



# on board the latest jumbo jet

AvioPolska, one of the major companies involved in the Aviation Valley, is one of Poland's leaders in research and development for the aviation industry. Its components are on board some of the world's most advanced aircraft.

AvioPolska is part of the Avio world industrial group, the aviation industry leader. More than 60% of all civilian aircraft with a passenger capacity exceeding 200 is equipped with at least one component designed and produced by Avio. The company supplies low pressure turbines for the Eurofighter "Typhoon" and "Tornado" aircraft. The group provides regular repair services for 52 airlines throughout the world. More than 30 satellites were launched into the orbit using Avio propulsion systems.

Currently, AvioPolska is about to start research, development and design work on drawing up the prototype of low pressure turbine stators to be applied in GEnX-2B, the new-generation turbo fan engines. This is an event of paramount significance in the history of the Polish aviation industry. For the first time in many years, Poland will become the country where the most-up-to-date aviation technology is developed for world-wide use.

As a company specialising in designing and manufacturing turbine engine components, AvioPolska will be carrying out this task as member of an international consortium led by General Electric. Involved in the design work will be Polish engineers at Avio and scientists at the ATH University in Bielsko-Biala. GEnX-2B will be the world's most modern aircraft engine to power the family of the new Boeing 747-8 long-distance aircraft, the successor to the jumbo-jet, the largest

passenger aircraft produced by the US Boeing company.

The world's most-up-to-date technological solutions will be applied in the production of that engine. These will cut across present technology and meet the requirements defined by the Advisory Council for

Aeronautics Research in Europe (ACARE) with regard to reducing noise and exhaust emission. Designed around customers' needs, the GEnX represents a giant leap forward in propulsion technology. The engine will use the latest generation materials and design processes to reduce weight, improve performance and lower maintenance during its operations.

As many innovative solutions have been applied in the engine design (and that also in research, design and manufacture of blades with new thermo-dynamic and strength properties), the GEnX

- will consume 15% less fuel per unit than the engines it will replace;
- will stay on wing 30 percent longer using 30 percent fewer parts, greatly reducing maintenance costs;
- emissions will be as much as 95 percent below current regulatory limits, and it will be the quietest, most passenger-friendly commercial engine ever produced.

Regular manufacture of the new engines will be launched in 2009, while its prototypes will be put into operation in 2008. The value of the AvioPolska company's investments connected with R&D, designing and enforcing the production is estimated at EUR 10 million. AvioPolska's involvement in this undertaking means taking on new staff and a PLN 500 million increase in sales over the next ten years.

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