



# FOR APPLICATION IN AIRCRAFT INTERIOR AND SECONDARY STRUCTURES

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#### **Content**



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# 1. CONTEXT AND CHALLENGE



#### **Context**



#### **Composites in aircraft materials**

Carbon-Fibre-Reinforced Polymer (CFRP)

no corrosion & fatigue tasks

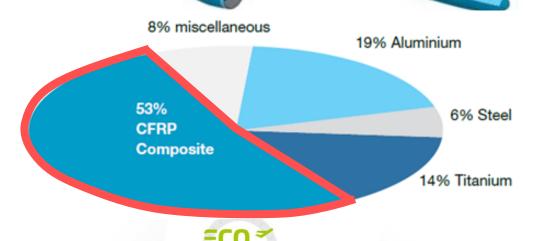
- Wings
- Centre wing box and keel beam
- Tail cone
- Skin panels
- · Frames, stringers and doublers
- Doors (passenger & cargo)

#### Titanium - no corrosion tasks

- High load frames
- Door surroundings
- Landing gear
- Pylons

Light airframe using 53% composites

Airbus A3550 material composition.



#### **Context**

#### **Cost of composites**

- ★ High energy consumption during production of fibers.
- ★ Fossil-sourced materials → high carbon footprint.
  - Non renewability of materials.
  - Composites are not recyclable and the fibers difficult to recycle and energy consuming.
  - Polymers are man-made and fuel sourced.
- ★ Short lifespan of airplanes.

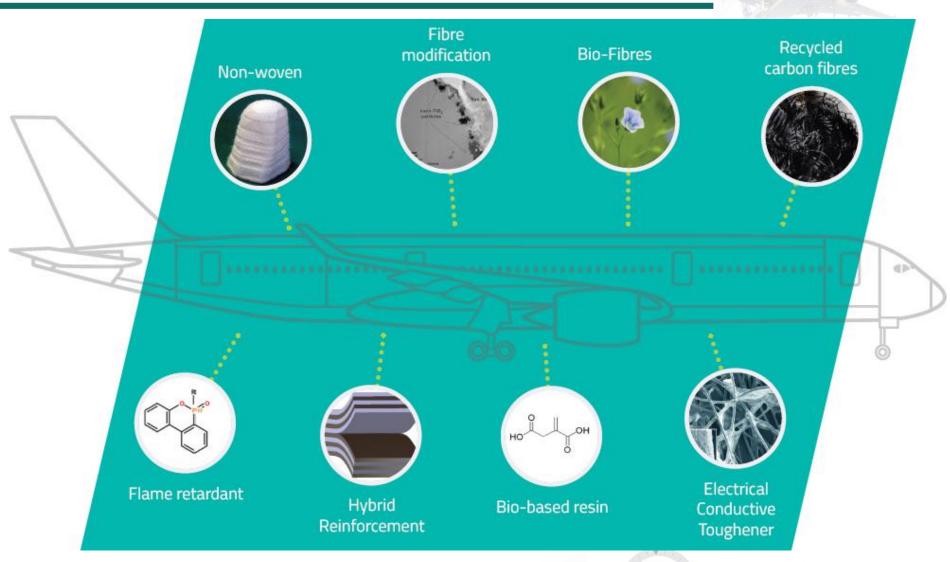






Aircraft boneyard in the Mojave Desert (California).

# Challenge



## 2. CONSORTIUM



#### Consortium



AIRBUS GROUP INNOVATIONS



L-UP

中国航发北京航空材料研究院



CENTRE INTERNACIONAL DE METODES NUMERICS EN **ENGINYERIA** 



UNIVERSITY OF MANCHESTER



DEUTSCHES ZENTRUM FUER LUFT - UND RAUMFAHRT EV



UNIVERSITY OF PATRAS





AVIC COMPOSITE CORPORATION, LTD



HARBIN INSTITUTE OF TECHNOLOGY



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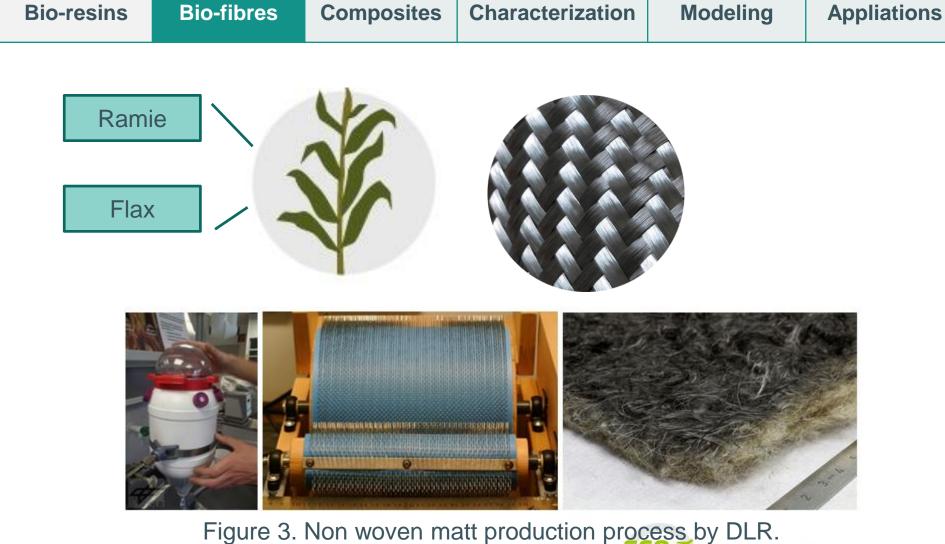
## 3. OBJECTIVES



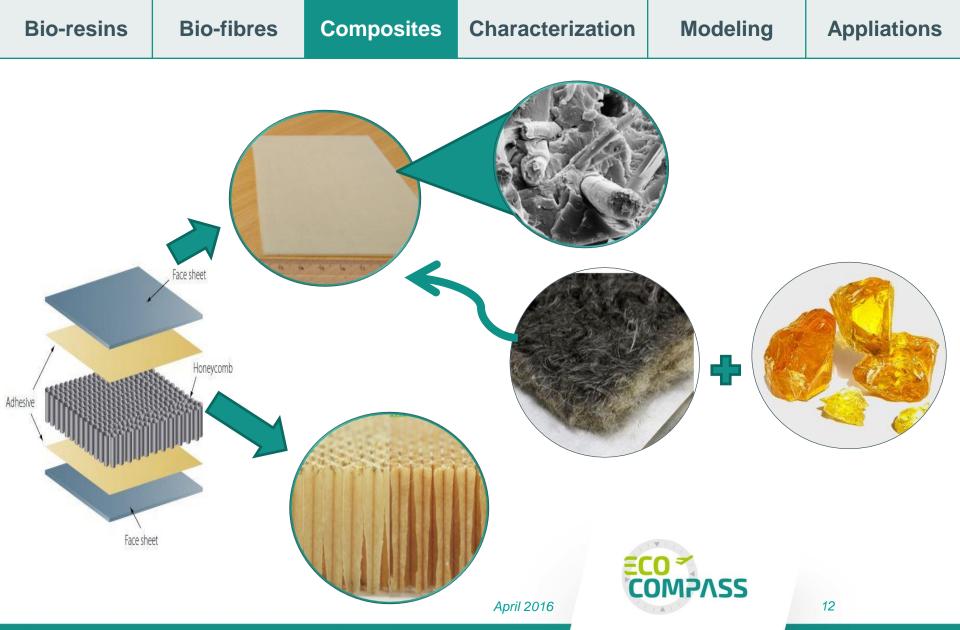








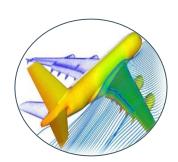
COMPASS
March 2018





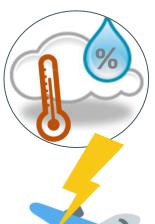




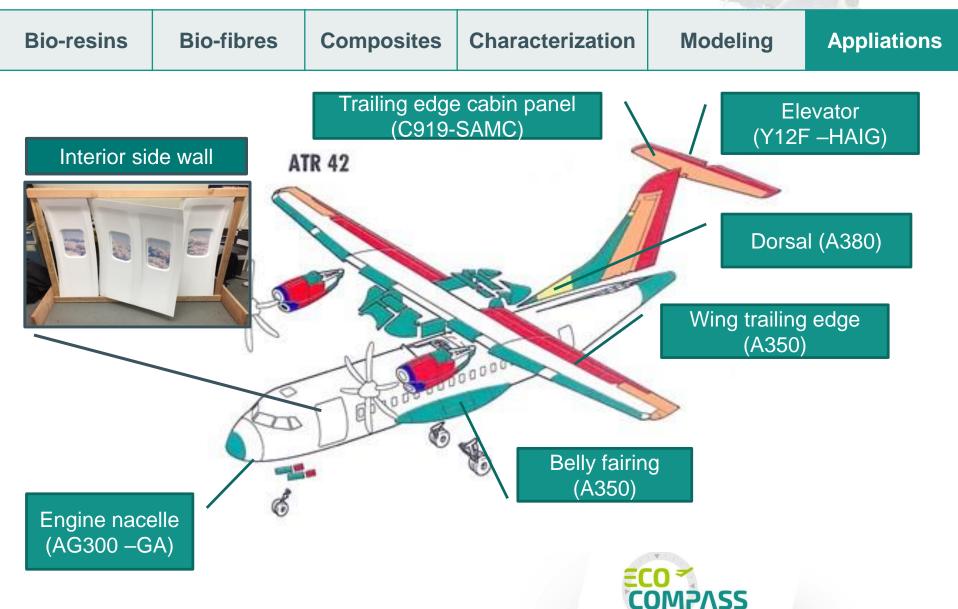












#### 4. RESULTS





# THANK YOU FOR YOUR ATTENTION

