

## AIRBUS A380 CERTIFIED WITH GP7200 ENGINE



Philippe Pons/Aircelle

The European Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA) of the United States have certified the Airbus A380 powered by GP7200 engines. A competitor of the Rolls-Royce Trent 900, the GP7200 is made by the Engine Alliance, an equal joint venture of General Electric and Pratt & Whitney.

Certification marks a major milestone for this new engine and its components. Safran has a 17.5% stake in the program, with four Group companies involved. Snecma is in charge of the high-pressure compressor, giving it 10%, while Techspace Aero is responsible for the low-pressure compressor for a 7.5% share. Aircelle supplies

both types of nacelles, with and without thrust reversers, and Hispano-Suiza provides the electrical thrust reverser actuation system (ETRAS®), these two companies being selected for both the Trent 900 and the GP7200. Entry into revenue service for the GP7200-powered A380 is slated for August 2008, with Emirates Airlines as the launch customer.

## Biometric control gates at Cairo airport



© Sagem Sécurité

Sagem Sécurité (Safran Group) will supply biometric border control gates for Terminal 3 at the Cairo airport. The company's automatic fingerprint recognition technology ensures secure, reliable identification, and accelerates the control process for passengers, especially pre-registered and frequent flyers. Biometric ID systems by Sagem Sécurité are installed in more than 60 countries. Its ID control solutions have already been chosen for similar applications in several major airports, including in Great Britain (iris recognition), Australia (facial recognition) and France (fingerprint recognition).

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See special report on "Biometrics" in *Safran Magazine* No. 2.

## STRIX SIGHTING SYSTEMS FOR SPAIN AND FRANCE

Sagem Défense Sécurité (Safran Group) has received an order for Strix sighting and observation systems for 64 Tiger HAD attack and support helicopters to be deployed by Spain and France. The first systems are slated for delivery in 2009. Featuring high-performance optronic (electro-optical) sensors, the gyrostabilized Strix system will give Tiger HAD machines true day/night long-distance target observation, identification and engagement capabilities.

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The Strix sighting system is located between the rotor and the upper cockpit.

## SAM146 KICKS OFF SUCCESSFUL FLIGHT TESTS



© Snecma/Éric Chausson

Results from the initial flight tests of the SaM146 are very encouraging. Tests started at the end of last year in Russia, using an Ilyushin Il-76LL flying testbed. By the end of February 2008, the engine had logged 42 hours in the air and satisfied all performance objectives. At the same time, two engines have been delivered to Sukhoi in preparation for the first flight of the Superjet 100.

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## SAFRAN BOLSTERS INVESTMENTS IN INDIA

The new Syscom plant (subsidiary of Sagem Orga GmbH, Safran Group) has been inaugurated in Noida, near New Delhi, in a ceremony attended by Jean-Paul Herteman, Chief Executive Officer of Safran Group. This new facility is the largest smart card production unit in India, with a current output of 150 million cards per year. "We plan to double our production rate by the end of 2009 to 300 million a year," enthuses Patrick Samier, Chairman and CEO of Sagem Orga. The objective for Sagem Orga and parent company Sagem Sécurité, which already hold 40 to 45% of the Indian smart card market, is to deploy an ultra-competitive production facility that covers all of the Asia-Pacific, Middle East and Africa. It will also underpin the acceleration of the security business in a booming Indian market.

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## A BOOST FOR CLEANER ENGINES

Techspace Aero (Safran Group) is coordinating all work on the low-pressure compressor, or booster, being developed through the European research program VITAL. Financed by the European Commission, VITAL is a four-year program that aims to significantly reduce the noise and CO<sub>2</sub> emissions generated by aircraft engines. Fellow Group company Snecma is leading a consortium of 53 partners in this program, including Europe's leading engine manufacturers and research organizations. The booster developed by Techspace Aero will be tested during the first half of 2008 at the Central Institute of Aviation Motors (CIAM) in Moscow, to validate the technologies used. The idea is to develop a lighter, more compact unit, coupled with better aerodynamic performance.

“Through this fan module, including compressor, fan, intermediate casing and bearing housings, we wanted to advance the ‘state of the booster art’.”

PIERRE GUILLAUME  
VP ENGINEERING,  
TECHSPACE AERO



## Messier-Bugatti kicks off wheel and carbon brake production in the U.S.



In January 2008, the Messier-Bugatti USA plant in Walton, Kentucky started production of wheels and carbon brakes, and shipped its first products. A plant extension was built in less than a year to handle this new activity. The aim is to increase production to keep pace with Messier-Bugatti's growing business in North America. In addition to supplying wheels and carbon brakes for the Boeing 767, 777LR, 787 and 737NG commercial airplanes, Messier-Bugatti also supplies these products for the U.S. Air Force's KC-135 tankers and C-17 cargo aircraft.

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The wheel & brake production shop in Walton, KY, prior to startup.

## FIRST TESTS OF SILVERCREST CORE A SUCCESS

At the end of January, Snecma (Safran Group) announced the initial results of a series of tests of the Silvercrest engine core demonstrator. Based on 35 hours of operation, all performance objectives were met. These tests confirmed the performance delivered by the compressor and combustor, plus the efficiency of the high-pressure turbine, as well as checking the dynamic behavior of the entire core. Designed for super-midsize to large business jets, the Silvercrest engine family is rated at 9,500 to 12,000 lb of thrust. Snecma is the first manufacturer in this thrust class to validate a new engine concept and test it on a core demonstrator. Tests started last December at the Snecma plant in Villaroche, near Paris, and will be completed in March 2008.

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### CORE TESTS AT A GLANCE

- 660 parameters monitored in real time.
- Parameters checked: compression ratio, surge margin, compressor and high-pressure turbine blade clearance.

### FOCUS ON COMPOSITES

Snecma Propulsion Solide (Safran Group) is strengthening its position in the aviation composites market. Having already developed the carbon composite material that Messier-Bugatti used to become the world's leading supplier of aircraft carbon brakes, Snecma Propulsion Solide is now teaming up with Snecma and Aircelle to develop composite nozzles for commercial airplane engines. Snecma Propulsion Solide created a new Aeronautics and Composites division on January 1st to further develop this business and provide a single point of contact for partners and customers alike.

### TURBOMECA EXPANDS PRESENCE IN U.S.

Turbomeca (Safran Group) has completed the construction of its new plant in Monroe, North Carolina. Spanning some 100,000 sq ft, this plant will start producing helicopter engine parts in June, and should have 180 employees by 2010. The new plant will help Turbomeca keep pace with the growth of its business in the American market, especially as supplier of engines for the U.S. Army's UH-72A helicopters, while also increasing production capacity in the dollar zone (see page 26).

**MORE**  
[www.turbomeca-usa.com](http://www.turbomeca-usa.com)

## Landing gear gift for Emirates

Emirates' technical training center has received an Airbus A340 landing gear leg as a gift from Messier Services (Safran Group), to help train student mechanics, an act that reflects Safran's long-standing presence in the Middle East.

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