospace applications.



### *Jacopo Macchione*

*Executive Member of EUROAVIA PISA, Member of the Affiliated Societies WG.*

He is a master's student in Aerospace Engineering, holding a bachelor's degree in aerospace engineering.

# Thesis abstracts - Piccinno

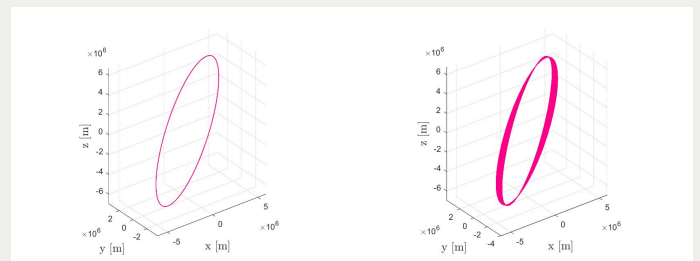
## *Orbital and Attitude Dynamics of Satellites in Low Earth Orbit*

**The aim** of this bachelor's thesis is to study the motion of a satellite in *Low Earth Orbit (LEO)*, conducted using *MATLAB*. In particular, the analysis focuses on deviations from the ideal two-body problem model, highlighting the effects of the main external perturbations that influence orbital evolution.

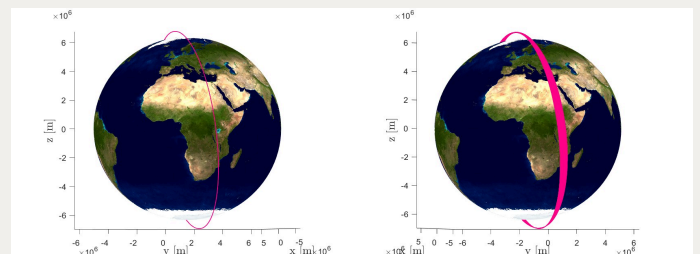
Initially, an orbital propagator was developed to predict the position and velocity of the centre of mass of a body orbiting the Earth at any given time. The purpose is to show how the ideal orbit, calculated for the unperturbed case, deviates from the real one under the influence of perturbations. The most significant perturbations for this category of satellites, in terms of forces, are associated with both the Earth's equatorial bulge (represented by the  $J_2$  quadrupole moment) and atmospheric drag.

To obtain a qualitative and immediate view of the orbital evolution, the time variation of the orbital elements, calculated from position and velocity, was determined: semimajor axis  $a$ , eccentricity  $e$ , inclination  $i$ , longitude of the ascending node and argument of perigee. It was observed that these parameters vary over time: in particular, and show a secular drift due to the  $J_2$  term, while  $a$  and  $e$  progressively decrease due to atmospheric friction.

**Furthermore**, the work aims to analyse the variation of the body's attitude during the orbital motion, studying the behaviour of the three Euler angles: the precession angle, the nutation angle, and the spin angle, which are subject to external perturbations. For this purpose, an additional *MATLAB* code was developed to calculate the angular velocity vector  $\omega$  from Euler's equations and to determine the time evolution of the three Euler angles, including the effect of the torque caused by the gravity gradient.



(Unperturbed and perturbed orbits: representation in a geocentric fixed axis frame)



(Unperturbed and perturbed orbits: representation including the Earth, equatorial view)



### *Francesca Piccinno*

*Treasurer of EUROAVIA PISA for two years.*

Recently got her bachelor's degree in aerospace engineering at the University of Pisa. She is now a student of the master's degree in space engineering.

# Thesis abstracts - Virlan

## *Acoustic Emission Technology for Structural Health Monitoring of Composite Materials and Structures*

**This bachelor thesis** aims to provide a critical review of the state of the art of the Non Destructive Testing (NDT) technique based on *Acoustic Emission (AE)* generated by the formation of flaws during the loading of laminated composite structures.

The work begins with the fundamentals of *AE technology applied to composite materials*, offering an overview of the challenges and benefits associated with their use, and comparing AE with other NDT techniques.

The central chapter focuses on recent developments in damage diagnostics and damage prognostics, with particular focus on damage initiation detection and damage localization. From the diagnostic perspective, AE has been widely used in the literature to identify the onset of structural degradation in composites and, with promising results, also for the localization of defects in both simple and complex geometries.

### KEY POINTS

- ✦ **FOCUS**  
Acoustic Emission for Non-Destructive Testing
- ✦ **APPLICATION**  
Laminated composite structures
- ✦ **STRENGTH**  
Real-time monitoring of structural degradation
- ✦ **LIMITATION**  
Lack of standardisation and operator dependency

**However**, it should be emphasized that, being a cutting-edge technology, AE still lacks consolidated standards, and its reliability strongly depends on the operator's expertise.

The work draws extensively on the review by Saeedifar M., Zarouchas D. (2020) "A review of recent development in acoustic emission technique applied to composite materials", *Composites Part B*, 195, 108039, and its references.



### *Veaceslav Virlan*

*Vice- President of EUROAVIA PISA for two years.*

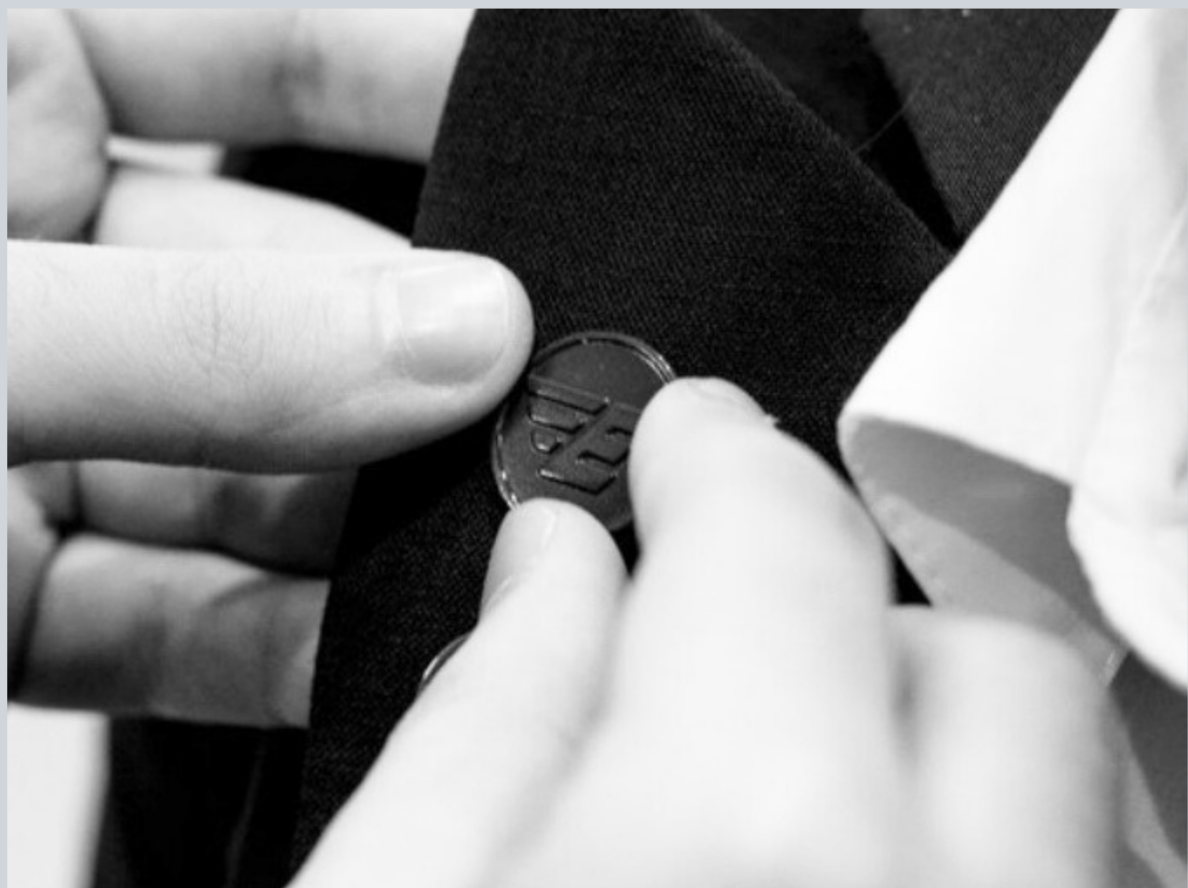
He is doing the master's degree in aerospace engineering at the University of Pisa.

*Chapter*

# SPONSORS, PARTNERS

*& CAREER OPPORTUNITIES*

Partnerships that make it possible.



# SPONSORS

## AIRBUS

## AIRBUS

Airbus is a prominent European aerospace corporation, established in 1970 and headquartered in Blagnac, France. The company is renowned for its comprehensive activities in designing, manufacturing, and delivering a wide range of aerospace products. These include commercial aircraft, helicopters, and defence and space systems. Airbus is committed to innovation and sustainability, contributing significantly to advancements in global aerospace technology and infrastructure.

## ANSYS



Ansys is a company that develops simulation software for various fields of engineering. Its headquarters are located in the USA, but it has offices worldwide. Its commercial policy places strong emphasis on students: Ansys provides benefits for students (e.g., free access to the student versions of certain software) and is also highly involved in student associations and competitions.

## BUSINESS EXPLORATION



Business Exploration has been helping industrial companies sell complex, customised solutions since 2009. As a Founding Member of the Cialdini Institute, Business Exploration brings the latest insights from behavioural economics to the commercial teams of companies in the Aerospace, Defense, Energy, Marine, Automation, and Medical Devices sectors, empowering them to influence sales scientifically and ethically.

## European Helicopter Association (EHA)



Representing the VTOL community in 13 countries across Europe, their mission is to speak as the voice of the European VTOL industry at European institutions and elsewhere, promoting the best interests of all sectors. Since its establishment in 1980, EHA has

focused on promoting the use of helicopters as vital tools for improving the safety of citizens, enhancing national security, and adding economic value to the European Union's collective wealth. Their members are rotorcraft operators, manufacturers, service providers, and suppliers, all working together for a common cause.

## EUROCONTROL



They support European aviation by delivering technical excellence and civil-military expertise across the full spectrum of Air Traffic Management. At the same time, it raises the key issues the industry faces and the solutions needed to address those challenges. Its activities cover operations, service provision, concept development, innovation, Europe-wide project implementation, performance improvements, coordination with key aviation players at various levels, as well as support for the future evolution and strategic orientation of aviation.

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## Skyline Traineeship Programme at EUROCONTROL!

We are looking for motivated students and recent graduates to join us, across a broad range of fields such as Air Traffic Management, Engineering, IT, Data Science, HR, Finance & Economics, Legal, Communication, and many more.

During your time with us, you'll gain practical experience by contributing on key projects with top experts, making a real impact in shaping the future of the aviation industry across our 4 sites: Brussels, Maastricht, Luxembourg, and Bretigny-sur-Orge (near Paris).

To know more about the programme, visit our website at:

[www.eurocontrol.int/traineeships](http://www.eurocontrol.int/traineeships)

The registration opens again as of Mid-April 2026 for 4 weeks. Stay tuned!



## EUROPEAN ROTORS



EUROPEAN ROTORS, a four-day business-to-business event, stands out in the rotorcraft industry. It offers certified training sessions, seminars, and workshops, making it a hub for industry leaders to conduct business and share knowledge. Co-organised by the European Helicopter Association (EHA) and the European Union Aviation Safety Agency (EASA), and produced by Vertical Aviation International (VAI), it hosts the prestigious EASA Rotorcraft and VTOL Safety Symposium.

Since its launch in 2021 with a successful show in Cologne, Germany, the EUROPEAN ROTORS event has been on a trajectory of growth and success. The second edition also took place in Cologne. For its third edition, the show moved to Madrid, Spain, attracting over 5,400 industry attendees and 231 exhibitor companies from more than 80 countries, attesting to the show's popularity. The fourth edition, in Amsterdam, the Netherlands, saw similar worldwide participation. In 2025, EUROPEAN ROTORS returns to Cologne for its fifth edition.

## HILLSBORO AERO ACADEMY



Hillsboro Aero Academy trains helicopter and airplane pilots from over 75 countries, making it one of the world's largest international flight schools.

Since 1980, it has helped students turn their passion for flying into professional aviation careers. Based in Oregon, USA, it offers a highly diverse training environment that prepares pilots for real-world challenges with airlines and helicopter operators, and with approvals from multiple international aviation authorities and a 45-year reputation, it is known for safety, quality, and a global outlook. International students benefit from an extended visa option allowing nearly two years of work in the United States after licensing, as well as the unique opportunity to earn both FAA and EASA certifications in one location, opening career paths across North America, Europe, and beyond, making the dream of flight a pathway to a global profession.

## IGA Academy



IGA Academy is an IATA Regional Training Partner located in Istanbul, Turkey. Its mission is to develop new and innovative ideas for global players in the aviation industry. It offers training courses and diplomas related to airport and ground operations, including topics such as A-CDM (Airport Collaborative Decision Making) and baggage handling services and systems. These programmes aim to train Istanbul Airport employees in line with industry requirements and to comply with national and international aviation standards.

## MathWorks



MathWorks is a leading developer of computational software. MATLAB, the language of technical computing, is a programming environment for algorithm development, data analysis, visualisation, and numerical calculations. Simulink is a graphical environment for simulation and model-based design of multi-domain dynamic and embedded systems. Engineers and scientists worldwide use these products to accelerate the development of research and innovation in automotive, aerospace, electronics, financial services, biotechnology and pharmaceuticals, and other industries.

## PACE



Founded in 1995, PACE Aerospace & IT has built a reputation for developing cutting-edge software products, taking the company from a university spin-off to an international market player and partner of choice for leading aerospace and aviation companies.

PACE Aerospace & IT engages in aerospace and aviation niches such as aircraft preliminary design, aircraft interior configuration, flight profile optimisation, avionics HMI, extended reality (XR), and AI-based training.

# PARTNERS

## CANSO



CANSO (Civil Air Navigation Services Organisation) is the global voice of the Air Traffic Management industry, representing air navigation service providers (ANSPs) and industry suppliers worldwide. CANSO drives the development of safe, efficient, and sustainable air traffic management solutions by facilitating collaboration, sharing best practices, and advocating for industry advancements. CANSO plays a critical role in shaping the future of Global Aviation, ensuring the skies remain safe and accessible while supporting the industry's growth and innovation.

## EIIL



The European Institute for Industrial Leadership (EIIL) is a leading organisation dedicated to developing the next generation of industry leaders. By offering specialised training, mentorship, and networking opportunities, EIIL equips young professionals with the skills and knowledge needed to excel in industrial management roles. With a strong focus on leadership, innovation, and sustainability, EIIL partners with top companies and academic institutions across Europe to ensure that participants are prepared to meet the challenges of an evolving industrial landscape.

## ICAS



The International Council of the Aeronautical Sciences (ICAS) is a global organisation dedicated to advancing the field of aerospace sciences. By bringing together leading experts, researchers, and industry professionals from around the world, ICAS fosters collaboration and the exchange of knowledge in aeronautics and astronautics. The organisation hosts conferences, publishes research, and supports the development of innovative technologies that shape the future of aerospace. ICAS plays a crucial role in promoting scientific excellence and driving progress in the aerospace industry.

## International Space University



The International Space University (ISU) is an institution dedicated to space education, research, and collaboration. Located in Strasbourg, France, ISU offers interdisciplinary programmes that cover all aspects of space science, engineering, policy, business, and law. With a diverse, global network of students, faculty, and alumni, ISU fosters innovation and international cooperation in the space sector. The university's approach combines academic rigour with hands-on experience, preparing graduates to lead and drive advancements in the evolving space industry. ISU is committed to shaping the future of space exploration and ensuring that space benefits all of humanity.

## Junior Enterprises Europe (JEE)



Junior Enterprise Europe (JEE) is a network of student-run consulting firms across Europe that provides real-world business solutions while fostering entrepreneurial skills among students. These junior enterprises offer consultancy services in various fields, including management, marketing, finance, and engineering, bridging the gap between academia and industry. By engaging in hands-on projects and collaborating with companies, students gain valuable experience and insights into the professional world.

## NEREUS



NEREUS is the Network of European Regions Using Space Technologies, an initiative by regions across Europe founded in 2009. Emphasis is placed on the use of space technologies. The network aims to explore the benefits of space technologies for Regions and their citizens and to spread their understanding and applications. It brings together 23 Regions in European countries and a rapidly growing group of Associate Members ensuring a significant industry, SME and research representation.

The Space Generation Advisory Council (SGAC) is a global non-profit organisation dedicated to representing the interests and ideas of young professionals and students in the space sector. SGAC provides a platform for the next generation of space leaders to engage in discussions, develop policies, and contribute to international space initiatives. By organising events, workshops, and conferences, SGAC fosters collaboration and knowledge-sharing among young students and professionals, helping to shape the future of space exploration and development.

The Space Economy Academy (SEAC) is a leading educational institution dedicated to advancing knowledge and expertise in the field of space economy. The academy offers specialised programmes, workshops, and training sessions designed to equip students and professionals with the skills needed to navigate and thrive in the space industry. SEAC focuses on various aspects of space economy, including space commercialisation, satellite technology, space policy, and market analysis. By fostering a deep understanding of the economic and strategic dimensions of space activities, SEAC plays a crucial role in shaping the future of space exploration and utilisation.

**AERO Friedrichshafen**



AERO Friedrichshafen is a trade show dedicated to European General Aviation. It is held yearly in April on the shores of Lake Constance at the exhibition center of Friedrichshafen, Germany, right next to Friedrichshafen Airport. During the show participants can discover the variety of the aviation industry in 12 exhibition halls and a static display ranging from Gliders, Ultralights, piston aircraft and helicopters up to Business Aviation. With more than 756 exhibitors from more than 38 countries, 32,000+ attendees and 500+ journalists from all over the world, AERO Friedrichshafen is the international community's annual meeting place.

**Bolt Business**

**Bolt for Business**

Bolt Business is a mobility platform designed to simplify the management of business transportation. Through centralised ride booking, automated expense reporting, and flexible budget control tools, the platform enables organisations to coordinate employee and guest transportation more efficiently while maintaining transparency in travel expenses. Operating in more than 50 countries and over 600 cities, Bolt Business has become a widely used solution for companies seeking structured and scalable mobility services.

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**CEAS**  
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24 JULY 2026

**55<sup>TH</sup> INTERNATIONAL PARIS AIR SHOW**  
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