



ASCENDANCE PARTNERS WITH SAFRAN FOR INNOVATIVE ATEA VTOL AIRCRAFT

News / Manufacturer



ATEA, which incorporates an innovative propulsion architecture consisting of eight vertical electric motors and two horizontal electric motors, is a silent low-carbon alternative to conventional helicopters, designed to reduce environmental impact and pave the way for more efficient regional connections. The flying ATEA demonstrator, currently in production, will have two ENGINEneUS electric motors built by Safran Electrical & Power, each developing more than 100kW. With its power and control electronics integrated directly into the motor and its optimized air cooling system, ENGINEneUS meets ATEA's requirements.

Ascendance began its ground testing campaign at its representative aircraft test facilities, in Muret, south of Toulouse, France. These tests aim to approve the integration of new technologies, including ENGINEneUS, into ATEA's hybrid electric propulsion system, and validate their performance.

Jean-Christophe Lambert, Ascendance's CEO commented: "Safety is central to our program, particularly the first test flights with a pilot on board. This collaboration with Safran Electrical & Power, a leading industrial player, is an opportunity for us to benefit from their expertise in

performance and safety, as well as the performance of the ENGINEUS motors.”

Agnès Pronost-Gilles, Executive Vice President and General Manager of Power Division, Safran Electrical & Power stated: “We are very proud to support Ascendance with their ambitious VTOL ATEA program. This announcement, which comes after the EASA certification of our ENGINEUS motor, consolidates our position as a pioneer in electric propulsion. It is the result of several months of technical collaboration between our two companies in the Occitanie French region.”

The ATEA project was selected in 2023 within the France 2030 recovery plan framework, as part of the “Produce a low-carbon aircraft in France” program. As such, Ascendance relies on several French players for the aircraft's key systems.



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