姜斌 Prof. JIANG Bin

南京航空航天大学

Nanjing University of Aeronautics and Astronautics

姜斌 (IEEE Fellow) 1995 年获东北大学自动控制专业博士学位。先后在新加坡、法国、美国和加拿大担任博士后、研究员、特邀教授和客座教授。他目前担任教育部长江学者特聘教授和南京航空航天大学(NUAA)的副校长。曾主持国家自然科学基金多项，出版专著 10 部，发表国际期刊文章 200 余篇。主要研究方向为智能故障诊断和容错控制及其在安全关键系统中的应用。2018 年获中国国家自然科学奖。他担任 IEEE Fellow，国际系统与控制科学研究院(IASCS)院士，亚太人工智能协会(AAIA)会士，中国自动化学会(CAA)理事，IEEE 南京分会控制系统分会主席，AAIA 南京分会主席，IFAC 技术过程故障检测、监督和安全技术委员会成员。他曾担任 IEEE Transactions on Cybernetics, IEEE Transactions on Neural Network and Learning Systems，神经计算，Journal of the Franklin Institute，国际控制自动化与系统等多个期刊的副主编或编委会成员。

Bin Jiang received the Ph.D. degree in automatic control from Northeastern University, Shenyang, China, in 1995. He was a Post-Doctoral Fellow, a Research Fellow, an Invited Professor, and a Visiting Professor in Singapore, France, USA, and Canada, respectively. He is currently a Chair Professor of the Cheung Kong Scholar Program with the Ministry of Education and the Vice President of the Nanjing University of Aeronautics and Astronautics (NUAA), Nanjing, China. He has been the Principle Investigator on several projects of the National Natural Science Foundation of China. He is the author of 10 books and over 200 referred international journal articles. His research interests include intelligent fault diagnosis and fault-tolerant control and their applications to safety-critical systems. He was a recipient of the National Natural Science Award of China in 2018. He is an IEEE Fellow, an Academician of the International Academy for Systems and Cybernetic Sciences (IASCS), a Fellow of the Asia-Pacific Artificial Intelligence Association (AAIA), a Fellow of the Chinese Association of Automation (CAA), the Chair of Control Systems Chapter in IEEE Nanjing Section, the President of Nanjing Branch of AAIA, and a member of IFAC Technical Committee on Fault Detection, Supervision, and Safety of Technical Processes. He has served as an Associate Editor or an Editorial Board Member for a number of journals, such as *IEEE*

Transactions on Cybernetics, *IEEE Transactions on Neural Network and Learning Systems*, *Neurocomputing*, and *Journal of the Franklin Institute*, *an Editor of International Journal of Control Automation and Systems.*

伍贻兆 Prof. WU Yizhao

南京航空航天大学

Nanjing University of Aeronautics and Astronautics

生于 1945 年，空气动力学博士，南京航空航天大学教授、博士生导师。199.3 至 1991.9 在法国达索公司理论空气动力学部博士后，导师 J. Periaux 教授。长期从事计算流体力学的教学与研究工作，并取得显著成果，获得国家有突出贡献专家荣誉证书，曾任南航副校长、南航研究生院院长，中国空气动力学学会副理事长，《空气动力学学报》副主编、《航空学报》副主编等职务。

Born 1945, he has been serving as a professor in Nanjing university of Aeronautics and Astronautics (NUAA). He received his PhD degree in Aerodynamics, NUAA in 1987. From 1990.1 to 1991.9, he worked as a postdoctoral researcher in the department of theoretical aerodynamics of Dassault Aviation with Professor J. Periaux in France. He once was the deputy president and dean of college of graduate students NUAA. He also served as the deputy-Chairman of Chinese Aerodynamic Research Society, and the deputy chief-editor of Acta Aerodanymica Sinica and Acta Aeronautica ET Astronautica Sinica. His research interesting is computational fluid dynamics (CFD).

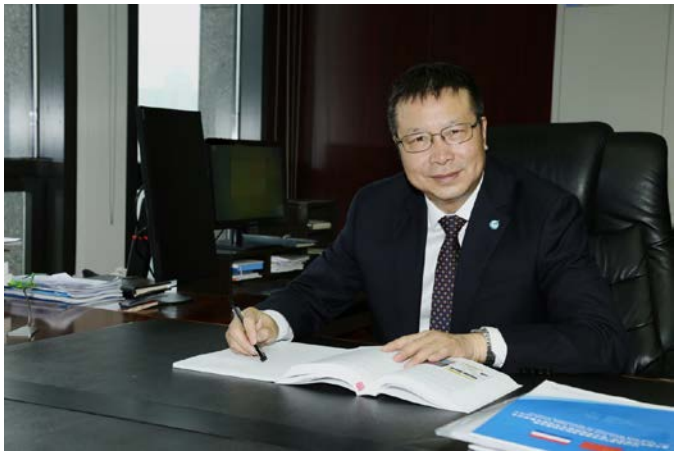
赵宁 Prof. ZHAO Ning

南京航空航天大学

Nanjing University of Aeronautics and Astronautics

生于 1963 年，1982 年在山东工业大学获得学士学位，1989 年在南京航空学院获得硕士学位，1993 年在中国科学院计算中心获得博士学位。1993 年至今就职于南京航空航天大学，曾担任南京航空航天大学空气动力学系主任和航空宇航学院院长，还曾任中国空气动力学会副理事长。研究方向是计算流体力学，发表学术论文 200 余篇。

Born 1963 in Shandong China, he received his B.S. degree in Computational Mathematics, Shandong Polytechnic University in 1982, Master Degree, Nanjing Aeronautical Institute (NUAA now) in 1989, and PhD degree, Computing Center Chinese Academy of Sciences in 1993. Since 1993, he has been serving as a professor in Nanjing university of Aeronautics and Astronautics (NUAA). He once was the Chairman of Department of Aerodynamics, and the Dean of College of Aerospace Engineering, NUAA. He also served as the deputy-Chairman of Chinese Aerodynamic Research Society (2011-2021). His research interesting is computational fluid dynamics (CFD), and has published more than 200 papers in internationally and domestically journals.



孙侠生
中国航空教育学会
Chinese Society of Aeronautical Education(CSAE)

博士，中国航空教育学会秘书长。针对民用航空碳达峰、碳中和要求，着眼绿色航空，积极推动新能源飞行器、新概念结构等技术发展，强化产学研用协同研究和创新，以 30 余场双、多边国际学术交流和研讨会，推进中国航空科研界参与全球科技前沿创新和国际交流合作，服务于航空可持续发展。发表论文 40 余篇，出版专著 5 部。

Dr. SUN is the Secretary-General of Chinese Society of Aeronautical Education(CSAE).In response to the requirements of carbon neutrality in the field of civil aviation, he actively promoted the development of key technologies for green aviation like new energy aircraft and new structures with a strengthened collaboration among universities, research institutes, industries and final users. He organized more than 30 bilateral and multilateral international technical exchanges and seminars, which have effectively promoted the participation of China's aviation research community in aviation sustainable development. He had more than 40 papers and 5 books published.

中欧航空科技合作的历程和前景

China-EU Aeronautic S&T Co-Operation: History and Future

面向气候中和的绿色航空，是中欧民用航空业发展的共同选择。自 2005 年起，中欧双方科研、学术和工业界在中欧政府间科技合作框架下，围绕绿色航空的共同目标，持续开展气动、结构、材料、制造、空中交通管理等领域的技术交流和合作研究，为中欧双方的航空科技进步发挥了重要作用。未来，中欧双方将继续深化面向气候中和的航空科技交流合作与人才培养；以开放合作、互利共赢的态度，充分发挥各自的科技优势资源和力量，推进绿色航空的交流和发展。

Climate-neutral green aviation is a common choice for the development of the civil aviation industry in China and Europe. Since 2005, under the framework of China-EU intergovernmental scientific and technological cooperation, with the common goal of green aviation, the scientific, academic and industrial communities of China and the EU have continuously carried out technical exchanges and cooperative

research in the fields of aerodynamics, structures, materials, manufacturing, air traffic management and etc. This cooperation has played an important role in the progress of aviation science and technology. In the future, China and the EU will continue to deepen exchanges and cooperation in aviation science and technology for climate neutrality. With an attitude of openness, cooperation and mutual benefit, we should give full play to respective scientific and technological resources and strength to promote the exchange and development of green aviation.

吴希明教授，Prof. WU Ximing
中国航空研究院
Chinese Aeronautical Establishment
研究员，博士生导师、航空工业飞行器总体技术首席技术专家、直升机型号总设师，中国航空研究院副院长。主要研究方向：直升机总体设计、高速旋翼飞行器总体设计等。
Professor, Doctoral supervisor, Chief Technical Expert in Air Vehicle Overall Design Technology of AVIC, Chief designer of helicopters. Main research directions: helicopter general design, high-speed rotorcraft general design, etc.

民用高速旋翼飞行器发展战略分析及关键技术展望

Development Strategy Analysis and Key Technology Prospect of Civil High-Speed Rotorcraft

WU Ximing, CAE, China

面向直升机高速化的发展趋势，开展了高速旋翼飞行器与直升机、通航飞机、公路、铁路等交通运输工具的效能仿真对比，基于潜在的民用市场需求，综合分析了高速旋翼飞机器在交通运输系统和应急救援体系中的优势与劣势。研究结果表明，民用高速旋翼飞行器在我国具有明确的战略发展定位，一方面可作为交通体系干支通全网联的重要节点，以突出的任务效能融入交通运输应用体系；另一方面，面向中远程应急救援的需要，可满足敏捷救援体系响应速度的需求，填补现有直升机应用领域的空白。最后，针对重点发展构型，对我国未来民用高速旋翼飞行器的关键技术进行了展望。

Oriented to the need of high speed for helicopters, the performance merits of high-speed rotorcraft are analyzed compared to the traditional transport vehicles, such as helicopter, aviation aircraft, highway, and railway. Based on the potential to civil market demands, the advantages and disadvantages of high-speed rotor vehicles in transportation system and emergency rescue system are discussed. It is clarified in the present that civil high-speed rotorcraft has a clear strategic development position in China. On the one hand, it can be used as an important node in the traffic system and be integrated into the transportation application system with outstanding task performance. On the other hand, it can meet the needs of agile response speed of rescue system for a long-range distance, which will fill the gaps in the existing helicopter application field. In the end, the key technology fields for the important configurations that are needed to be paid attention in the future are prospected.

林大楷博士

中国商飞北京民用飞机技术研究中心

COMAC Beijing Aircraft Technology Research Institute

林大楷博士，现任中国商飞北研中心未来技术研究所副所长，毕业于北京航空航天大学，主要从事气动声学、空气动力学、计算气动声学、计算流体力学、气动设计与优化等民机气动与声学领域研究。

Dr. LIN Dakai, vice director of Future Technology Research Division of COMAC Beijing Aircraft Technology Research Institute. He graduated from Beihang University, and his Research interests focus on aerodynamics and acoustics in civil aircraft design, e.g., computational aeroacoustics(CAA), computational fluid dynamics(CFD), noise reduction treatments, aerodynamic optimization, etc.

未来民机减阻降噪技术

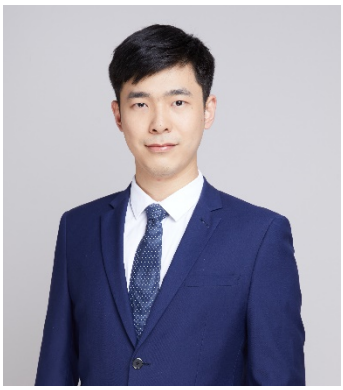
林大楷

Drag and noise reduction technologies for future civil aircraft

LIN Dakai. COMAC, China

随着环保意识增强，节能减排，不断降低飞机阻力和噪声是民机技术发展永恒的驱动力。在满足日趋严苛的噪声与排放要求同时，民机减阻和降噪技术水平将直接关系到航空公司的运营成本和竞争力。本报告将从民机对减阻降噪需求出发，梳理未来民机在减阻降噪方面的技术和创新，并对其应用前景进行探讨。

Continually reducing civil aircraft drag and noise is always the crucial and everlasting driving force for green and sustainable aviation, since the enhancement of environmental awareness. Besides the requirements of airworthiness and the increasing regulatory demands, the technology level of civil aircraft aerodynamic and acoustic design can also have a direct impact on the airlines operating costs and their competitiveness. Prospectively, in this presentation, the potential technologies and innovations related to drag and noise reduction will be identified and sorted out, and their application prospects for future civil aircraft will be discussed as well.



纪宇晗 Mr. JI Yuhan
中国航空工业发展研究中心
Aviation Industry Development Research Center of China

纪宇晗，男，硕士，中国航空工业发展研究中心工程师，长期从事电动飞机、氢动力飞机、航空机电相关研究和论证，深耕新能源航空领域，参与装发部、工信部、航空工业集团、航空研究院等多渠道航空科研项目，在《航空科学技术》、《国际航空》、《航空动力》等专业期刊发表文章若干。

Ji Yuhan is engineer in Aviation Industry Development Research Center of China. He holds Control Engineering master degree in Beihang University, Beijing. His research interests include electric aircraft, hydrogen-powered aircraft, and aviation mechatronics. He participated in several new energy aviation research projects of competent state authorities, AVIC, CAE and more. His research is published in authoritative several journals, conferences, and public media in aeronautics.

双碳战略目标下的中国新能源航空发展路线图

China New Energy Aviation Roadmap Under Carbon Peaking and Carbon Neutrality Goals

2020 年中国正式提出双碳战略目标，预计到 2030 年实现碳达峰，2060 年实现碳中和。随着经济的快速发展，航空产业占中国碳排放总量的比重越来越高，发展新能源航空是响应双碳战略目标，实现中国航空产业高效可持续发展的必然选择。本演讲以双碳战略目标为出发点，分享中国新能源航空的发展特点和未来趋势，提出新能源航空发展路线图和总体规划，展望未来新能源航空图景，为中国航空产业绿色低碳转型提供理论支撑。

In 2020, China released carbon peaking and carbon neutrality goals, or dual carbon goals for short. The goals of carbon peak by 2030, carbon neutrality by 2060. With the rapid economic development, the proportion of aviation industry in China's total carbon emissions is increasing. The development of new energy aviation is an inevitable choice to achieve the dual carbon goals and the sustainable development of aviation. Based on the dual carbon goals, the development characteristics and future trends of China new energy aviation are summarized. The roadmap and overall plan of China new energy aviation are put forward. Looking into the future of China new energy aviation. Promote the green and low-carbon transformation of China aviation

industry.

唐智礼 Prof. Zhili Tang
南京航空航天大学
Nanjing University of Aeronautics and Astronautics

唐智礼，南京航空航天大学航空学院教授。他的研究领域包括：飞行器空气动力学和布局设计、流体动力学中的不确定性分析和航空科学中的稳健设计与优化、流动控制、自然层流气动布局设计与优化、先进多学科优化、自适应网格求解技术、进化算法和博弈论等。他在该领域发表了100多篇研究论文。

Zhili Tang, a professor at College of Aerospace Engineering of NUAA since 2012. He has been involved in a wide range of research activities on computational fluid dynamic, flow control and aerodynamic/structural/thermal multi-field coupling analysis and high-performance multi-disciplinary optimization design for applications to aircraft, including UAV and MAV. He has published over 100 research papers in the area. His research interests include: UAV/MAV aerodynamics and design, uncertainty analysis for fluid dynamics and robust design optimization in aeronautics, flow control, natural laminar aerodynamic shape design optimization, aircraft aerodynamic and multi-disciplinary optimization, adaptive mesh solution techniques, evolutionary algorithms, and game theory.

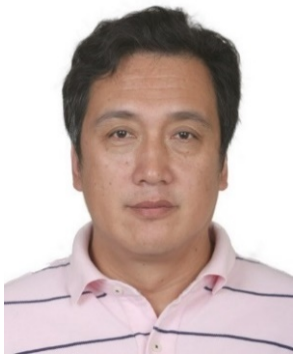
从 FEM 到 Optimization: 回望 Periaux 教授五十多年的学术生涯
——献给 Periaux 教授八十大寿

From FEM to Optimization: Looking Back on Professor Periaux's Academic Career of More than 50 Years
——Dedicated to Professor Periaux's 80th birthday celebration

Periaux 教授自从 1967 年从巴黎第六大学数值分析专业毕业后，一直投身于工程与科学中的数值方法研究。其研究领域涵盖：非线性偏微分方程的数值解、流动方程的有限元方法、气动布局设计与优化、区域分解和虚拟区域方法、计算电磁学、控制理论、进化算法和博弈论、多学科优化等。他是全世界第一个完整地应用有限元素方法求解全机跨音速位流方程的学者。本报告将重点介绍他持续三十年来在进化算法、博弈理论及其航空科学中的优化理论与应用方面的卓越学术成就；以及在开启中欧航空科技交流与合作方面展现出的创造性和灵活性，不仅为中欧航空科技合作开启了新纪元，也为增进和加深中欧人民的友谊做出了卓越贡献。

Professor Periaux has been engaged in the research of numerical methods in engineering and science since he graduated from the Paris 6 University in 1967, majoring in numerical analysis. His research fields include: numerical solution of non-linear partial differential equations; finite element methods for 3-D computational fluid dynamics; aerodynamic design of manned/unmanned aircraft vehicles; aero thermal shape design of space vehicles in aerospace engineering; domain

decomposition/fictitious domain methods on parallel architectures; mesh adaptation with a posteriori errors estimates; computational electro magnetics; multidisciplinary design optimization; control theory; evolutionary algorithms and game theory; computational Intelligence; life sciences and medical applications. He is the first scholar in the world to apply the finite element method to solve the transonic full potential flow equation of the complete aircraft. This report will focus on his outstanding academic achievements in evolutionary algorithms, game theory as well as optimization theory and application in aeronautics over the past three decades; As well as his creativity and flexibility in opening China-EU aeronautical science and technology exchanges and cooperation, he has not only opened a new era for China-EU in aeronautical science and technology cooperation, but also made outstanding contributions to enhancing and deepening the friendship between the Chinese and European people.



白杰 Prof. BAI Jie

中国民航大学 Civil Aviation University of China

白杰，教授，博士生导师，中国民航大学副校长，民航航空器适航审定技术重点实验室主任，曾担任ARJ21-700飞机型号合格审定委员会委员、中欧航空科技战略合作项目领域主席。主要研究方向为航空器适航审定技术、航空发动机适航审定技术。

Prof. BAI Jie is the vice president of CAUC, the director of Key Laboratory of Civil Aircraft Airworthiness Technology, the type certification committee member on ARJ21-700, the field president of China-EU strategic cooperation plan. He is focusing on airworthiness technology of aircraft and aero-engine.

中国民航绿色运行

Green Operation of Civil Aviation in China

中国民航以双碳目标为引领，践行绿色发展理念，坚持智慧民航建设主线，建立健全民航绿色低碳循环发展体系，推动民航发展全面绿色转型。本次演讲将从中国民航绿色发展背景出发，从运行角度介绍中国民航绿色发展行动与措施，面向运行全流程阐述民航绿色运行技术与平台，并对中国民航绿色发展方向和主要目标进行展望。

Guided by the carbon peaking and carbon neutrality goals, China's civil aviation is practicing the concept of green development, adhering to the principal line of smart civil aviation construction, establishing and improving the green and low-carbon circular development system of civil aviation, and promoting the comprehensive green transition of civil aviation development. This presentation will start from the background of the green development of civil aviation in China, introduce the green development actions and measures from the perspective of operation, elaborate the green operation technology and platform of civil aviation for the whole operation process, and outlook the direction and main goals of green development of civil aviation in China.

益小苏博士

宁波诺丁汉大学李达三教席教授，长三角碳纤维及复合材料技术创新中心执行主任，中欧合作项目 ECO-COMPASS 的中方协调人。

Dr. Xiaosu YI

University of Nottingham Ningbo China (UNNC), Yangtze River Delta Carbon Composite Innovation Centre (CCIC), China

Dipl.-Ing. (M.S., 1982) and Dr.-Ing. (Ph.D., 1986) degree in Material Engineering at University of Paderborn, Germany. Currently LDS Chair Professor in Advanced Materials and Composite Technology of UNNC and CEO of CCIC. Fellow of SAMPE (F. SAMPE), Chairman of SAMPE Global (2020-2021) and Academician of APAM (Asia-Pacific Academy of Materials). He was also AVIC Chief Scientist on Composites, Director of the National Engineering Laboratory of Carbon-fiber Structural Composites and Beijing Engineering Laboratory of Green Composites. Publication of over 400 papers and 10 books, and over 70 invention patents awarded.

绿色航空之绿色材料和功能结构

Green Materials and Functional Structures for Green Aviation

绿色材料是发展绿色航空的重要基础，而赋予航空结构以一定的功能将推动一材多用和材料减量化。本报告主要介绍生物源热固性环氧树脂及其绿色复合材料的应用，包括高性能的自阻燃环氧树脂等；同时介绍基于绿色材料的结构阻尼和减振降噪功能性复合材料结构等的最新研究进展。

Green materials are an important foundation for the development of green aviation. Functionalizing aeronautical structures will promote multiple and less-for-more use of certain material. This report mainly introduces the application of bio-source epoxy resins and their green composite materials, including high-performance self-flame-retardant bio-sourced resin. At the same time, the latest research progress of structural damping and functional vibration- and noise-reduction composite structures based on green materials is also introduced.

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郑耀教授 Prof. ZHENG Yao

浙江大学 Zhejiang University

教育部长江学者特聘教授，国家杰出青年科学基金获得者，英国威尔士大学博士，原美国国家航空航天局格伦研究中心（NASA Glenn Research Center）高级研究科学家。曾任浙江大学航空航天学院首任常务副院长、浙江大学工学部副主任，现任浙江省涡轮机械与推进系统研究院执行院长、浙江省无人机技术重点实验室主任、教育部航空航天数值模拟与验证重点实验室主任。

Cheung Kong chair professor appointed by the Ministry of Education of China; Grantee of the Chinese National Science Fund for Distinguished Young Scholars; PhD from University of Wales Swansea, UK; and Former Senior Research Scientist of NASA Glenn Research Center, USA. He had been the founding deputy dean of School of Aeronautics and Astronautics, and the vice dean of Faculty of Engineering, all in Zhejiang University, China. He is currently the executive director of Zhejiang Institute of Turbomachinery and Propulsion Systems, and the director of Zhejiang Key Laboratory of UAV Technology.

利用新型能源动力系统进行航空减排的现状和挑战

Current Status and Challenges of Adopting New Energy Systems for Aviation Emission Reduction

航空业年碳排放约 9 亿吨，为了降低航空碳排放，国内外研究机构针对飞机机体技术、能源动力、运行方式开展了大量探索。本报告涉及以下几个方面：（1）梳理采用新型能源动力系统进行航空减排的工作；（2）总结以电驱动、氢涡轮、氢燃料电池等为代表的新能源动力系统发展现状；（3）分析新能源动力系统对现有飞机和未来飞机减排的可行性；（4）针对所涉及的科学问题和技术挑战，提出航空新能源动力系统未来可能的发展方向和研究需求。

The annual aviation carbon emission is about 900 million tons. To reduce the carbon emission of aviation, domestic and foreign research institutions have made great research efforts on new aircraft airframe technologies, energy systems. This presentation addresses the following aspects: (1) To sort out the work of adopting new energy systems for aviation emission reduction; (2) To summarize the current status of new energy systems represented by electric propulsion, hydrogen combustion and hydrogen fuel cells; (3) To analyze the feasibility of new energy systems for emission reduction of existing and future aircraft; and (4) To propose possible future development

directions and research needs of new energy systems for aviation in view of the scientific problems and technical challenges involved.

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He is now the director of National Key Lab. of Science and Technology on Aerodynamic Design and Research. He had worked as a research scientist at DLR for four years. His research interest is in the field of aerodynamic and multidisciplinary design optimization. He has published more than 150 research papers and he was awarded as “Most Cited Chinese Researcher” in 2021 and 2022. He was also in the list of “World’s Top 2% Scientists” released by Stanford University in 2020 and 2021.

飞行器高效全局气动与多学科优化设计

Efficient Global Optimization Method for Aircraft Aerodynamic and Multidisciplinary Design

气动优化设计及以气动为核心的多学科优化设计,在提高飞行器气动与综合性能方面正发挥着越来越重要的作用。首先，介绍了基于变可信度代理模型的气动优化设计方法、结合代理模型和 Adjoint 方法的气动优化设计方法以及基于非生物进化的并行气动优化设计方法的研究现状和最新进展。其次，针对学科领域的前沿问题，介绍了基于代理模型的多目标气动优化设计方法、混合反设计/优化设计方法、稳健气动优化设计方法的研究进展，以及基于代理模型的多学科优化设计方法的研究进展。最后，探讨了未来面临的挑战，给出了研究方向建议。

Aerodynamic and multidisciplinary design optimization based on high-fidelity simulation plays an increasingly important role in improving aerodynamic and overall performance of an aircraft. During the past two decades, a great progress has been made. In this presentation, recent progress of efficient global aerodynamic shape optimization based on surrogate models is reviewed. First, the state of the art of optimizations with variable-fidelity surrogate models, gradient-enhanced models, and a parallel optimization method are reviewed. Second, in terms of frontier issues, recent progress of multi-objective design optimization, hybrid inverse/optimization design method, robust design optimization, as well as multidisciplinary design optimization

are discussed. Finally, some key issues and challenges relevant to the theory, method, and applications are presented, and future research directions are suggested.

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