

## PRESS RELEASE

EUROPEAN GAS TURBINE INSTRUMENTATION ENGINEERS MEET  
Munich, Germany  
October 10-14, 2011

The *5<sup>th</sup> EVI-GTI International Gas Turbine Instrumentation Conference* was held in Munich, Germany from October 10 through 14, 2011. The conference was organized by the European Virtual Institute for Gas Turbine Instrumentation (EVI-GTI / [www.evi-gti.com](http://www.evi-gti.com)).

EVI-GTI is an international non-profit organization founded in 2006 to be the leading sector-specific Institute for the Gas Turbine Instrumentation community. The association has members across the whole value chain, from large OEM's in the aeronautical or power generation sector (Rolls-Royce, Volvo Aero, Siemens, Alstom, etc.) to small businesses and academia active in the field of gas turbine instrumentation. EVI-GTI provides a focal point for all sector needs and solutions, promotes alignment of strategic aims & the collaborative development of R&D proposals (funded mainly through the European Commission Framework Programs for Research), specifications, and standards, knowledge exchange, training and development and representing members' needs at every level.

This year's conference has brought together more than 60 technical experts who are developing new measurement methods, sensors, and instrumentation systems for application in gas turbine engine development. This conference has been developed as a place to share new approaches between the engine manufacturers and their academic and supply chain partners.

The technical sessions included 15 presentations over 3 days of conference. In addition to the presentation sessions, the Keynote Lecture was held this year by Dr. Andreas Zeisberger, Head of Instrumentation and Sensors Development at MTU Aero Engines GmbH, presenting a vision on "The Future of Aero Engines and the Requirements for Instrumentation and Measurement Technologies".

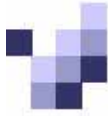
The last two days of the conference were devoted to a workshop on dynamic pressure measurements. Here again, the technical sessions included 13 presentations over 2 days. This workshop allowed to highlight problems and needs and to discuss the research priorities in this particular area of interest out of the global spectrum of gas turbine instrumentation. One of the outcomes of the meeting was the (re)-definition of sensor characteristics to be included in a standard specification sheet. As a follow-up of this workshop, a dedicated working group will be set up to collect and exchange information to prepare the next meeting.

Registered Office:  
Chaussée de Waterloo, 72  
1640 Rhode-Saint-Genèse,  
Belgium.

VAT number BE 0879 917 187

<http://www.evi-gti.com>  
E-mail: [info@evi-gti.com](mailto:info@evi-gti.com)

ING Bank 310-1612670-34  
IBAN: BE68 3101 6126 7034  
BIC: BBRUBEBB



All contributions presented during the week are available in the member area of the website. To join our community as a member, visit [http://www.evi-gti.com/join\\_evi-gti](http://www.evi-gti.com/join_evi-gti).

There was also the usual EVI-GTI membership meeting, and a Tip Clearance Standard Committee Meeting, another working group which emerged from the EVI-GTI community, active in the field of standardizing tip clearance measurements.

EVI-GTI also works in close collaboration with its US counterpart, the Propulsion Instrumentation Working Group (PIWG / [www.piwg.org](http://www.piwg.org)). PIWG was formed in 1995 by representatives from the National Aeronautics & Space Administration, the Air Force Research Laboratory, propulsion manufacturers and academia to address critical turbine engine test-instrumentation development and sensor issues. PIWG also focuses on identifying common needs; creating a strategy and vision to guide future research; and co-developing necessary technology. As both organizations have common interests and goals, EVI-GTI and PIWG continue ongoing communication and collaboration with monthly conference calls, while looking forward to their 4th joint conference which will be hosted in the EU in 2012.

The European Union (EU) and the United States (US) are jointly working to mature and deploy new technologies into gas turbine new production development for both aeronautical propulsion and power generation.



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