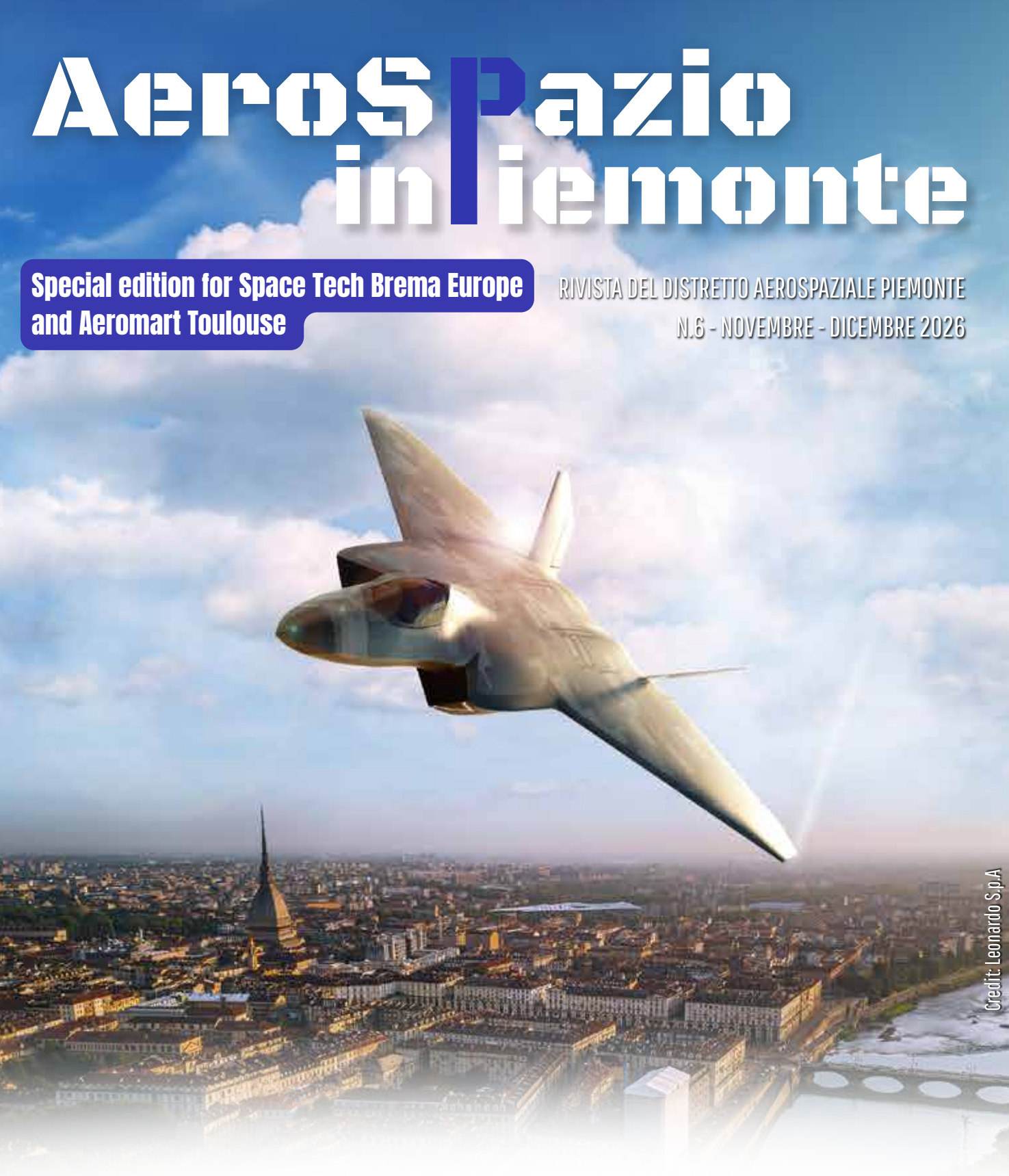
AeroSpazio in Piemonte

Special edition for Space Tech Brema Europe and Aeromart Toulouse

RIVISTA DEL DISTRETTO AEROSPAZIALE PIEMONTE
N.6 - NOVEMBRE - DICEMBRE 2026



Credit: Leonardo S.p.A

DAP
DISTRETTO AEROSPAZIALE PIEMONTE



Institutional bodies

Trade associations

Academy and research centers

Key players

Large companies

Other companies



MAURIZIO DE MITRI

President of the Piedmont Aerospace Cluster

PIEDMONT AND THE DEFENSE CHALLENGE: ARCHITECTING A DUAL-USE EUROPEAN HUB

We are not witnessing a mere collection of isolated industrial initiatives, but rather the deliberate emergence of a high-tech Aerospace and Defense hub. The momentum generated by the development plans of key strategic players—such as LEONARDO, MBDA, GE Avio, and SAFRAN—reflects a deep restructuring of the European supply chain. Piedmont is establishing itself as a center of excellence for systems engineering, electronics, and advanced engineering in defense. This transformation is not a fleeting trend, but the natural evolution of an unprecedented industrial heritage. Our industrial trajectory focuses on dual-use technological "brains": advanced systems engineering, mission-critical microelectronics, guidance systems, and onboard intelligence. The convergence between Space and Defense is now absolute. Composite materials, satellite navigation, AI algorithms for data processing, and cybersecurity—originally developed for aerospace—find immediate dual-use applications across air, cyber, and space defense domains. The Cluster's core strategic objective is converting our leadership in civil and scientific aerospace into robust industrial capacity for Defense. The two sectors share over 70% of their underlying technological foundation. Our established expertise in space infrastructure and habitation modules (Thales Alenia Space), combined with capabilities in microsatellites (Tywak International) and Earth observation, translates directly into delivering space surveillance systems and encrypted telecommunications for European security. This evolution encompasses the entire supply chain. Our historic ecosystem of precision mechatronics SMEs—spread across the Turin Metropolitan Area, Canavese, Cuneo, and Novara regions—already meets stringent quality benchmarks (AS/EN 9100 certifications). Adapting and expanding production toward mission-critical components for international initiatives like the Global Combat Air Programme (GCAP) or missile defense systems offers local suppliers higher margins and long-term contractual stability. The Piedmont Aerospace Cluster actively works to ensure this transition succeeds across the entire value chain. We assist SMEs in obtaining facility security clearances (NOS) and specialized military certifications, while fostering open innovation between Prime Contractors and local suppliers. The presence of the NATO DIANA accelerator confirms that local dual-use technologies in artificial intelligence, robotics, and quantum materials are vital to Allied defense. Concurrently, our close collaboration with Politecnico di Torino and local Higher Technical Institutes (ITS) ensures the development of cross-disciplinary talent. Piedmont is operating to consolidate its position as a leading European Dual-Use Technological Hub. Building defense capacity allows our region to secure technological sovereignty, attract international capital, and deliver long-term industrial resilience.

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LEONARDO

AEROSPACE, DEFENCE AND SECURITY

GCAP: A BOOST FOR ITALY'S WORLD-CLASS ENGINEERING AS EDGEWING LANDS IN TURIN

The inauguration of Edgewing's Italian site in Turin on 9 October marks a new chapter in Piedmont's aerospace industry. The city will host the first Italian office of the joint venture responsible for developing the future combat aircraft under the Global Combat Air Programme (GCAP), a collaboration between Italy, the United Kingdom and Japan. The decision builds on the region's longstanding expertise and creates new opportunities for research, engineering and advanced manufacturing.

Owned in equal shares by Leonardo, the UK's BAE Systems and Japan Aircraft Industrial Enhancement Co. (JAIEC), Edgewing will design and develop the aircraft and retain design authority throughout its lifecycle, expected to extend beyond 2070. Bringing together professionals from all three nations, its Turin site will support engineering, integration, airworthiness and certification. At full capacity, Edgewing Italy is expected to employ around 1,000 people, alongside over 1,000 Leonardo employees working on GCAP, mainly in Turin and Caselle.

Turin's selection reflects its contribution to international aerospace programmes, from Tornado to Eurofighter, and its expertise in complex systems. Today, the city is a major Leonardo engineering centre, while Caselle hosts the Eurofighter final assembly line. Leonardo accounts for approximately 36% of that programme's overall value, including aeronautics and electronics.

At the inauguration, Leonardo's CEO and General Manager, Lorenzo Mariani, described GCAP as fundamental to Italy's future defence capabilities in the face of emerging threats. He stressed that increasingly complex operational scenarios demand a shift from individual platforms to interconnected systems operating across multiple domains. Turin's aerospace heritage and experience in international partnerships, he noted, make it a natural base for the programme's engineering activities.

Scheduled to enter service in 2035, GCAP will centre on a crewed combat aircraft within an integrated digi-



tal architecture, coordinating crewed and uncrewed platforms and exchanging information across land, maritime, space and cyber domains. Artificial intelligence, advanced sensors, supercomputing and secure communications will underpin this transformation, alongside new approaches to design and production.

Leonardo has established four new laboratories in Turin focused on innovation across the aircraft lifecycle, including advanced simulation, autonomous systems, human-machine interfaces, materials, fleet management and predictive maintenance. All of them already work at full-speed on research for the aeronautics of the future, civil as well as military, and can benefit GCAP development too. At its Corso Francia site, the Product Capability and Concept Laboratory (PC2LAB) uses digital technologies, supercomputing and digital twins to design and test future aircraft



virtually. Simulating complex scenarios allows engineers to assess performance and technical solutions before building prototypes, reducing development times and risks.

GCAP's benefits will extend across the industrial ecosystem. Alongside Leonardo, Italian companies including Avio Aero, Elettronica and MBDA Italia are involved, together with suppliers, universities, research centres, SMEs and start-ups. The programme offers specialised businesses opportunities to develop technologies and strengthen their position in international markets.

Piedmont already has a strong aerospace supply chain. Leonardo employs around 5,200 people in the region, alongside approximately 1,100 at the Thales Alenia Space joint venture. The Group's activities support over 14,500 direct, indirect and induced jobs and involve some 420 regional suppliers, 87% of them SMEs, with orders worth approximately €740 million in 2025. Leonardo's R&D investment represents 9.7% of total business R&D spending in Piedmont.

By combining research, advanced engineering and manufacturing, GCAP can foster highly skilled employment and supply-chain growth. With Edgewing Italy, Turin strengthens its international aerospace role and contributes to a programme central to Italy's technological autonomy and industrial future.

FEV

A NEW APPROACH TO INNOVATIVE AEROSPACE

LEARNING ACROSS INDUSTRIES: FROM TECHNOLOGY TRANSFER TO KNOWLEDGE TRANSFER FOR EUROPE'S AEROSPACE FUTURE

Aerospace is going through one of the most significant technology transitions in its history. New propulsion concepts, increasing electrification, more software-intensive systems and growing system complexity are reshaping the way aircraft and spacecraft are developed. While aerospace applications remain unique, many of the engineering challenges behind this transition are not.

Over the past two decades, the automotive sector has undergone a similar transformation. Electrification, digitalization and the integration of increasingly complex systems forced manufacturers and suppliers to develop new engineering methods, validation approaches and development processes. Today, aerospace is encountering similar challenges, albeit under very different operational and regulatory conditions. This is evident in hydrogen propulsion, advanced energy storage, software-defined avionics and integrated vehicle architectures. These technologies require the coordination of multiple disciplines, large volumes of data and development cycles that are becoming increasingly demanding. Managing this complexity efficiently while maintaining safety and reliability has become a central engineering challenge.

Aerospace starts from a position of exceptional strength. The industry's expertise in certification, safety-critical design and mission reliability is among the most advanced in the world. The opportunity lies in combining aerospace expertise with lessons learned in other high-technology industries.

For Europe, this perspective is increasingly important. Aero-



space, defense, energy and mobility are becoming increasingly interconnected. Many of the technologies that will shape the next generation of aircraft and space systems are being developed across multiple industries at the same time. Europe will benefit most when those advances can be integrated efficiently into aerospace programs.

In this environment, industrial partnerships play a crucial role. Organizations capable of bringing together knowledge from different sectors can help reduce development risk, accelerate innovation and strengthen European capabilities in strategic technologies. This applies not only to products and technologies, but also to engineering methods, testing strategies, simulation tools and industrialization processes.

This is where cross-industry engineering partners can create significant value. FEV operates across automotive, aerospace, energy and defense, giving its teams direct exposure to challenges and solutions from multiple high-technology sectors. The benefit for aerospace customers is access to practical experience that has already been tested and refined under demanding development conditions. FEV's aerospace activities cover areas including hydrogen propulsion, fuel-cell systems, energy storage technologies, avionics, software engineering, model-based systems engineering, testing and validation.

A good example is FEV's work with Beyond Aero. FEV was selected as engineering partner for the development of a 400 kW fuel-cell system for a hydrogen-electric business aircraft. The project covered system architecture, simulation, electrical design, control software, prototype assembly and testing. Moving from design to test campaign within twelve months, the project demonstrates how experience gained in electrification, fuel cells and complex systems integration can be adapted to meet the specific requirements of aerospace applications. Across the aerospace sector, technologies such as hydrogen propulsion, advanced energy storage, model-based systems engineering and software-intensive airborne platforms are creating new demands on engineering organizations. Equally important is the ability to manage multidisciplinary programs, integrate complex systems and deploy efficient verification and validation processes. Experience gathered across industries can help address these challenges more effectively when adapted to aerospace standards and certification requirements.

Aerospace innovation will continue to be driven by the deep expertise that exists within the sector itself. Yet some of the technologies, methods and development approaches that will define the next generation of aircraft and space systems are emerging across multiple industries at the same time. Organizations able to connect these worlds will be better equipped to innovate faster while maintaining the performance, safety and reliability that aerospace demands.



ANFIA

GIUSEPPE BONOLLO, PRESIDENT OF ANFIA CAR DESIGN AND ENGINEERING GROUP

AUTOMOTIVE AND AEROSPACE: OPPORTUNITIES FOR DIVERSIFICATION

An increasing number of automotive companies are expanding into other sectors to diversify their businesses and maintain production capacity. Aerospace, with the recovery of air travel and increased defense investments, is among these sectors. Over the past two years, ANFIA has intensified its efforts in this area. In 2025, an ANFIA-EY assessment was administered to the ANFIA membership base to evaluate the technological, organizational, and managerial capabilities essential for entering the Aerospace & Defence (A&D) market. Mostly, automotive companies possess the expertise and organizational structure needed to enter this market. Both sectors, in fact, require a complex supply chain structure, a high degree of precision, continuous innovation, and a strong focus on safety and security. The automotive sector, however, has high production volumes, shorter product lifecycles, and greater component standardization, whereas A&D components and systems must guarantee performance over lifecycles of 20–40 years, requiring rigorous testing, qualified materials, and stricter tolerances.

The transition to A&D largely requires a significant leap in terms of reliability and compliance with regulatory standards. Motorsport companies benefit from a technology-driven approach, rapid innovation cycles, high technical and quality requirements, and stringent safety standards, all while delivering product performance in hyper-competitive environments where maintaining and enhancing performance is essential. A prime example is the success story of Sabelt, which collaborates with companies such as Thales Alenia Space Italia, Airbus, and Leonardo Elicotteri. It was with Leonardo Elicotteri that ANFIA launched a structured collaboration by gathering several dozen expressions of interest from members wishing to join its supply chain. In mid-September, an event was held in Turin, organized by the Piedmont Aerospace District in collaboration with the Piedmont Region, dedicated to "Crescere Insieme" Leonardo's program to strengthen the Italian helicopter supply chain, which I had the pleasure to attend. On that occasion, three new agreements were announced with three local companies, following the one with Sabelt. The next step: an ANFIA-Leonardo technical webinar for members, offering the opportunity to assess their eligibility. Finally, on behalf of ANFIA I am glad to attend the Aerospace Technical Group within Confindustria, by this mean broadening the ANFIA membership in Confindustria's digital platform, Connext Filiere, dedicated to business and diversification opportunities in Aerospace, Defense, and Security. Continuing and strengthening joint activities between the two sectors not only broadens the prospects for our members but also accelerates the cross-sectoral technology transfer that is essential for keeping the Italian manufacturing industry competitive overall.



AVL ITALIA

WORLD'S LEADING MOBILITY TECHNOLOGY COMPANY FOR DEVELOPMENT, SIMULATION AND TESTING IN THE AUTOMOTIVE INDUSTRY

BRINGING MOBILITY INNOVATION TO THE AEROSPACE AND DEFENCE SECTORS

The future of the aerospace and defence sectors are increasingly shaped by the technologies that are driving innovation in other industries. Electrification, advanced energy systems, software-defined architectures, simulation and virtual validation are essential capabilities for developing the next generation of aircraft, space vehicles and defence platforms. As one of the world's leading mobility technology companies, AVL supports this transformation through its expertise in engineering, simulation and testing. Founded in Austria in 1948, it employees 12,000+ people globally, and utilises its experience in propulsion systems, electrification, software and AI to help manage complexity, accelerate development and reduce technical risk.

Within this global network, AVL Italia acts as a centre of engineering excellence for the Italian market. With around 300 employees, headquarters in Turin and a Technical Centre in Reggio Emilia, it unites engineering expertise and testing capabilities under one roof, supported by a dedicated Aerospace & Defence organisation. Combining our knowledge in propulsion, electrification, software and E/E architectures with advanced simulation capabilities, the company enable aerospace and defence organisations to develop, validate and optimise complex systems more efficiently. AVL's portfolio spans the entire development chain, from simulation platforms and digital twins to advanced testing and validation capabilities. In the security and defence sector, AVL develops military-grade hybrid and electric propulsion systems and has led the European Defence Agency's HybriDT II programme on hybrid drives for infantry fighting vehicles, while EN 9100 certification further strengthens its aerospace and defence credentials.

Supporting innovation in aviation and space, AVL has contributed to hydrogen-electric propulsion initiatives, including a 1.5 MW fuel-cell testbed for the German Aerospace Centre's BALIS programme and testing infrastructures supporting next-generation aircraft. It also provides simulation and testing capabilities for eVTOL, hybrid-electric and hydrogen-based aviation applications. Beyond aviation, AVL has contributed to the development of the Moon RACER lunar rover for NASA's Artemis programme. Present in Turin since 1980 and a long-standing research partner of Politecnico di Torino, AVL Italia is now bringing this experience to the Piedmont Aerospace Cluster, supporting the development of future aerospace and defence systems.



NOVAEKA

A DESIGN COMPANY SPECIALIZED IN TEST BENCHES FOR ROCKET ENGINES AND DIGITAL TWINS FOR PHYSICAL SYSTEMS

TURIN EYES EUROPEAN LEADERSHIP WITH NEXT-GENERATION PROPULSION TESTING HUB

Piedmont is home to one of the most competitive aerospace ecosystems in Europe: more than 450 companies, over 35,000 employees and a turnover exceeding €8 billion, spanning large groups, SMEs, start-ups, universities and research centres. This is the background to the Torino Propulsion Hub proposal, which Novaeka intends to explore further with the Piedmont Aerospace District and local stakeholders: a modular testing capability accessible to the entire supply chain. In propulsion, testing is an integral part of development. Simulation and digital twins reduce time and costs, but experimental validation remains indispensable. For SMEs and start-ups, however, access to test facilities is often a bottleneck, owing to logistics costs and lead times that fit poorly with programme schedules. For dual-use programmes, moreover, a testing capability close to the supply chain strengthens industrial resilience. ESA, too, which in July 2026 launched a Chemical Propulsion Laboratory for small propulsion systems together with NLR, confirms the demand for agile and accessible infrastructure. The aim is not to create a new ecosystem but to complete the existing one, starting from the Città dell'Aerospazio (Aerospace City) and the 12,000 square metres of laboratories of the Piattaforma dell'Aerospazio (Aerospace Platform), while avoiding duplication. The start-ups of ESA BIC Turin and the initiatives with the Politecnico di Torino represent a potential pool of users. The preliminary concept envisages capabilities for advanced aero-engine propulsion and ramjets, solid-propellant motors and mobile solutions of up to 100 kN, with the digital twin as a cross-cutting element and a focus on propellants with a lower environmental impact. Novaeka is able to design and build systems that serve a complementary range of services: modular, fast and close to users. SMEs could purchase tests without building their own facilities, universities would gain a bridge towards technology demonstration, and large groups would have access to flexible capacity. Turin would thus join a European network of test infrastructures. The first step must be a shared technical and industrial feasibility study to assess requirements, location, safety, permits, sustainability and the business model, and above all the actual demand. Only then will it be possible to define the role of institutions and access to funding, measuring results through transparent indicators. If the outcome is positive, Turin will be able to offer a faster path from design to qualification and to market.



CAPPELLI RIOLO CALDERARO CRISOSTOMO DEL DIN & PARTNERS

AVVOCATO ELENA RYOLO

ITALY'S SPACE LAW: OPPORTUNITIES, OBLIGATIONS AND OPEN QUESTIONS FOR PLAYERS AND INVESTORS

Italy's Space Law (No. 89/2025), in force since June 2025, regulates private space access and seeks to boost space economy investment. Key elements depend however on implementing decrees not yet adopted; until then, the actual scope, costs and impact remain partly uncertain.

A new two-track regime applies to a broad notion of "space activity", including launch, in-orbit operations, re-entry and ground services. The process takes 120 days (more if considering preparation time), a real issue where speed matters.

The Italian Space Agency (ASI) first check objective and subjective requirements, including technical and professional capabilities, to be detailed by the decrees. The interministerial space policy committee (COMINT) and the Government then assess security and strategic aspects. Refusal grounds may include risks to defence, national security, critical infrastructure or cybersecurity. As with Golden Power screening, this discretion may affect predictability.

Unauthorised space activity risks fines and imprisonment.

Operators' liability is capped at the insured amount, save for wilful misconduct, gross negligence or breach of law. Insurance (or other financial guarantee) is mandatory, with a €100m standard cap; the implementing decrees may set up to three risk bands with lower caps, but not below €50m (€20m for research-only operators and innovative startups).

Any transfer of an authorised space activity, or of ownership, management or control of a space object, needs new authorisation (subject to a 60-day review). Acquiring control thus means an extra approval and new requirements check, especially on the new owner's side. Deals must reflect this in due diligence, conditions precedent, timetables, pricing and other contract terms.

Financial soundness reviews will weigh institutional investors, funding programmes and recognised incubators or accelerators. In public tenders not divided into lots, 10% of the value must be subcontracted, the SME and startup share counts in bid scoring, and subcontractors are paid directly, with a 40% advance in 15 days. The national space economy plan must also support SMEs, backbone of Italy's supply chain.

Growth capital remains an open issue. The goal is a sector that consolidates and scales; the main rules exist, but impact depends on the decrees and their application. Will Italy's ecosystem and regulators move fast enough?

TORINO AIRPORT

LOUNGE DAP

PIEDMONT'S AEROSPACE EXCELLENCE TAKES OFF FROM TURIN AIRPORT

The new permanent exhibition space of the Piedmont Aerospace Cluster (DAP) was inaugurated in October 2026 at Turin Airport's Piemonte Lounge. The initiative aims to provide a high-profile international showcase for the capabilities, technologies, products, and innovations developed by the cluster's member companies.

An explanatory panel showcasing the aerospace projects and manufacturing capabilities of the cluster's member companies has been installed at the entrance of the airport's Piemonte Lounge. Positioned opposite this striking panel are four display cases representing four DAP member companies—APR, Blue Engineering, LMA / Plyform Composites / Alfa Meccanica, and Sabelt—promoting the excellence of the local aerospace ecosystem to transit passengers, key stakeholders, and investors.

The ribbon-cutting ceremony was attended by Andrea Tronzano, Regional Minister for Economic Development and Internationalization of the Piedmont Region; Maurizio De Mitri, President of the Piedmont Aerospace Cluster (representing 160 members); Andrea Andorno, CEO of Turin Airport; and members of the DAP.

"This project represents a fundamental milestone in our strategy to promote the region's technological and industrial heritage," stated Maurizio De Mitri, President of the Piedmont Aerospace Cluster. "Having a permanent, physical presence within Turin Airport allows us to showcase the value, innovation, and strength of our aerospace supply chain to the world. I would like to thank the Piedmont Region, the DAP Board of Directors, and Turin Airport for believing in an initiative that gives a concrete voice and visibility to our member companies." Andrea Andorno, CEO of Turin Airport, added: "We are proud to inaugurate this new exhibition space, which underscores the strong partnership with the Piedmont Aerospace Cluster, of which we are a member. Hosting local excellence at our airport highlights the rich expertise, technology, and innovation that characterize Piedmont's aerospace sector, giving our passengers a unique opportunity to experience it firsthand." The display will remain accessible at the entrance of the Piemonte Lounge.



TURIN CHAMBER OF COMMERCE

CHEMICAL LABORATORY

CHEMICAL LABORATORY A TECHNICAL PARTNER FOR BUSINESSES AND INSTITUTIONS

For over fifty years, the Chemical Laboratory of the Turin Chamber of Commerce has been a trusted technical partner for companies, public bodies, and production sectors, providing analysis, consultancy, training, and institutional project support. Operating with independence and authority, and without inspection responsibilities, the Laboratory offers reliable expertise to a wide range of stakeholders.

Accredited according to ACCREDIA UNI CEI EN ISO/IEC 17025 (No. 0064L) and certified under UNI EN ISO 9001, the Laboratory is recognized by numerous national and international Organizations. Its services ensure technical competence, impartiality, and reliability across a wide spectrum of industrial sectors. Among its most requested services are those dedicated to food safety, including the editing and review of HACCP manuals, first- and second-party audits, shelf-life studies, and assessments of food contact materials (FCMs). The Laboratory supports food businesses, catering services, and supply chain operators with practical solutions that help ensure regulatory compliance and consumer protection.

Another key area of expertise is biological and environmental risk management. The Laboratory carries out targeted assessments of indoor air and water quality through microbiological and chemical investigations, monitoring activities in controlled environments, and chemical and biological risk assessments in compliance with Italian occupational Health and Safety regulations. The Laboratory is active in the prevention and control of Legionella risk, offering a range of services that include site inspections, check-ups, analytical sampling, risk assessment documentation, staff training, and coordination of sanitization treatments. It also provides water risk assessments for water intended for human consumption, ensuring compliance with current regulations. For high-technology sectors such as aerospace, precision electronics, pharmaceutical cleanrooms, and operating theatres, the Laboratory performs particle counting measurements in accordance with ISO 14644 standards, using accredited laser-based instruments. Indoor environmental investigations include the analysis of Volatile Organic Compounds (VOCs), dust, aerosols, microbiological contaminants, and microclimatic conditions, providing clients with a comprehensive study of indoor air quality. The Laboratory plays a leading role in numerous strategic projects involving the Italian Chamber System, Universities, and research Organizations. These initiatives focus not only on food-related topics but also on supporting businesses in the analysis and management of environmental aspects connected to their activities. Areas of intervention include resource consumption analysis, carbon footprint assessment, climate impact management, and the reuse of production residues and industrial by-products. In line with its public mission, and under the cooperation agreement signed with the Piemonte Aerospace Cluster on 3 November 2023, the Laboratory provides member companies with a free preliminary assessment of their needs through on-site visits. These visits are designed to gain a deeper understanding of business activities and, where appropriate, define a customized action plan, including an economic evaluation of proposed services. In addition, the Turin Chamber of Commerce offers reduced service fees for eligible companies through specific financial support schemes. These benefits apply to services related to environmental safety, Legionella prevention, and water quality management.

NEWS DAP

DAP AND EY JOIN FORCES TO SUPPORT THE COMPETITIVENESS OF THE AEROSPACE SUPPLY CHAIN

On the occasion of BEX 2026, EY and the Piedmont Aerospace Cluster (DAP) announce a collaboration agreement aimed at supporting the competitive development of companies belonging to the Cluster through assessment tools, improvement programs and initiatives dedicated to industrial transformation. The agreement is designed to provide aerospace supply chain companies with a structured framework to assess their positioning against key industry benchmarks, identifying opportunities to strengthen their organizational, operational and technological capabilities.

Maurizio De Mitri, President, DAP «This agreement is part of our ongoing commitment to enhancing the services offered to member companies and further strengthens the role of the Cluster as an enabler of opportunities, expertise and relationships that support the growth of the Piedmont aerospace ecosystem»

Ivan Losio, Partner and Italian Financial Accounting Advisory Service Leader EY«Business competitiveness increasingly depends on a company's ability to assess its level of maturity, identify development priorities and translate them into concrete transformation initiatives. Through this agreement, EY aims to provide DAP member companies with the expertise, methodologies and tools needed to support their evolution and strengthen their long-term competitiveness.»



HEALTH AND SPACE: MOU SIGNED BETWEEN PIEDMONT AEROSPACE CLUSTER AND AIIC

A Memorandum of Understanding (MoU) was signed today in Turin at ALTEC's headquarters between the Piedmont Aerospace Cluster (Distretto Aerospaziale Piemonte - DAP), represented by President Maurizio De Mitri, and the Italian Association of Clinical Engineers (Associazione Italiana Ingegneri Clinici - AIIC),represented by President Umberto Nocco.

The 24-month agreement establishes a strategic collaboration aimed at integrating Clinical Engineering and Aerospace Engineering expertise to tackle one of the most complex challenges of the new era of space exploration: safeguarding human health during long-duration missions in orbit, on the Moon, and ultimately on Mars.

As human stays in space become longer, developing highly reliable, autonomous, and resilient healthcare systems is essential. At the same time, the advanced risk management methodologies and critical system integration practices typical of the aerospace sector offer an extraordinary opportunity for innovation in everyday healthcare.

"The signing of this MoU represents a crucial step toward positioning Piedmont and Italy at the forefront of an emerging and highly strategic sector such as space medicine," stated Maurizio De Mitri, President of the Piedmont Aerospace Cluster. "Integrating the industrial and scientific excellence of our aerospace supply chain with Clinical Engineering expertise will allow us to develop innovative solutions for deep space exploration, while simultaneously generating immediate, tangible benefits for healthcare quality and telemedicine in our region."

Umberto Nocco added: "The fascination of space exploration touches everyone's heart through its reach for the infinite and, at the same time, its power to humble us as human beings. Yet, it is also the domain where cutting-edge technological content is most readily apparent. In this spirit, we are offering our expertise—rooted in another high-tech field—to help address the healthcare needs that will arise during space missions. For AIIC, this agreement with DAP represents a bold leap into an uncharted world, but we are confident it will yield professional growth for us and real utility for those called to fly into space."

Non succede ovunque



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Know-how and a strong capacity for innovation are the foundations of a diverse economy that successfully combines advanced manufacturing with artisanal excellence. From automotive and aerospace to biotechnology, nanotechnology, ICT, mechatronics, design, film, food and tourism, a wide range of industries contributes to a unique ecosystem of excellence.

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