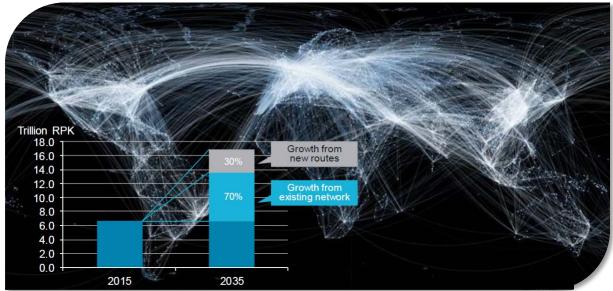
Factory of the Future and it's virtual Twin

DLR - Wissenschaftstag

Stephan Röpke 18. October 2018

Air travel growth

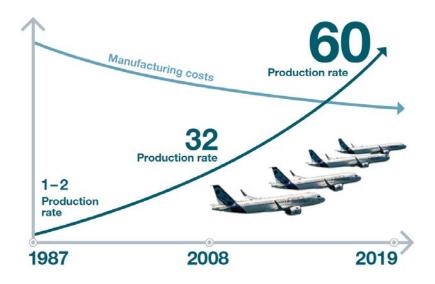


Demand for air transportation is growing fast...



.. doubling every 15 years







- Continuous ramp up of production
- High customer specific configuration
- Different workload in production due to different customization
- Capacity and flexibility of supply chain
- Manual labor dominates assembly
- Inflexible automation solutions
- Need for large, purpose-build jigs and tools

The transition to a new Product at high Production Rates is an unprecedented challenge for the entire Industrial System!

A320: a success story

A320 – **Family**

- first delivery in 1988
- introduced for a demand of a few hundred aircraft
- Product design is dominated by flight performance and customer value (weight, aerodynamics), industrial aspects were secondary
- Product life cycle of ~ 40 years

recent results (2017): ~ 8,000 deliveries, 6,000+ orderbook







Specialty of Aircraft Manufacturing



Final Assembly Line 1987 ...



.. and 2018



Speciality of Aircraft Manufacturing



...does not allow full automation due to the way of manufacturing!





Speciality of Aircraft Manufacturing



...is characterized by complex processes and various detailed operations











Speciality of Aircraft Manufacturing



... is dominated by manual work,
done by skilled experts

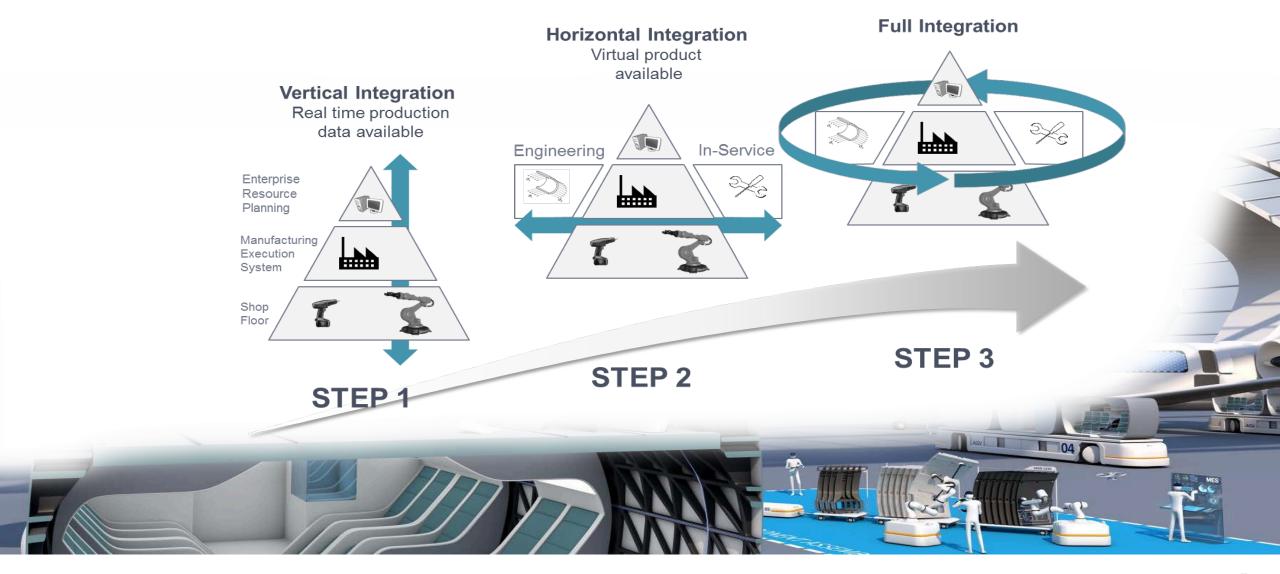




Factory of the Future – Strategic approach



Factory of the future - Implementation strategy Planning







Digital Development & Industrialisation – Main Targets



Lead Time Reduction in Development

New Design Approach New Integration Approach Virtual Aircraft

....



Lead time Reduction in Production

Design for Assembly Plan and Control Virtual Factory

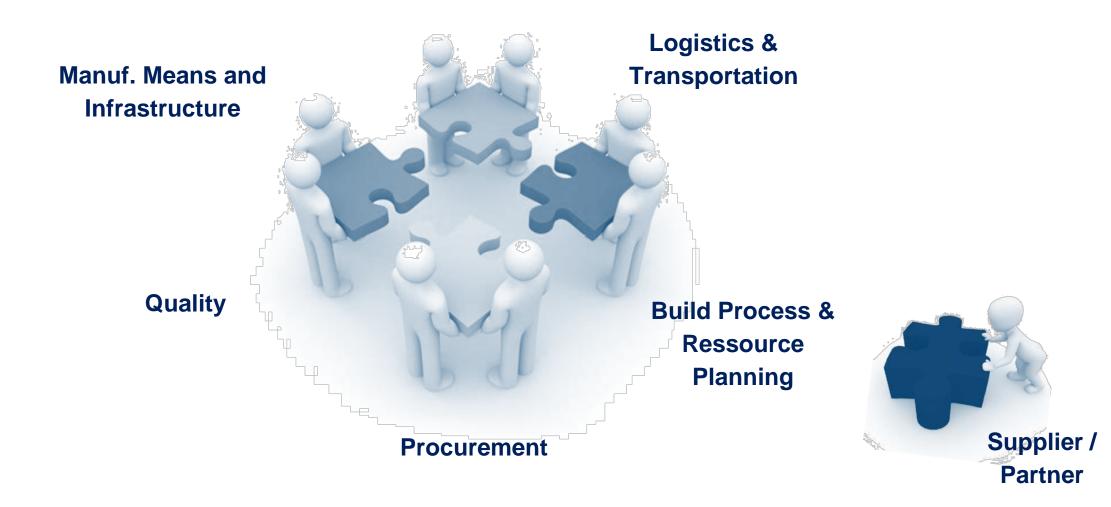
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RC Reduction

Automation Support Systems Testing and measurement







Thank you