

# CHINA AEROSPACE PROPULSION TECHNOLOGY SUMMIT

*Comprehensive Analysis of  
Growing Manufacturing and Design Capacity of  
China Aero Engine Industry*

22nd & 23rd May, 2013 | Sunrise International Hotel (AVIC Shenyang Liming Hotel),  
Shenyang City, Liaoning Province, China

## Don't miss presentation from expert companies

- AVIC Shenyang Liming
- AVIC Shenyang Engine Design and Research Institute
- AVIC Xi'an Aero engine
- AVIC Guizhou Liyang
- AVIC South Aviation
- AVIC Air Power Machinery Research Institute
- AVIC Chendu Gas Turbin Research Institute
- AVIC Commercial Aircraft Engine
- Pratt & Whitney
- Rolls-Royce
- GE Aviation
- Boeing
- Airbus
- COMAC
- AVICOPTER
- AVIC Xi'an Aircraft
- AVIC General Aviation

Quality control AVIC indigenous  
ACAE commercial jet engine CO2 emissions COMAC  
materials maintainability buildability IP protection  
C919 MA700 Joint ventures airworthiness  
technology transfer CJ1000A certification  
Design Optimization Superalloy Barriers

### Benefit from the following key discussion:

- **COMAC C919 Engine Options:** CJ1000A is not the only self-developed engine for C919
- **Build-ability and Maintainability:** New Concept of China's Aero Engine Design
- **Quality of Sustainability in Aero Engine Production:** Prioritizing technology breaking through items, avoid imbalance development
- **Creation of Internal Competition:** Fostering competition between ACAE with AVIC engine subsidiaries

### Learn and meet these experts amongst others:

#### Jibao LI

General Manager  
AVIC Commercial Aircraft Engine Co., Ltd.(ACAE)

#### Yingchun CHEN

Executive Chief Designer  
COMAC

#### Haining LI

Vice President, Chief Engineer, Dean of Technology Center  
AVIC Xi'an Aero-engine (Group) Co., Ltd.

#### Shaoji ZHANG

Technical Consultant, Standing Member of Technology Committee  
AVIC Shenyang Engine Design & Research Institute

#### Huasheng XU

Deputy Chief Engineer  
China Gas Turbine Establishment

#### Liang WANG

General Manager  
AVIC Liyang Aero Engine Co., Ltd.

### Organizing Committee

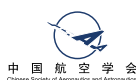
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## 4 reasons to attend this event

**1** Attending this event is the best way to network with the key players in the China's aero engine industry and to benefit from the aero engine international corporation design and production strategy of leading China's engine Manufacturer and designers. This will help optimising your companies own strategy to deliver products faster to market and to have the opportunity to generate more business.

**2** View new concept in China's engine design and bring new ideas back to the office to share with the company. New ideas will lead to more customised products and will help to generate more revenue.

**3** The most efficient conversations happen in the event at the social and networking period of time. Learning corporation design and production strategy of leading China's engine manufacturers from executive level experts with different key functions via academic speech, one to one business meeting and post event activities. This will give you the opportunity to advance your company and differentiate your offerings from competitors.

**4** Attend interactive and high level debates to hear the senior experts speak and respond to hot topics affecting aircraft engine design and production.

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Or email **mark@galleonevents.com**

### Who Should Attend

#### POWER SYSTEMS

Engine Components  
Engines  
Fuel Systems  
Power Transmission  
Rotors & Propellers  
Auxiliary Power

#### MANAGEMENT

Personnel & Training  
Professional Services  
Trade Organisations

#### DESIGN

Design Services  
Design Software

#### METALS

Composites  
Chemical  
Coatings  
Lubricants

#### PRODUCTION

- Handling Equipment
- Heat Treatment
- Hot Forming
- Inspection Equipment
- Machining
- Manufacturing Services
- Measurement
- Metal Processes
- Metal Removing
- Production Control
- Production Equipment
- Surface Treatment
- Technical Consultants
- Tooling
- Tools
- Computer Integrated Manufacturing

#### TESTING

- Computer-Aided Testing
- Non-Destructive Testing
- Test Equipment, Test Services

## Who will you meet?

- China's Aviation Government Officials
- China's Aviation Association Representatives
- China's Aero Engine/Subsystem Researching & Designing Institute
- China's Aero Engine/Subsystem Manufacturer
- China's Aero Engine Key Solution Providers
- China's Aero Engine Components suppliers
- China's Aircraft Manufacturers
- MRO
- Airlines

### Functions

- Engine design
- Engine production
- Aircraft design/production
- Certification
- Procurement
- Maintenance & repair
- Business development



## Media Partner

Event works closely with three Media Centers respectively from COMAC, AVIC and CAAC, which will meet your product branding needs and proved to be your most productive time out of the office in coming year.

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# 中国航空协会 Chinese Society of Aeronautics and Astronautics (CSAA)

## 2013中国航空推进技术高峰论坛邀请函 Invitation for 2013 China Aerospace Propulsion Technology Summit

各有关单位和个人：

2013中国航空推进技术高峰论坛将于2013年5月22日-23日在辽宁省沈阳市举行。论坛旨在促进中国民用航空动力技术发展及自主研发能力的提升，为国产飞机项目提供坚实的技术保障。

继上一届会议在上海成功举办，本届论坛学会将联合中国航空学会动力专业分会等有关单位协办，上海广尧商务咨询有限公司承办。论坛致力于打造行业交流、合作、创新的平台，促进海内外专家的交流、探讨和企业间项目合作。与会者将通过主题演讲、互动讨论、展览展示、一对一商务洽谈、鸡尾酒晚宴以及实地考察等形式，深入了解发动机行业产业布局、最新技术、标准、趋势及项目动态等。我会诚邀您莅临大会现场，分享您的真知灼见，共同推进中国航空发动机产业的发展。



To whom it may concern:

2013 China Aerospace Propulsion Technology Summit will be held in Shenyang City of Liaoning Province on May 22-23, 2013. The Summit intends to promote the development of Chinese civil aerospace power technology and the improvement of independent research and development ability, and provide strong technical support for home-made aircraft projects.

After the successful holding of the previous session in Shanghai, this session will be hosted by Chinese Society of Aeronautics and Astronautics (CSAA), co-organized by the Aerospace Power Branch of CSAA and other relevant units, and undertaken by Galleon (Shanghai) Consulting Co., Ltd. The Summit aims to build a platform for communication, cooperation and innovation of the industry, and facilitate the exchange and discussion among experts at home and abroad as well as inter-company project cooperation. The Summit will provide participants with deep insight into the industrial distribution, latest technology, standards, trends and project news of the engine industry through key-note speeches, interactive discussions, display and demonstration, one-to-one business negotiation, cocktail dinner and field investigation, etc.. We sincerely invite you to attend the Summit and share your profound insights so as to jointly drive the development of Chinese aeroengine industry.

Chinese Society of Aeronautics and Astronautics (Seal)  
March 1, 2013

## Prominent Galleon China Aerospace Manufacturing Summit Series Event Speakers

### Government Speaker



**Yanpei ZHOU**  
Director  
Preparatory Office of Aero Engine  
Airworthiness Certification Centre of  
Civil Aviation Administration of China



**Alain LEROY**  
Head of Product Certification  
European Aviation Safety Agency EASA



**Dr. Yongwei ZHANG**  
Researcher  
Development Research Center of the  
State Council



**Jibao LI**  
General Manager  
AVIC Commercial Aircraft  
Engine Co., Ltd.(ACAE)



**Frederic EYCHENNE**  
New Energies Programme  
Manager  
Airbus



**Shaoji ZHANG**  
Technical Consultant,  
Standing Member of  
Technology Committee  
AVIC Shenyang Engine  
Design & Research Institute



**Yingchun CHEN**  
Executive Chief Designer  
COMAC



**Huasheng XU**  
Deputy Chief Engineer  
China Gas Turbine  
Establishment



**Dale CARLSON**  
General Manager, CFM  
LEAP Technology Strategy  
GE Aviation



**Stephen CLARK**  
Senior Technical Fellow  
Boeing Commercial  
Airplanes Propulsion



**Haining LI**  
Vice President, Chief  
Engineer,  
Dean of Technology Center  
AVIC Xi'an Aero-engine  
(Group) Co., Ltd.



**Dr. Alan H. EPSTEIN**  
Vice President,  
Technology & Environment  
Pratt & Whitney



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## Aero Engine Manufacturing Projects

Prospective Chinese jet engine makers are driven by State's key Aircraft Projects

Manufactory Company	Designing Institute	Model	Category	Production Date	Maximum Thrust	Platform
AVIC COMMERCIAL AIRCRAFT ENGINE CO., LTD. 中航商用航空发动机有限责任公司	AVIC COMMERCIAL AIRCRAFT ENGINE CO., LTD. 中航商用航空发动机有限责任公司	CJ-1000A	High Bypass Ratio Turbofan	2016	13t	C919
AVIC SHENYANG LIMING AERO-ENGINE(GROUP) CORPORATION LTD. 中航工业沈阳黎明航空发动机(集团)有限责任公司	AVIC Shenyang Engine Design and Research Institute 中航工业沈阳发动机设计研究所	WS118 (WS10A core)	High Thrust Turbofan	2015	12t	Transport aircraft Y20 C919
		Minshan	Small Thrust Afterburning Turbofan	2015	4.7t	Multifunction trainer
		Jiuzhai	Small Thrust Turbofan	2015	1t	6-8 seats Business jet
AVIC GUIZHOU LIYANG AERO-ENGINE(GROUP) CO., LTD. 中航工业贵州黎阳航空发动机(集团)有限公司	AVIC Guizhou Aero Engine Research Institute 中航工业贵州航空发动机研究所	WS12C (WS12 core)	Medium Thrust Turbofan	2015	8t	Transport aircraft Y21/ARJ21
AVIC XI'AN AERO-ENGINE(GROUP) LTD. 中航工业西安航空发动机(集团)有限公司	AVIC Shenyang Engine Design and Research Institute 中航工业沈阳发动机设计研究所	SF-A (WS15 Core)	High Thrust Turbofan	2016	13t	Transport aircraft Y20 C919
AVIC SOUTH AVIATION INDUSTRY CO., LTD. 中航工业南方航空工业(集团)有限公司	AVIC Air Power Machinery Research Institute 中航工业航空动力机械研究所	WS16 (Reference to Ukraine AI-222-25F)	Small Thrust Afterburning Turbofan	2013	4.2t	Multifunction trainer
		WZ10	High Power Turboshaft	2015	1800KW	Triple engine helicopter
		WZ11 (Reference to Pratt & Whitney PT6B-67B)	Medium Power Turboshaft	2012	1500KW	AC313(9T)
						Z20(9T)
		WZ16	Medium Power Turboshaft	2014	1500KW	WZ10(6t)
Z15(6t)						
WJ10	Medium Power Turboprop	2014	5000KW	Transport aircraft Y19 (Payload 30t)		

Evidence still suggests that AVIC's engine makers are having trouble maintaining consistent quality control as they scale up production of the developed engines, causing problems with reliability. That is where overseas suppliers play a useful role to reduce risk, match complementary expertise, and enhance financing and market access

Manufactory Company	Designing Institute	Model	Category	Production Date	Maximum Thrust	Platform
AVIC SOUTH AVIATION INDUSTRY CO., LTD. 中航工业南方航空工业(集团)有限公司	AVIC Air Power Machinery Research Institute 中航工业航空动力机械研究所	WS11 (Reference to Ukraine AI-25)	Small Thrust Turbofan	2002	1.6t	Multifunction trainer
		WZ8C	Small Power Turboshaft	2011	626KW	Z9
						WZ19 Series
						Z11 Upgrading
		WZ6	Medium Power Turboshaft	2000	1250KW	Z8 Series
		WZ9	Medium Power Turboshaft	2009	1000KW	WZ10 Series
		WJ6C	Medium Power Turboprop	2006	3800KW	Transport aircraft Y9 Series
		WJ9 (WZ8A Core)	Low Power Turboprop	1995	550KW	Transport aircraft Y12 Series
WJ5E	Medium Power Turboprop	1992	2000KW	Transport aircraft Y7 Series		
AVIC CHENGDU ENGINE(GROUP) CO., LTD. 中航工业成都发动机(集团)有限公司	AVIC Chengdu Gas Turbine Research Institute 中航工业中国燃气涡轮研究院	WS18A (Reference to Russian D-30K2)	High Thrust Turbofan	2009	12t	Transport aircraft Y20



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## Prescheduled One-to-One Business Meeting

Attending this conference means intense networking and doing business in a comfortable atmosphere with key players of the China's aero engine industry. It also means profiting from the strategies presented by leading OEMs and suppliers. This will help you to improve your own strategy and get new products and designs to them faster.

One of the Key elements of China Aerospace Propulsion Technology Summit has been the quality of the Prescheduled One to One Business Meeting and this year is no exception.

The project leaders with budget and procurement power from aero engine designing institute and manufacture will bring the upcoming new projects onsite, and open for face-to-face discussion with solution providers in a separate conference room.

The potential buyers are meticulously selected prior to the event and guarantee exclusive sellers and potential buyers attending rate: 1:1.

Most important is that dispute differences in language and culture between potential buyer and seller, but Galleon's one to one meeting is still effective. As we found that Pre-event one to one demand always change due to intensive knowledge offered by the summit.

In order to address this issue, we set up a board of "Request for Support" which is a supplementary of the limited 1-to-1 business meetings. The requirement for extra meeting will be collected and listed on the board, our operation team will timely respond to you.

In this year, we are pleased to have ACAE, AVIC Shenyang, AVIC Liyang, AVIC Xi'an and AVIC South Aviation participation, they will facilitate the attendees to approach partners more effectively and efficiently.



## One to One Business Meeting Schedule

Many other key industry companies are invited, and the China's attendee's confirmations are coming in on a daily basis

May 22 <sup>nd</sup> , 2013			
Time	One to One Business Meeting	Meeting Host	Job Title
15:00-15:30	First Round Meeting	AVIC Shenyang Liming Aero engine (Group) Co.,Ltd	Deputy General Manager
		AVIC Guizhou Aero Engine Research Institute	Chief Engineer
15:30-16:00	Second Round Meeting	AVIC Shenyang Engine Design and Research Institute	Deputy Dean
		AVIC South Aviation Industry Co., Ltd	Chief Engineer
16:00-16:30	Third Round Meeting	AVIC Air Power Machinery Research Institute	Deputy Chief Engineer
		AVIC Commercial Aircraft Engine Co.,Ltd	Deputy General Manager
		AVIC Guizhou Liyang Aero engine (Group) Co.,Ltd	Deputy General Manager
16:30-17:00	Fourth Round Meeting	AVIC Shenyang Liming Aero engine (Group) Co.,Ltd	Chief Engineer
		AVIC Chendu Engine (Group) Co.Ltd	Deputy General Manager
		AVIC Xi'an Aero engine (Group) Ltd.,	Deputy General Manager

May 23 <sup>rd</sup> , 2013			
Time	One to One Business Meeting	Meeting Host	Job Title
11:00-11:30	First Round Meeting	AVIC Air Power Machinery Research Institute	Chief Engineer
		AVIC Shenyang Engine Design and Research Institute	
		AVIC Commercial Aircraft Engine Co.,Ltd	General Manager
11:30-12:00	Second Round Meeting	AVIC Guizhou Aero Engine Research Institute	Deputy Dean
		AVIC Air Power Machinery Research Institute	Chief Engineer
		AVIC Shenyang Engine Design and Research Institute	
12:00-12:30	Third Round Meeting	AVIC Chendu Gas Turbine Research Institute	Deputy Chief Engineer
		AVIC Shenyang Liming Aero engine (Group) Co.,Ltd	Deputy General Manager
		AVIC Commercial Aircraft Engine Co.,Ltd	General Manager
14:00-14:30	Fourth Round Meeting	AVIC Guizhou Liyang Aero engine (Group) Co.,Ltd	Deputy General Manager
		AVIC South Aviation Industry Co., Ltd	Chief Engineer
		AVIC Xi'an Aero engine (Group) Ltd.,	



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## Event Snapshot of 2013 CHINA AEROSPACE PROPULSION TECHNOLOGY SUMMIT

Comprehensive Analysis of Growing Manufacturing and Design Capacity of China Aero Engine Industry


### Co-organizer

 AVIC SHENYANG LIMING AERO-ENGINE(GROUP) CORPORATION LTD.  
中航工业沈阳黎明航空发动机(集团)有限责任公司

 AVIC Shenyang Engine Design and Research Institute  
中航工业沈阳发动机设计研究所

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### Official Host

 中国航空学会  
Chinese Society of Aeronautics and Astronautics

### Support Organization

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Chinese Society of Aeronautics and Astronautics

 AIAA  
The World's Forum for Aerospace Leadership  
美国航空航天学会



## Members of the Organizing Committee

 AVIC Shenyang Engine Design and Research Institute  
中航工业沈阳发动机设计研究所

 AVIC GUIZHOU LIYANG AERO-ENGINE(GROUP) CO., LTD.  
中航工业贵州黎阳航空发动机(集团)有限公司

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 AVIC Chendu Gas Turbine Research Institute  
中航工业中国燃气涡轮研究院

 AVIC Guizhou Aero Engine Research Institute  
中航工业贵州航空发动机研究所

 AVIC XI'AN AERO-ENGINE(GROUP) LTD.  
中航工业西安航空发动机(集团)有限公司

 AVIC CHENGDU ENGINE(GROUP) CO., LTD.  
中航工业成都发动机(集团)有限公司

## Previous Event Snapshot

### China Aerospace Propulsion Technology Summit & China Aircraft Power Plant Design and Manufacturing Forum

#### Event Attending Companies



#### Official Media Partner:

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## CONFERENCE DAY ONE | WEDNESDAY 22 MAY /2013

8:15-8:40 Registration

8:40-9:00 Forum Opening Ceremony

9:00-9:40 **The road ahead for aero space manufacturing industry in China: issues, perception and powering the economic growth**

As the development of aircraft engine is listed as one of China's 18 major development plans in the country's 12th five-year program, therefore China's Central Government will invest 100 billion RMB in supporting AVIC Group's aggressive plan up to 2018 to lift development capability to that of the developed countries' level in the 1990s and substantially narrowing the technological gap between developed countries and us, but aero engine manufacture has long industry chain, where China will start with and what is the hot-spots and blind-spots is crucial to know.

Dr. Yongwei ZHANG  
Researcher

Development Research Centre of the State Council

9:40-10:20 **Identifying and mitigating project risk while ensuring compliance to airworthiness certification standard**

Civilian engines must pass demanding certification processes in each of the major advanced markets in which they will be used. To be a top-tier supplier, one's engines must be certified by the FAA and EASA. It is clear China's leadership truly understands how difficult complying with global certifications and efficiency benchmarks can be in practice, in terms of both quality and process. Although, Chinese firms have yet to prove themselves in the critical areas of design, certification. But, China will work hard to remain transparency of design processes and intellectual property (IP) of their product by implementing the best practice from their foreign working partners and directives given by FAA and EASA.

Dorenda BAKER  
Director, Aircraft Certification Service  
FAA

10:20-10:50 Networking Tea Break

10:50-11:30 **Aero engine industrial structure's transformation challenges, strategies and opportunities**

China's commercial engine sector faces a number of critical structural problems. Many of these are human and bureaucratic issues that can be much more difficult to resolve successfully than technical problems are. China C919 project have to deal with single source contractor risks as CJ1000A production all lies under the one company, as a result the competitive and innovative pressures are not as acute as those which companies like P&W and GE Aviation face. When present in moderation, competitive pressure helps produce innovative engines, lowers costs, speeds up development. Therefore, foster competition between ACAE with other China's engine makers will be therapy to the problem.

Jian ZHANG  
Deputy General Manager  
AVIC Engine Co.,Ltd

11:30-12:00 Sponsor Only

12:00-13:30 Luncheon and Networking (Buffet)

13:30-14:10 **Stand-alone engine V.S. Family Concepts Engine: what are the considerations need to go into China's aero engine development alternatives**

C919 expected to leave ground at 2016 and to be powered, at least initially, by the CFM International (CFMI) Leap-X1C which is same engine option for Airbus A320neo and Boeing 737 MAX. If this all proceeds as planned, aero engine hardware per se will be one area in which the C919's competitors cannot add value to justify higher prices. But totally rely on foreign vendors offers strategic disadvantages for C919 project, China will need to develop a long term general product development strategy. Options include stand-alone engines for each aircraft type, or a family concept like P&W and RR as well as focusing on certain aircraft types/sizes or serving as an across-the-board supplier

Chengzhong YAN  
Aero engine Chief Designer, Chief Researcher  
AVIC Shenyang Engine Design & Research Institute

14:10-14:50 **Understanding the development priority in China's aero engine industry: Technologies and business practices to improve engine production**

Quality control shortcomings have plagued Chinese indigenous jet engine production to date, AVIC has declared 2013 to be a "year of quality" and pledges a tight focus on quality control across the aerospace production chain. Commitment to improving China's indigenous aero engine production runs straight to the top. How and to what extent these directives are realized in practice will hinge on design capability (e.g., involving materials, airflow, simulation and calculations, MTBF, systems integration, and FADEC/ECU design). It will be essential to avoid imbalances in which some parts are "better" than others, as this can introduce asymmetries and problems at the system level.

Dongchen JIA  
Deputy General Manager  
AVIC Shenyang Liming Aero engine (Group) Co.,Ltd

14:50-15:20 Networking Tea Break

15:20-16:00 **Optimizing China's aero engine developing process: integrate the concept of build-ability and maintainability into the whole design concept**

The CAD-CAM stand-alone tools widely employed in China are optimized for design, not operational usage. Focusing only on design at the expense of buildability and maintainability can lead to situations in which fixing parts may be problematic because of problems with fitting hydraulic tubes between electric lines, etc. A number of sources reflect the Chinese jet engine industry's interest in using process modeling and computer simulation to reduce build costs and construction time by envisioning problems before metal is cut.

Jibao LI  
Vice President  
AVIC Commercial Aircraft Engine Co., Ltd.

16:00-16:40 **Keeping competitiveness of own products while developing and ensuring economic success of JV aero engine projects**

The individual aero engine system parts represent the current state-of-the-art designing and manufacturing technology. There is a reason why there are only a handful of globally trusted aero engine producers in the world at this time—it is a very difficult business indeed and there is no tolerance for error. None of players have confidence to say that it's leading the way on every topics of aero engine.

It is thus no accident that CFM international are produced by a JV involving GE and Safran to distribute risk, matches complementary expertise, and enhances financing and market access. But how to keep competitiveness of own products in existed market while developing and ensuring economic success of JV aero engine projects is one of important issue to tackle

Bill FITZGERALD  
Vice President and General Manager  
Commercial Engines Operation  
GE Aviation

16:40-17:20 **Expansion of aero engine manufacturer capacity to meet the demands of future aircraft programs**

Manufacture is an area of particular weakness for China, as China has traditionally referred foreign designs. This approach does not confer ability to design and manage aero engines; on the contrary, it can impose path-dependent limitations that lead to dead ends or substandard, poorly integrated systems that are costly and difficult to alter.

While systemic component of Chinese turbofans remains uncertain, however, the techniques and processes to support their manufacture are clearly improving in key areas, including—Precision cutting, welding, and machining. As such, Manufacturing ability a more significant potential bottleneck for indigenous jet engine than design does and are likely to see higher production facilities investment in the next 5-10 years.

Haining LI  
Vice President, Chief Engineer, Dean of Technology Center  
AVIC Xi'an Aero-engine (Group) Co., Ltd.

17:20 End of First Day Forum



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## CONFERENCE DAY TWO | THURSDAY 23 MAY 2013

8:30-9:00 Registration

9:00-9:40 **An Overview of Global Organization's Work on Aviation Environmental Protection**

Improving the environmental performance of aero engine is a challenge that all the airlines takes very seriously and aero engine OEM put into consideration when it starts new project. But, Emissions/noise trade-offs are particularly complex, it is technologically easy to reduce CO2 emissions, but only at the expense of increasing noise and particulate emissions, specially range of standards, policies and guidance material to address aircraft noise and engine emissions can vary by time and market, therefore, is there possible synergy comprise of global organization, airliner, aircraft OEM and aero engine OEM can work together for the aviation industry to improve aircraft performance while reducing environmental footprint and operation costs still remain unknown

Paul STEELE  
Executive Director

**Air Transport Action Group (ATAG)  
Director Aviation Environment  
International Air Transport Association (IATA)**

9:40-10:20 **A look into the future of next generation engines-10 years from now, the trends driving Aero engine development**

The continuously rising fuel prices and harsh environmental protection standard expected to drag airline profit margins down to razor thin levels. Although, the development of aero engine technologies provide great opportunities for the aviation industry to improve aircraft's environmental performance while reducing operation costs. But this market is always looking for the advanced technologies to overcome or at least minimize impact of those challenges. The opportunities and challenges with new aero engine design and idea must be discussed when they are considered for applications in today's world.

Colin SMITH  
Director of Engineering and Technology  
**Rolls-Royce**

10:20-10:50 **Networking Tea Break**

10:50-11:30 **Development and application of new engine technologies make regional jet better than ever**

The development of aero engine technologies provides great opportunities for the aircraft industry to improve aircraft performance while reducing operation costs. However, some of the technologies may not be readily applicable for regional jet design and manufacturing because of the unique size and performance requirements of regional jet. The opportunities and challenges with some advanced engine and manufacturing technologies will be discussed when they are considered for applications in regional jet.

Todd KALLMAN  
President, Commercial Engines & Global Services  
**Pratt & Whitney**

11:30-12:10 **Aircraft OEM's journey towards project excellent: Taking small steps while creating big value**

The technological and systemic challenge of integrating an aero engine with an aircraft as a whole is significant. Effective coordination of objectives and activities by aircraft OEM and aero engine OEM will be essential; otherwise, significant problems and suboptimal outcomes could manifest themselves. Even in a best-case scenario, decisions regarding such as hydraulic and electrical systems can lead to major unintended consequences. Optimization of integration and maintainability among such key components as the engine, nacelles, cowlings, pylon, and thrust-reversers, is another important factor.

Keith W. LEVERKUHNS  
Vice President of Engineering, General Manager, Propulsion Systems  
**Boeing**

12:10-13:40 **Luncheon and Networking (Buffet)**

14:20-15:00 **Green engine confusion**

Emissions/noise trade-offs are particularly complex, as the relevant regulations can vary by time and market. It is fairly easy to reduce CO2 emissions, but only at the expense of increasing noise and particulate emissions; how to optimize these parameters against each other and maintain the balance over time is challenging. The aviation sector has identified the use of sustainable biofuel as one of the key ways it can contribute to global efforts to combat the CO2 emissions and particulate emissions, but what does biofuel technology stands right now and how can aero engine MRO can contribute to the project by directly involving still remain unknown

Frederic EYCHENNE  
New Energies - Program Manager airbus  
**Airbus.**

14:20-15:00 **Grasping business opportunities of upgrading technologies of super alloy metallurgy and super alloy component forging to support China's aero engine industry**

Obtaining exotic materials and having the ability to properly machine them are vital both to physically making jet engines and for keeping manufacturing costs competitive. China produces around 10,000 tonnes per year of super alloys, against consumption of 23,000 tonnes per year. Commercial jet engines typically contain between 0.7 and 2.0 tonnes of super alloys per engine. As such, super alloys pose a more significant potential bottleneck for aero engine production in China than base metal supplies do and are likely to see higher production facilities investment in the next 5 years.

Hao WU  
Deputy General Manager  
**AVIC Heavy Machinery Co.,Ltd**

15:00-15:30 **Networking Tea Break**

15:30-16:10 **Material innovation at China's aero engine industry**

With the unceasing development of modern science and technology, the aerospace manufacturing industry has changed dramatically, which constantly leads the development of manufacturing technology with advanced materials and technologies in the area of aerospace manufacturing technology. In order to meet the development needs of modern national defense construction and national economy, main products of the aerospace industry are developing towards high performance, light weight, high reliability, long life and low cost.

Dr. Jiarong LI  
Deputy Chief Engineer  
**AVIC Beijing Institute of Aeronautical Materials**

16:10-16:50 **What does airliner put into consideration when choosing an aero engine for fleet?**

The suggestions to Aero engine OEM designing product to better satisfies airliner's needs in technical, operational and economic areas. Rising fuel prices are expected to drag airline profit margins down to razor thin levels this year, meanwhile there are another factors effect airline's profitability in long term, such as MTBF, MTBO, ETOPS and Residual Value Guarantees (RVG) etc.

Nico BUCHHOLZ  
group fleet management  
**Lufthansa**

16:10-16:50 **Sharing success : partnerships between overseas OEMs and China's partner in an evolving aftermarket**

China's aerospace industry has a growing list of joint ventures (JVs) with foreign partners including in the areas of maintenance, repair, and overhaul (MRO). The role of network integration is no only in enabling aero engine OEMs to manage 'seamless' supply chain systems for their airliner customers, but also can help Chinese experts figure out how to perform after-market, in-service overhaul and how to feed repair data back into the design and MTBF loop to improve design and performance. Nonetheless Sharing and protecting intellectual property is always sensitive topic to the international corporation, how deeper and further we can go down this path is really reply on how we sort out IP and other important issues.

Juergen ESCHENBACHER  
Director  
**MTU Turbomeca Rolls-Royce ITP GmbH**

17:30 **End of Second Day Forum**





# CHINA AEROSPACE PROPULSION TECHNOLOGY SUMMIT

Comprehensive Analysis of Growing Manufacturing and Design Capacity of China Aero Engine Industry

22nd & 23rd May, 2013 | Sunrise International Hotel (AVIC Shenyang Liming Hotel), Shenyang City, Liaoning Province, China

## Conference Venue 会议酒店

Sunrise International Hotel is a five star standard hotel owned by AVIC Shenyang Liming Aero-Engine (group) Corporation Ltd. and managed by Tianlun International Hotel management group. It nears Dadong Economic Development Zone and the essence of the Manchu culture - Shenyang Forbidden City, convenient transportation. Hotel has 340 luxurious rooms, different restaurants, bar and the fashion entertainment. Grand Ballroom can host 1200 person conferences.

May 2010, Sunrise International Hotel wins the "China Hotel Golden Star Award", becomes one of hundred of Gold Star Award hotel and the only one five star hotel in Shenyang.

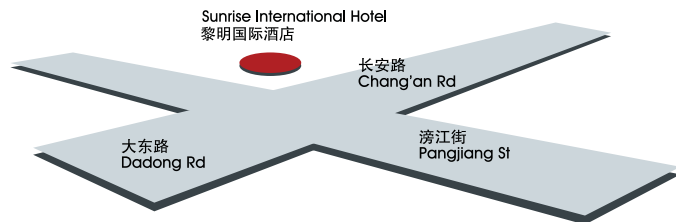
黎明国际酒店是由沈阳黎明发动机（集团）有限责任公司投资兴建，天伦国际酒店管理集团管理的一家五星级豪华商务酒店，东临高速发展的大东经济开发区，西倚满清文化的精华所在—沈阳故宫，交通便利。酒店 A、B 座拥有 340 间 / 套优雅舒适的豪华客房，风格迥异的餐厅、酒吧及多元化时尚的娱乐、康乐设施。可同时接待 1200 人会议的大型无柱宴会厅金碧辉煌，气派不同凡响。

2010 年 5 月，黎明国际酒店荣获“中国饭店金星奖”，成为全国百家金星奖饭店之一，也是沈阳唯一获此殊荣的五星级饭店。

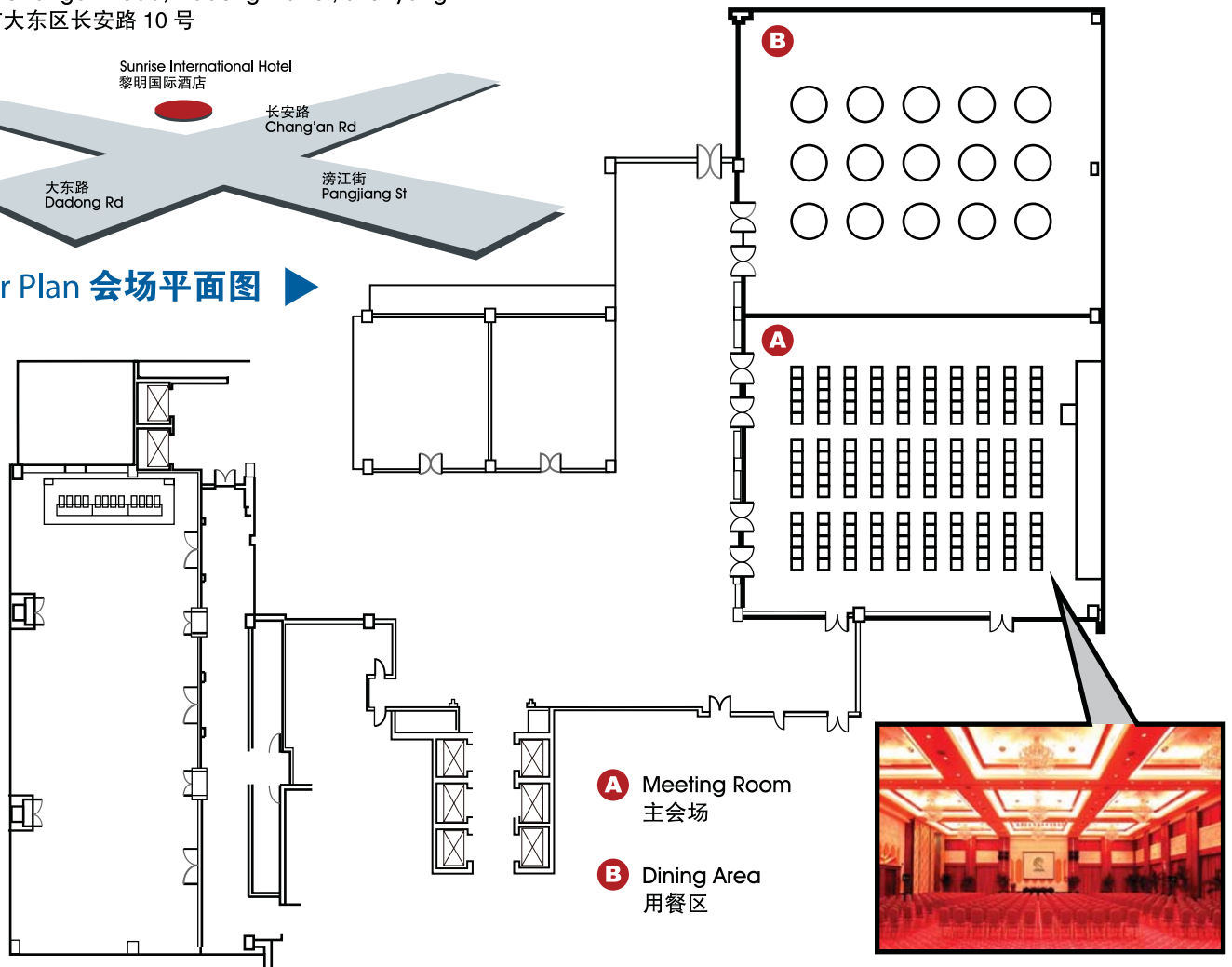


## Hotel Location 地理位置

No 10 Changan Road, Dadong District, Shenyang  
沈阳市大东区长安路 10 号



## Floor Plan 会场平面图



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China Aero Engine Industry

22<sup>nd</sup> & 23<sup>rd</sup> May, 2013 | Sunrise International Hotel (AVIC Shenyang Liming Hotel), Shenyang City, Liaoning Province, China

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RMB 39,950

### • Normal Delegate Registration

RMB 16,950 / Person

### • Site Visit

RMB 3,950 / Person

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Registration fee includes lunch, refreshments and full conference documentation. The fee does not include hotel accommodation.

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