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Presents

The NDT for AEROSPACE OEMs & MROs Conference

20-21 November 2001
with a welcome reception on 19 November

The Copthorne Tara Hotel, London, UK

CHAIRED BY:
Brian Williams,
Technical Manager for NDT, British Airways, UK

Speakers from the following companies:

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## The NDT for AEROSPACE OEMs & MROs Conference

**The Copthorne Tara Hotel, London, UK**  
20-21 November 2001

**Registration fees (per person)**  
Standard delegate fee (per person): £600 (+ VAT @ 17.5%) = £705

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**My company's main business is:**  
Airline ☐  Aviation services ☐  Manufacturing ☐  Overhaul/repair ☐

☐ I wish to exhibit at the conference at £899 (+ VAT @ 17.5%) = £1056.33

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The NDT for AEROSPACE OEMs & MROs Conference

INTRODUCTION

Over the past 50 years, there have been revolutionary changes to the manner in which aircraft are designed and maintained. New design philosophies have evolved, new materials have been introduced and new maintenance requirements have come about. To a large extent these changes would not have been possible if suitable NDT methods and techniques has not been developed. Where early NDT methods were limited in number and were relatively simple, modern OEMs and MROs have a large number of NDT options available to them, ranging from refinements of older techniques to brand new cutting-edge technology.

The purpose of this conference is to review NDT developments specifically for the aviation industry. Rather than looking at individual methods in their own right, we have decided to segment the industry into its various major disciplines, to see what is happening within each area. This, we believe, will provide the best indication of what is actually happening in practice, as well as giving an idea of what is soon to happen in the future.

NDT professionals from around the world are welcome to this conference. It will provide an excellent forum for knowledge sharing, a good opportunity to do business and a superb chance to catch up with some old friends and colleagues. We look forward to seeing you in London.

WHO SHOULD ATTEND?

* Aircraft Operators (military and civil) * NDT Specialists * Tool Manufacturers & Suppliers * Airframe Manufacturers * Engine Manufacturers * Engine Repairers & Overhaulers * Ground Support Suppliers * Airline Engineers * Avionics Manufacturers * Component Manufacturers * Parts Distributors * OEMs * Technical Advisors * Overhaul Bases * Component Overhaulers * Aviation Consultants * Regulatory Bodies

HOW TO BOOK?

Simply complete the form opposite and return with payment to Aviation Industry Conferences. The standard delegate fee is £600 (+ VAT @ 17.5%) = £705.00. The fee includes lunch on both days, a welcome reception and a cocktail reception on the first evening. Furthermore, it includes refreshments on both days and speech transcripts, as supplied. The fee does not include accommodation or transportation costs. All prices in this brochure are exclusive of tax unless otherwise specified.

WELCOME RECEPTION - 19 November 2001, 19.30

This is the first event of the conference and is held at the conference hotel. It provides an ideal opportunity to meet speakers and other delegates in a relaxed and informal atmosphere and gives everyone the chance to catch up on the latest news before the serious business of the conference begins!

LANGUAGE

The conference language is English.

The organisers reserve the right to amend the programme.
19.30 Welcome Reception on 19 November 2001

**Day One: 20 November 2001**

08.15 Registration & Pre-conference Coffee

09.00 Chairman’s Opening Remarks

09.10 NDT - Where it has Started, How it has Developed & Where it is Going
A historical review of the development of NDT. The major milestones in the establishing and satisfying of requirements for NDT in the aerospace industry. Where the NDT industry is today and where it is going in the future.
by Thomas Grybäck, Saab/CSM Materialteknik, Sweden

09.40 Aircraft Design & Maintenance Philosophies & NDT
Over the last 50 years, significant changes have occurred in aircraft design philosophies and the resulting regulations associated with aircraft maintenance. The emergence of “safe life”, “fail safe” and “damage tolerance” concepts. The introduction of structural sampling inspection programmes, ageing aircraft programmes and corrosion prevention programmes. The impact that these concepts and programmes have had on NDT.
by Quincy Howard, NDT Engineer Customer Service, Boeing Customer Service Division, WA, USA

10.10 Designing Aircraft Components to Facilitate NDT
In the past, little thought was given to the design of aircraft components and the provision of suitable access to components with respect to the accomplishment of NDT. The steps taken by aircraft OEMs to make provision for the accomplishment of NDT.
by John Hewitt, Engineering Team Leader NDT, Airbus, UK

10.40 Questions & Discussion
11.00 Break for Refreshments

11.30 NDT in Airframe Manufacture
A review of the most common NDT methods and techniques used during aircraft component and airframe manufacture. Some of the latest techniques which are emerging and being applied in airframe manufacture.
by Eric McIlroy, Head of NDT, Short Brothers plc, UK

12.00 NDT in Engine Manufacture
A review of the most common NDT methods and techniques used in the manufacture of engine components. Some of the latest NDT developments as applied to engine components. Automatic, semi-automatic and manual systems.
by David Craig, Supervisor, NDT & Quality Technology, Pratt & Whitney Canada, Canada
12.30 Questions & Discussion
12.45 Luncheon

14.00 NDT in Engine Overhaul
What are the most frequently applied NDT applications and on what engine components are they most frequently applied? To what extent are specialist engine repairs dependent on complementary NDT inspections? What are the comparative economics of the various NDT methods with respect to engine overhaul?
by Colin MacFarlane, Senior NDT Engineer Level 3, GE Aircraft Engine Services, UK

14.30 NDT of Composite Materials
A review of the composite materials used in aircraft structures and the defects that can be experienced in service. The NDT techniques that can be used to detect and monitor such defects prior to, and subsequent to, repair.
by David Lovejoy, Technical Liaison Officer, Southwest School of NDT, UK

15.00 Questions & Discussion
15.15 Break for Refreshments

15.45 NDT of Aircraft Wiring
The problems expected with ageing aircraft wiring, as established by the FAA’s ATSRAC committee. The requirement for new systems of NDT to detect deterioration in aircraft wiring.
by Chris Smith, Manager, FAA Ageing Aircraft Research Program, FAA, WA, USA

16.15 Selecting NDT Methods
Given the choice of a number of different NDT methods, how should NDT professionals choose the most effective solution? “One-off” versus repetitive solutions, and cost versus time and accuracy.
to be confirmed

16.45 Questions & Discussion
17.00 Close of Day One

17.30 Cocktail Reception
Day Two: 21 November 2001

09.00 Chairman’s Remarks

09.10 International Variations in the Certification & Qualification of NDT Personnel
The certification and qualification of NDT personnel in different regulatory jurisdictions. The differences between JAA and FAA requirements and the probability of harmonisation.
by Jon Biddulph, NDE Laboratory Team Leader, Rolls-Royce plc, UK

09.40 Education & Training in NDT - New Methods & Applications
How do NDT professionals become knowledgeable, capable and certified when new NDT methods and applications are introduced? What specialist training is available from whom?
by Bruce Crouse, NDT Instructor, Cowley County Community College, KS, USA

10.10 Education & Training in NDT - Conventional Methods
How are NDT education and training courses typically structured for the aviation industry with respect to the application of traditional NDT methods? What practical and “on the job” training is required? What level of recurrent training is necessary?
by Colin Thomas, Director of Engineering Services, Minton, Treharne & Davies Ltd., UK

10.40 Questions & Discussion

11.00 Break for Refreshments

11.30 Outside Agency Level 3 Services to the Aerospace Industry
Many aerospace suppliers now use an ASNT or PCN Level 3 to provide them with Level 3 Services. The responsibilities of both the employer and the Level 3 in this respect.
by Gary Elliott, Director Level 3 Services & Steve Lavender, Co-Managing Director, Lavender International NDT Ltd., UK

12.00 NDT in the Power Generation Industry
What methods and applications of NDT are favoured in the power generation industry, particularly the nuclear power generation industry? The lessons that have been learned and the quality control techniques that have been put in place.
by Guenther Engl, Head of Strategy & Marketing, IntelligeNDT Systems & Services, Germany

PROMOTIONAL STANDS
Promotional stands are available at the conference. They will be allocated on a first come, first served basis at a cost of £899 (+ VAT @ 17.5%) = £1056.33 (this charge does not include the delegate fee). Please contact the organisers for further details on: Tel.: (+44)20 7931 7072, Fax: (+44)20 7931 7186 /-7619 or alternatively e-mail: sophief@aviation-industry.com
12.30 Questions & Discussion
12.45 Luncheon

14.00 NDT in the Petrochemical Industry
What methods and applications of NDT are favoured in the petrochemical industry, particularly for off-shore work? The lessons that have been learned and the quality control techniques that have been put in place.
by Lee Smith, Area Sales Manager, Panametrics, UK

14.30 Emerging NDT Methods - Metallics
What new technology NDT methods for metallic materials are emerging and what will be their most likely applications? The potential advantages of these new methods as compared with existing methods.
by Ahmad Chabaz, Vice President, Tektrend, Canada

15.00 Emerging NDT Methods - Non-Metallics
What new technology NDT methods for non-metallic materials are emerging and what will be their most likely applications? The potential advantages of these new methods as compared with existing methods.
by a representative from AGFA, UK

15.30 Questions & Discussion
15.45 Close of Conference

Conference Supported by

Whilst every effort is made to prevent changes to the published programme, the organisers reserve the right to do so. It is sometimes necessary, for reasons beyond our control, to alter the contents and timings of the programme or to change the speakers.

For further information on this and other Aviation Industry Conferences' events, please visit our website at http://www.aviation-industryconferences.com

ACCOMMODATION
Aviation Industry Conferences has negotiated a special room rate at the Copthorne Tara Hotel of £130 for a single room and £145 for a double room for the nights of 19 & 20 November 2001. This rate includes VAT and English breakfast. Delegates wishing to take advantage of the limited number of special offer rooms should contact the Copthorne Tara Hotel direct through Reservations on Tel: (+44) 20 7937 7211 or Fax: (+44) 20 7937 7100 and quote “Aviation Industry Conferences“. Please book early to avoid disappointment.
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The hotel is located just off the fashionable Kensington High Street, within easy walking distance of Kensington Palace and Gardens. Other local attractions include Knightsbridge and The Natural History Museum and Science Museum. The closest tube station is High Street Kensington on the District and Circle lines.

BOOKING TERMS & CONDITIONS
No delegate will be allowed into the conference unless full fees have been received prior to the event. Registrations received after 5 November must be made with a credit card. Once a booking has been made then any cancellation will be subject to the following terms:
- Cancellations received in writing by 5 November will be refunded in full less a 10 per cent administration charge.
- Cancellations received thereafter will forfeit 50 per cent of the fee.
- After 12 November, however, there will be no refunds.
- The organisers will accept a substitute delegate if the original delegate is unable to attend.
- These terms and conditions are effective for all registrations, even if payment is not received at time of booking, and include any delegate who is a “no show”.

If you wish to sponsor an event please contact the organisers.