



Rosario F. Cimmino

Rosario F. Cimmino was born in Naples and graduated with honours in Aeronautical Engineering, at the Federico II University of Naples in 1974. Since then he has been holding a series of technical and managerial positions into engineering, consultancy and industrial activities with several specialized hi-tech enterprises in Italy as well as UK and US.

Rosario started his career as a researcher with the Institute of Aerodynamics of the University of Naples, directed by Professor Luigi G. Napolitano, with works into aerodynamics, computational fluid dynamics and design optimization starting also development works into the newly at the time use of computer graphics for design and engineering analysis.

During 1976 he was lieutenant with the Italian Air Force within the Corps of Engineers taking part to several studies and developments in connection with the introduction of Panavia Tornado Multi-Role Combat aircraft (MRCA).

In 1977 he began working with Alenia (then Aeritalia) particularly into developing computer models and programs for aerodynamic design. He then went to Alfa Romeo Avio and took part to the RB318 (later AR318) program aimed at designing, developing and certifying a new 600 HP turbine engine for general aviation aircraft. Work was concluded with Type Certification from RAI (Italian Airworthiness Agency at the time, later part of EASA) and FAA (Federal Aviation Administration, USA). These activities involved large collaboration with Rolls Royce and then with Lucas Aerospace in UK.

From 1979 to 1981 he was associated with General Electric – Aircraft Engine Group in Evendale, Ohio and took part to design activities for the CF6 high-bypass turbofan family of engines for commercial, particularly for CF6-32 initially and CF6-80 later. For the latter he was among the first to work with the newly created department of Nacelle Engineering taking care of engine and aircraft integration particularly for installation on the Boeing 747 and the Airbus A300 airplanes.

Between 1982 and 1990 he has been working with Alfa Romeo Avio covering several duties into Engineering and eventually becoming Director of Research and Development. During this period, he worked mainly on basic technologies, developing advanced applications and products and creating the basis for joint R&D activities between Alfa Romeo Avio and other partners both into Italy as well as in Europe. Contracts were awarded within the frame of both national programs (PFE, Progetto Finalizzato Energetica run by CNR Italian National Research Council and ENEA, the Italian National Agency for New Technologies, Energy and Sustainable Economic Development) as well as European programs (BRITE-EURAM, Industrial and Materials Technologies programme).

A major achievement of this period was the introduction, among the very first companies on the global scale, of Computer Aided Design into the technical departments which then led to completely digital product development and integration. These activities eventually brought Rosario in 1991 to become CIO Chief Information Officer of Alfa Romeo Avio, member of the Finmeccanica level board of CIOs, and member of the IT Council of General Electric Partners Companies (which included GE-AEBG of USA, MTU of Germany, SNECMA of France, Volvo Aero of Sweden, EGT of UK, IHI of Japan, and Fiat Avio of Italy). Large collaboration with Alitalia's ITC organization was also part of this work with joint development of software and applications for MRO.

During this period, he led an extensive program of change management aimed at re-creating an ICT capability within Alfa Romeo Avio, consolidating all the ICT skills within the Departments and leading major ICT projects for the standardization of business processes within the staff functions, the engineering and the production for New Product Development, Engine Parts Manufacturing and Engine Maintenance, Repairs and Overhaul (MRO) operations. Hardware consolidation and right-sizing was also achieved with migration, among the very first, from traditional mainframe environment to Unix servers for the entire application portfolio, including business administration.

From 1998 to 2006 he worked with the Fiat Group, first as one of Fiat Avio CIO, then as Director of Product Lifecycle Management (PLM) Services with Fiat-GSA, the Group's software service company. This role was confirmed within GlobalValue, the fifty-fifty joint venture formed by FIAT and IBM, from 2001 to 2005, and resumed once back within the Fiat Group in mid-2005.

Starting from November 2006, after Rosario left FIAT, Rosario started his own consultancy operation into Innovation, Product Development, R&D and ICT enabling technologies with focus onto Aerospace and Hi-Tech industries.

In 2009 he becomes Chief Operation Officer and Head of Design Operations with a start-up company which is developing a new general aviation family of helicopters. During this assignment he has been designing and deploying the company plan to achieve EASA DOA and POA certifications, while developing the project for a new light helicopter to be certified under EASA-CS27 framework. The DOA/POA plan was based on the verification and approval of the related company processes as effectively implemented in designing the new aircraft. Initial consideration was also given to the related FAA extension.

In parallel to this DOA/POA certification plan he has been leading, since late 2008, a large initiative aimed at ensuring the county's industry involvement into large mega-science international projects starting from large astrophysical infrastructures like E-ELT and SKA. For the latter the activity is developing and has already brought to defining large collaboration programs and activities, both nationally as well as internationally on the global scale.

Relevant part of Rosario's professional life has been devoted to activities in the field of innovation and introduction in practical world of advanced methodologies and technologies. This has led to a number of projects of the so called "Industry 4.0" context where industrial organizations competitiveness is enforced by adoption of integration, interconnection, digitalization, modelling, simulation, automation and other related disciplines that permit very advanced design and manufacturing process implementation.

In 2019 started, with others, an innovative company devoted to design and develop advanced air vehicles for urban mobility needs.

Rosario collaborates with the Faculty of Aerospace in Naples as a lecturer in Systems Engineering, New Product Development, and Product Lifecycle Management. He collaborates also with other Research and Education Organizations.

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