# DAY 1 - OCTOBER 23

## 09:30
REGISTRATION & WELCOME

## 10:00
INTRODUCTION  
Michel SCHELLER, 3AF President

## 10:15
OPENING PLENARY SESSION  
Robert LAFONTAN, AEGATS Chairman

## 10:30
KEYNOTE 1  
The Future of Air Transport

## 11:00
KEYNOTE 2

## 11:30
ROUND TABLE 1 - Aircraft Design

## 12:30
NETWORKING LUNCH

## 14:00
ROUND TABLE 2 - Airport Operations

<table>
<thead>
<tr>
<th>ROOM 1</th>
<th>ROOM 2</th>
<th>ROOM 3</th>
</tr>
</thead>
</table>
| 15:00  | 1/ Development and demonstration of a multi functional morphing leading edge for a regional A/C  
C. CONTELL ASINS  
Fraunhofer Institute for Structural Durability and System Reliability LBF  
  
3/ Flutter Characteristics of Typical Wing Sections of a Box Wing Aircraft Configuration  
S. A. FAZELZADEH HAGHIGHI  
Shiraz University  
  
14/ Development of a thermal ice protection system based on embedded Carbon Nanotubes  
O. SCHWARZHAUPT  
Fraunhofer Institute for Structural Durability and System Reliability LBF  
  
2/ Future of propellers on liners  
B. CERTAIN  
  
5/ Non Traditional Engine Evolution for Product Differentiation  
S. JOHNSON  
Pratt & Whitney  
  
15/ Safran Open Rotor Technologies  
M. LAMBEY  
Safran Aircraft Engines  
  
10/ Does innovation give incentives to innovate in air transport?  
C. LATGE-ROUCOLLE  
ENAC  
  
34/ Airport Capacity Crunch: are larger aircraft really part of the solution?  
C. LELEU  
Eurocontrol  
  
7/ Definition of the concept of Aircraft efficiency for an operator  
P. VELLAY  
German Aerospace Center (DLR) |

## 15:40
COFFEE BREAK
<table>
<thead>
<tr>
<th>ROOM 1</th>
<th>ROOM 2</th>
<th>ROOM 3</th>
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</thead>
<tbody>
<tr>
<td>16:30 43/ Curved planform wing aircraft: a view to the Future</td>
<td>4/ A novel method for automated routing optimisation and equipment positioning in aero engine nacelles</td>
<td>12/ Eco-efficient Formation Flight operation for civil aircraft</td>
</tr>
<tr>
<td>M. R. CHIARELLI University of Pisa</td>
<td>W. VANKAN Netherlands Aerospace Centre (NLR)</td>
<td>E. PETIT Airbus</td>
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<tr>
<td>17:00 41/ Advanced Aerodynamic Design of Mid-Size UAV</td>
<td>51/ Development of a Decision Tool for Identification of Optimal Hybrid-Electric Architectures for Airplane Propulsion</td>
<td>17/ Probabilistic approach in flight trajectory modelling for fast and efficient noise contour generation</td>
</tr>
<tr>
<td>S. PEIGIN OPTIMENGA-777 Ltd</td>
<td>A. JOKSIMOVIC ISAE-SUPAERO &amp; ONERA</td>
<td>S. MAULYDIANA Hong Kong University of Science and Technology (HKUST)</td>
</tr>
<tr>
<td>S. PEIGIN OPTIMENGA-777 Ltd</td>
<td>B. ORTUN ONERA</td>
<td>G. TILMANN City University of London</td>
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<tr>
<td>18:10 44/ A methodology for thermal and electrical management modelling to serve the More Electrical Aircraft vision</td>
<td>26/ New Preliminary Sizing Methodology for a Short-Medium Range Airplane with BLI Propulsion</td>
<td>18:10 49/ New Preliminary Sizing Methodology for a Short-Medium Range Airplane with BLI Propulsion</td>
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<tr>
<td>L. HARTENSTEIN Liebherr Aerospace Toulouse</td>
<td>A. JOKSIMOVIC ISAE-SUPAERO</td>
<td>C. KUEHNE German Aerospace Center (DLR)</td>
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<tr>
<td>A. TURNBULL Safran SA</td>
<td>A. JOKSIMOVIC ISAE-SUPAERO</td>
<td>S. BOLLMANN Technische Universität Braunschweig</td>
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<tr>
<td>20:00 SOCIAL EVENT</td>
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</table>
## DAY 2 - OCTOBER 24

### 09:00
**KEYNOTE 3**
Air transport new challenges (digital transformation, door-to-door air mobility, security, etc.)

### 09:30
**ROUND TABLE 3 - ATM, Connectivity & Aviation Infrastructure**

### 10:30
**COFFEE BREAK**

### 11:00
**ROOM 1**
- 38/ Integrated Powertrain Multi-Physical Simulation for Multirotor Aircraft
  - I. BAYEZIT
  - Istanbul Technical University

**ROOM 2**
- 6/ Capability Appraisal of the Level of Digitalization in Organizations
  - L. MANGANE
  - Airbus Commercial

**ROOM 3**
- 54/ Using the Avio Electronic Flight Bag to enhance airline operations – New services based on data analytics
  - W. DE MUNCK
  - Aviovision

### 11:20
**ROOM 1**
- 37/ Demonstration of Hybrid Laminar Flow Control (HLFC) in European projects Clean Sky 2 and AFLoNext (Active Flow Loads and Noise on Next Generation)
  - J. MEDINA-GONZALEZ
  - Airbus R&T

**ROOM 2**
- 8/ EFB should stand for Enhanced Flight Bag
  - S. VEIGNEAU
  - DgBirds

**ROOM 3**
- 28/ Design of Airport Infrastructures in Support to the Transition to a Hybrid-Electric Fleet
  - L. TRAINELLI
  - Politecnico di Milano

### 11:40
**ROOM 1**
- 36/ Advanced Trailing Edge Flap Design for Commercial Aircraft
  - P. LAUK
  - Eesti Lennuakadeemia

**ROOM 2**
- 11/ SWIM architectures for ATM web apps
  - R. HOUTMEYERS
  - LUCIAD

**ROOM 3**
- 48/ Broadband Cabin Connectivity with 4G LTE technology
  - G. DENT
  - Thales AVS France

### 12:00
**ROOM 1**
- 35/ A General Approach to the Conceptual Design of All-Electric and Hybrid-Electric Aircraft
  - L. TRAINELLI
  - Politecnico di Milano

**ROOM 2**
- 42/ Digital transformation through ALM in Avionics
  - C. SARNO
  - Thales AVS France

### 12:20
**NETWORKING LUNCH**

### 14:00
**ROUND TABLE 4 - Digital Transformation**
## DAY 2 - OCTOBER 24 (continued)

### ROOM 1

<table>
<thead>
<tr>
<th>Time</th>
<th>Presentation Title</th>
<th>Speaker</th>
<th>Affiliation</th>
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</thead>
<tbody>
<tr>
<td>15:00</td>
<td>A Sizing Procedure for Structural Batteries in Hybrid-Electric Aircraft</td>
<td>C. RIBOLDI</td>
<td>Politecnico di Milano</td>
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<tr>
<td>15:20</td>
<td>Weight-Optimal Design of Light Hybrid-Electric Aircraft</td>
<td>C. RIBOLDI</td>
<td>Politecnico di Milano</td>
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<td>15:40</td>
<td>Fully-integrated fuselage BLI propulsion: the Nautilus concept</td>
<td>L. WIART</td>
<td>ONERA</td>
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<td>16:00</td>
<td>Flat Cable Derating Tests and Thermal Modelling for Weight Reduction of Aircraft Engine Harness Designs</td>
<td>R. BENTHEM VAN</td>
<td>Netherlands Aerospace Centre (NLR)</td>
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### ROOM 2

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<th>Affiliation</th>
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<tbody>
<tr>
<td>15:00</td>
<td>Digital Transformation and its impact on Aerospace</td>
<td>A. DEBREYNE</td>
<td>Thales AVS France</td>
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<td>15:20</td>
<td>Predictive tool for aircraft maintenance duration through automated selection of forecasting algorithms on historic data within an MRO organisation</td>
<td>R. GRAAS</td>
<td>Amsterdam University of Applied Sciences</td>
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<td>15:40</td>
<td>Impact of Software Radio in Cockpit Connectivity</td>
<td>J. JIGGINS</td>
<td>Thales AVS France</td>
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<tr>
<td>16:00</td>
<td>Assessing the impact of new technologies in aviation using a global aircraft fleet forecasting model</td>
<td>I. TEREKHOV</td>
<td>Institute of Air Transportation Systems</td>
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<td>15:00</td>
<td>New trends in passenger choice in multimodal door-to-travels</td>
<td>I. LAPLACE</td>
<td>ENAC</td>
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<tr>
<td>15:20</td>
<td>A Preliminary Sizing Tool for eVTOL Personal Air Vehicles</td>
<td>L. TRAINELLI</td>
<td>Politecnico di Milano</td>
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### DAY 3 - OCTOBER 25

#### COFFEE BREAK

#### KEYNOTE 4

#### ROUND TABLE 5 - Door-to-door Air Mobility

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<thead>
<tr>
<th>Time</th>
<th>Presentation Title</th>
<th>Speaker</th>
<th>Affiliation</th>
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</thead>
<tbody>
<tr>
<td>18:00</td>
<td>Development of a Mathematical Model for Determining Cessna Citation X Aircraft Take-off Performance in the Presence of Winds</td>
<td>G. GHAZI</td>
<td>Ecole de Technologie Superieure</td>
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<tr>
<td>18:40</td>
<td>Methodology to Derive a Performance Database for Predicting Cessna Citation X Fuel Consumption in Cruise Regime using Flight Manual Data</td>
<td>G. GHAZI</td>
<td>Ecole de Technologie Superieure</td>
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<tr>
<td>19:00</td>
<td>Cessna Citation X Climb Performance Improvement Using Adaptive Winglet</td>
<td>M. SEGUI</td>
<td>Ecole de Technologie Superieure</td>
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#### AWARD CEREMONY

#### DAY 3 - OCTOBER 25

#### TECHNICAL VISIT: AIRBUS A350 FAL