MR. PAUL DEVANEY **FOUNDER – IRISH SEVEN SUMMITS** **www.irishsevensummits.com**	

Education and Training

- B. Eng. (Hons) Aeronautical Eng, University of Limerick, Ireland, 2001

Current Position

Title	Dates	Employer
Adventurer	2013-Present	Irish Seven Summits

Previous Positions

Title	Dates	Employer
Business Manager	**2011-2012**	**Rolls-Royce, Germany**
Customer Director	**2008-2010**	**International Aero Engines**
Customer Readiness Manager	2005-2008	Rolls-Royce, Derby, UK
Service Delivery Manager	2005-2005	Cathay Pacific, Hong Kong (With RR)
Fleet Operations Manager	2003-2005	Rolls-Royce, Derby, UK

"Home" Town(s)/County(s)

Longford

Please describe your current job

I am an adventurer attempting to complete the Seven Summits challenge – to climb to the highest points on all 7 continents. This goal started in 2007 and will culmulate with climbing Everest in 2015. To date I have completed 6 of the 7 summits and made an attempt on Everest in April 2014 before my expedition had to be terminated following the tragic deaths of 16 Sherpa in the worst day in the history of Everest.

My aspiration to complete the Seven Summits by climbing Everest has been supported by University of Limerick which became my training base from June

2013 to March 2014. In that time I lived full time in the National Altitude Training Centre on campus and in simulated altitude conditions. The altitude exposure combined with strength and endurance training at the UL Arena was also supported by testing and sports science expertise from the PE and Sports Science Department at UL.

I will attempt to return to Everest in April 2015 to complete the Seven Summits – a feat which less than 300 people worldwide have ever achieved.

You can find out more about my Seven Summits challenge and training at UL at www.irishsevensummits.com.

Please describe your career path since graduating with your B.Eng. Aeronautical Eng.

I joined Rolls-Royce in 2001 as a engineering graduate trainee in the company's 2 year training program. This allowed me the opportunity to work in a variety of different roles every 3 months to get a feel for the business and for what area would best suit my talents. I eventually settled on a role in the brand new Global Operations Centre (basically our version of Mission Control) in which I was able to develop the fleet management infrastructure and toolkits to manage the world's in-service large engine fleets. In 2005 I moved to Hong Kong to develop a new Service Delivery role for Rolls-Royce with Cathay Pacific. This role got me into frontline action with Cathay's A330 and 777 fleets, with responsibility for delivery of a major risk-avoidance modification to the engines as well as streamlining and improving the interactions between the airline and RR in delivering services on their engines. In October 2005 I joined the RR management team as Customer Readiness Manager for the new Trent 900 engine which was due to deliver on the A380 Superjumbo to launch customer Singapore Airlines. I was responsible for ensuring that everything required by RR and the airline was ready and in place to facilitate a flawless entry into service of the engines. This role was a fantastic opportunity to be part of a historic program with a very high profile customer. It offered me the opportunity to travel to Singapore to liaise with Singapore Airlines on a regular basis, and also link with the flight test team in Toulouse where I was also able to climb aboard flight test A380 aircraft. Despite a number of delays, the aircraft eventually entered service to much fanfare in October 2007 and I took the opportunity thereafter to produce a coffee-table styled book on the program entitled 'Powering the Whispering Giant' which is currently on general sale. In June 2008 I transitioned to an overseas assignment role at

International Aero Engines in Connecticut. IAE is a collaboration between 4 major shareholders, the two biggest being Rolls-Royce and Pratt & Whitney. They produce the V2500 engine type which powers the A320 and MD90 family of aircraft and has up to 4500 engines in service worldwide. My role was Customer Fleet Director for Middle East and India. In Jan 2011 I joined Rolls-Royce Deutschland as Business Manager for the Boeing fleet. During my time in this role I managed financial planning for the Boeing 717 global fleet of engines while also managing a $20m program to improve and upgrade the entire fleet and for which I received the Rolls-Royce Chairmans award in November 2012. I left Rolls-Royce in January 2013 to persue full time training to complete the Seven Summits challenge with Irish Seven Summits.

What made you decide to study Aeronautical Engineering at UL?

To be honest I liked the sound of Aeronautical Engineering. I had never been on an aircraft prior to UL and had no specific interest in aviation. I was interested in engineering generally and I thought it sounded cool.

Are you glad you did?

The Aerospace degree certainly opened many doors for me.

What did you most enjoy about studying at UL – academically, and also non-academically?

We were able to take part in some flight labs in 3rd year involving some rather interesting manoeuvres in a Jetstream aircraft from Cranfield University.

Where did you do your COOP?

I worked for an oil tool company at home in Longford called Cameron. Turns out they were the ones who developed the 'hat' which stopped the oil flow in the gulf for BP. It was interesting and rewarding but I would encourage students to be creative in their coop choices and look for aerospace roles with Shannon Aerospace or Lufthansa or indeed with Aircraft Leasing companies (they are mostly based in Ireland and are a great way to understand the business) or if seeking overseas roles do not be afraid to approach the major aerospace companies such as Rolls-Royce, PW, GE, Boeing, Airbus, Bombardier and others.

What advice would you give school-goers considering choosing Aeronautical Engineering?

Engineering is still one of the most advantageous and versatile degrees in the world. Aeronautical Engineering is a tough course with requirement for strong aptitude in the sciences and Maths. It will open many doors for you but prepare

for it by choosing your leaving cert subjects carefully – if you points chase through the less technical subjects you may find the initial years difficult so be sure it is for you by choosing wisely in your leaving cert subjects. At the end of the day you want to be following a course of study that suits you and will enable you to build a fantastic career upon.

What advice would you give future graduates of Aeronautical Engineering?

Aerospace is a very small world with a finite number of big players so try and plot a path to your job early on at UL – Make a decision about the sort of job you would like and with whom and then look for alumni who have walked that path already and use their experience to help you progress. Also try to become a chartered engineer to optimise your appeal across the industry – it will help your career aspirations substantially.

Further Comments

In 2008 I published a coffee table styled book in association with Rolls-Royce entitled "Powering the Whispering Giant' which charts the design, development, testing and entry into service of the Trent 900 engine – powering the first Airbus A380 aircraft to enter commercial service.

In 2013 I was received the McNamee Award from President of GAA for design and development of the best GAA website in the world for 2012. The website was developed for my local GAA club in Longford and can be found at www.killoegaa.ie.

"This colourful publication combines the best images from throughout the programme, with detail from each major step along the way, to offer the reader a unique insight into one of the most public and exciting new jet engine programmes ever undertaken" - Paul Devaney, Author