

EDITORIAL



The future users of the Tiger helicopter, such as General Garben of German Army light aviation (see pages 18 and 19), are setting us some particularly challenging technical goals, which need to be achieved on a constantly shrinking budget.

The defense industry is consolidating, leaving fewer players in the field. Industrial giants are emerging, and industry involvement by the public sector is diminishing. Bigger companies undoubtedly have a stronger financial and commercial basis, but sheer size does not automatically bring down production costs.

Innovation is the only way to guarantee lower costs. Innovation is a state of mind which enables us to devise new technological solutions and improve our production methods to drive down both acquisition and life cycle costs.

In April 1998, our Apogée-3 presentation at the ITEC conference in Lausanne was described as the event of the year in the world of simulation.

At the Falcon seminar the following month, we showcased our new CMS Falcon maintenance management system, a direct derivative of the system we designed for military applications.

Mirage 2000 documentation is now fully computerized; and we are continuing to work on the Rafale's documentary information system and electronic documentation, which will bring air force and navy users a significant lead.

All these successes are the result of our unflagging commitment to research and development. And we can expect even bigger successes in the future as we continue to work with the world leaders in simulation, following the example of our association with CAE Elektronik GmbH for the Tiger program.

Yves Fouché
Chairman and Chief Executive Officer