Minister Ploumen, President Qin, Ladies and Gentlemen,

DNW, a small Dutch organization, with a 50% share held by the German national aerospace center DLR and another 50% held by the NLR, manages some of the most significant aerospace research infrastructure in Europe. Every Airbus type that flies in the sky has been tested by DNW, and the distinction of a strategic wind tunnel has been awarded to its Large Low–speed Facility by ACARE (advisory council for aerodynamic research in Europe).

In order to maintain its strategic position, DNW places a strong emphasis upon working with the global industrial and research community. As examples of the global industrial involvement, all the other major aircraft manufacturers in addition to Airbus can be named, including COMAC. As an example of the research involvement the TU Delft and COMAC again may be named in addition to the two national laboratories from Germany and the Netherlands.

The research efforts are directed at contributing to our capability to support the efforts of making air traffic even more efficient, and thus even less contaminating with emissions than it already is. The emissions we are talking about are of the acoustic kind and of the CO2 and other environmentally significant residues of aircraft fuel.

Of the topics that DNW and the Technical University of Delft work on jointly, dealing with noise, propulsion and flight efficiency, BASTRI decided to join with a scholar of its own in the research toward laminar flow technology. This technology holds the promise of reducing fuel consumption of a standard capacity aircraft by up to 25% without reducing neither the transport capacity nor the travel speed.

In this joint research project on controlling the levels of turbulence on aircraft wings a step is going to be taken from the theoretical considerations and study in a university (TU Delft) laboratory, to the much more realistic and applicable scale of proof of concept in the LLF of the DNW. For the aerodynamicists this means increased Reynolds numbers. We are going to design a test where conditions almost equivalent to real flight can be evaluated, thus greatly reducing the risk in technology development. This project on Flow Control will, if successful as anticipated, put the participants in a position to evaluate the aerodynamic potential of laminar flow technology, and also provide the specialist wing surface manufacturers like Fokker with input toward the requirements for production of this kind of laminar flow wings.

DNW already has very positive experience in working with COMAC on the aircraft configuration and development related issues, both in Beijing with BASTRI as well as in Shanghai with SADRI. We are now looking forward to this more discipline oriented joint research project where the University is in the lead position, of which we are now celebrating the Kick-off.