

3rd of March 2015

Journey of a Lifetime

the cycle of aircraft development



VISION

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The cycle of aircraft development

Every year 3 billion people travel around the globe in an aircraft and we all take this for granted. But, what makes this journey possible? Before an aircraft can start its operational life it goes through a whole process of design and development. Even during its operational life it faces many new challenges resulting from ongoing developments. During its lifetime the aircraft needs continuous attention and maintenance. But what do we do if repairs are no longer effective? In other words, what happens when the aircraft's life comes to an end? During this symposium organised by the VSV 'Leonardo da Vinci', we will take you on a journey through the life of an aircraft.

The life of an aircraft starts with the design and production phases. New developments in all parts of an aircraft require constant changes in the aircraft's architecture. These in turn call for different configurations and materials. These new materials and designs then require new ways of manufacturing and testing to be realised and to be used in new aircraft.

Once an aircraft is built, new challenges lie ahead in its operational life. When speaking of operation everyone immediately thinks of the actual handling of the aircraft. However, many different aspects of operations are required to keep an aircraft in the air. Consider for example rules and regulations, airport logistics and air traffic control.

Due to the extensive usage of an aircraft, maintenance is an inevitable aspect of an aircraft's life. Sometimes just for a preventive check but on other occasions for more serious repairs. With the new generations of aircraft the way engineering and maintenance is done may have to change. How will we adapt to these developments? There comes a time when an aircraft has completed its service and what do we do when that time comes?

The life of an aircraft contains more chapters than most people know. Our symposium will discuss the challenges an aircraft encounters from cradle to cradle and will give an answer to the questions that arise from these. We want to inspire our audience to start thinking of new ways to further improve an aircraft and everything involved with its operation. The structure of our symposium is based around the three important phases of an aircraft's life. In the design and production phase the aircraft is born. Supported by many, the aircraft will live its operational life. Engineering and maintenance will keep the aircraft flying until one day it has to retire. Through all of this, 3 billion people can keep enjoying their travels.



Program

March 3rd 2015

09:00 Registration

09:30 Opening Sjoerd van Rooijen, President of the VSV 'Leonardo da Vinci'
Anne Cor Groeneveld, Chairman of the Symposium

Design and Production

09:45 Introduction

09:55 Speaker 1 Confirmed: Axel Flaig - Senior Vice President Research & Technology, Airbus

10:30 Speaker 2 Confirmed: Ric Parker - Director of Research and Technology, Rolls Royce
Chairman Clean Sky Governing Board

11:05 Speaker 3 Confirmed: Michiel van der Maat - VP Defense Programs, Fokker Technologies

11:40 Coffee Break

Operations

12:00 Introduction

12:10 Speaker 4 Pending: Patrick Ky – Executive Director EASA

12:45 Speaker 5 Confirmed: Birgit Otto – Executive Vice President & COO Schiphol Group

13:20 Speaker 6 Confirmed: Paul Riemens - CEO & Chairman, Air Traffic Control the Netherlands

13:55 Lunch

Engineering and Maintenance and End of Life

14:50 Introduction

15:00 Speaker 7 Pending: Freek van der Pal – Technical Director of Arkefly

15:35 Speaker 8 Confirmed: Derk Jan van Heerden – Founder of AELS, Aircraft End-of-Life Solutions

16:10 Keynote Michiel van Dorst - Accountable Manager & Deputy COO, KLM

16:25 Conclusion Floris Heeres, Symposium Affairs of the 22th Aviation Department

16:35 Network Drink

Committee of Recommendation

We are proud to announce that the chairman will be:

A.C. Groeneveld Chairman, Dutch Aviation Group (DAG)

We are proud to announce that the committee of recommendation at this point consists of:

Ir. F.J. Abbink	Retired General Director, National Aerospace Laboratory (NLR)
Prof. Dr. Ir. Drs. H. Bijl	Dean of the Faculty of Aerospace Engineering
Lt.-Gen. b.d. B.A.C. Droste	Founding partner, XCOR Space Expeditions
Drs. Ing. P.F. Hartman	Vice Chairman of Air France KLM
Lt.-Gen. b.d. J.H.M.P. Jansen	Director, EUROCONTROL Maastricht Upper Air Control
Prof. Dr. Ir. J.M. Hoekstra	Former-Dean of the Faculty of Aerospace Engineering Professor of CNS/ATM
Prof. K.C.A.M. Luyben	Rector Magnificus, Delft University of Technology
Ir. J. Melkert BBA	Senior Lecturer Flight Performance and Propulsion
Mr. Jos A. Nijhuis RA	President & CEO Schiphol Group
Ir. M.A.G. Peters	General Director, National Aerospace Laboratory (NLR)
Dr. Ir. P. Riemens	CEO & Chairman of the Board, Air Traffic Control the Netherlands
Lt.-Gen. A. Schnitger	Luitenant General of the Royal Netherlands Airforce
Prof. Ir. E. Torenbeek	Emeritus Professor of Aircraft Design

