

PERSONAL INFORMATION

Antonio Ficarella



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<https://sites.google.com/site/greenengineelab2/>

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Sex M | Date of birth 9th August 1962 | Nationality Italian

WORK EXPERIENCE

September 1998 – today

Full Professor of Systems for Energy and Environment at the University of Salento (Lecce, Italy).

Università del Salento, Piazza Tancredi, 7, 73100 Lecce, telefono 0832291111 (www.unisalento.it).

▪ Main activities and responsibilities

Full professor of Energy and Environment Systems at University of Salento (Italy).

Director of the Department of Engineering for Innovation (2013-2015, and 2019-today). President of the ITS (High Technical Institute) Aerospace Foundation (since 2013). Dean of the Faculty of Industrial Engineering (2008-2012).

President of the Industrial Engineering School (2012-2013). Delegate of the Rector of the University for the safety of workers (2008-2014).

Coordinator of the Universities activities in the Apulian Aerospace District since 2008, member of the Board of Directors of the Aerospace Technological Cluster (Distretto Tecnologico Aerospaziale, DTA) (2009-2015).

Member of the ACARE (Advisory Council for Aeronautics Research in Europe) Europe Working Group 5, and member of the Italian Council of ACARE (since 2012). Author of the Italian Strategic Research and Innovation Agenda (SRIA).

Member of the Technical Committee of CTNA - Italian Aerospace Technological Cluster (since 2012).

Member of the Board of Directors of the Inter-university Consortium of Apulian Region (Consorzio Internuiversitario Regione Puglia, CIRP) (2005-2016), and of the Board of Directors of the Inter-university Consortium for Research on Sustainable Development (Consorzio Interuniversitario di Ricerca per lo Sviluppo Sostenibile, CIRPS) (since 2011).

Academic member of the Athens Institute for Education and Research (ATINER) since February 2016.

He is involved in EASN (European Aeronautics Science Network) activities since 2014, and in ERCOFTAC (European Research Community on Flow, Turbulence and Combustion) activities since 2014. He participated in the activities of CANNAPÉ (Canadian Aeronautics Networking Programme for Europe) (2011-2013).

Registered in the Expert List of Italian Ministry of Education, University and Research, for the evaluation of projects regarding the scientific and technological research and the industrial development. Scientific adviser of the Ministry for Economic Development, and of the Italian Regions of Liguria, Marche, Tuscany, Veneto and Bolzano for the evaluation of projects relating to scientific research and technological and industrial development. Member of the Committee for the Development of Aeronautic Industry, at the Ministry of Economic Development, since 2014.

He is a member of the American Society of Mechanical Engineers (ASME), Society of Automotive Engineers (SAE), American Institute for Aeronautics and Astronautics (AIAA). He is Reviewer for SAE, ASME, Elsevier.

Shareholder of the spin-off of the University of Salento ADVANTECH from 2011. The company provides technologies for process management and simulation data in the context of new product development processes that characterize the complex manufacturing sectors. The objective will be

implemented through an action of marketing and promotion of small and medium-sized enterprises and public bodies.

He was professor of Aeronautical Propulsion, Aircraft Powerplant and Systems, Fluid-dynamics, Sustainability of Propulsion and Energy Systems, Machinery, Energy Systems, Design and Management of Energy Systems, Industrial Energy Management.

Industrial consultant in the field of energy systems, environmental impact, industrial plants and safety.

In 1992 he received his Ph.D. in Mechanical Engineering, with a thesis on "Conservative and Accurate Simulation Models for the Calculation of Time-varying Phenomena inside the Injection Systems for I.C. Engines", at University of Bologna, Italy. In 1989 he took the Diploma in Industrial Fluid Dynamics, at the Von Karman Institute, Bruxelles, Belgium, with a prize awarded by the Belgian Government,. In 1986 he took his Master of Science in Mechanical Engineering, with a thesis on "Injection Systems for Diesel Engines: Numerical Simulation and Experimental Verification", at University of Bari, Italy.

He was the national scientific coordinator of the Project of National Interest (PRIN) Cycle-Resolved Emissions Control of Internal Combustion Engines by Means of an Innovative Optical Sensor (2006-2008). The research program was devoted to the development of a novel detection system for the cycle resolved measurement of the NOx and CO emissions in internal combustion engines and its related control system. Through the cycle resolved monitoring of the gas exhaust emission, a feedback control and a real time adjustment of the combustion process parameters, such as the number of injections per cycle and their position, the injection pressure, the EGR level, will be possible in order to optimize and minimize the fuel consumption and the emissions. The main problem which has so far prevented the use of optical sensors for the detection of exhaust emissions in the automotive field is the deposition of organic compounds on the active area of the sensors. In this project this problem was solved by using photodetectors based on gallium nitride and related compounds, which exhibit a superior resistance to temperatures higher than the carbon and organic oxidation temperature. The sensor will thus work in-situ in the exhaust manifold of combustion engines, heated at temperature up to 800 K so that all organic compounds will burn, assuring the clear surface needed for an optical sensor. In order to avoid the same problem on the light source, an arc discharge lamp will be developed and used as UV source. A sensor package was also studied and developed to allow an easy installation inside the exhaust manifold of an alternative engine and a fast connection with the signal acquisition and control unit. Finally, a control system was developed in order to use the collected signal to employ a cycle resolved control of the engine.

He is the scientific responsible of the project of network of laboratories "GREEN ENGINE", regarding the technologies of the combustion and of high temperatures (2009-2012).

This laboratory network integrates the following tasks:

- Combustion propulsion and related chemical and physical issues
- sensors development
- Developing materials at high temperatures

The aim of the proposal is to create a network between those skills in order to support the research activities and development of new technologies for green propulsion with low environmental impacts. These activities are organic placement in the proposed "Distretto Aerospaziale Pugliese" (Aerospace District), and in the Competence Center of Transportation.

The tools and technologies that the proposed network intend to develop are:

- Testing and monitoring instrumental combustion for propulsion applications, but can also test innovative engines for aeronautical propulsion;
- Study of the Construction aspects of the combustion chambers;
- Development sensors for monitoring combustion and concentration of pollutant emissions to be integrated avionics equipment in the engine control;
- Development of ceramic materials resistant to high temperatures, for motor applications (increased efficiency of the engine) and for more general applications at high temperatures (for example in Helicopter);
- Characterisation of the corrosion performance of metallic materials in propulsion systems.

He is the scientific responsible of the project PON MALET - Development of technologies for propulsion at high altitude and long range of uninhabited aircraft (2011-2015). The project partners are: DTA (Aerospace Technological Cluster), ALENIA, AVIO, CMD, CIRA, University of Salento, Polytechnic of Bari.

The aim of the project is to acquire technologies and their validation in order to develop a propulsion system for Unmanned Aerial Vehicle (UAV) that have a mission at a high altitude for a long duration. The purpose of the research is to find technological solutions that make an internal combustion engine deliver enough power even at a high altitude, respecting the aeronautical constraint of the low value of

weight/power ratio. The propulsive system that was suggested, which the technological project derives from, will be based on a two stroke engine with direct injection electronically controlled (common rail). The choice of the Diesel common rail two stroke engine aims to give the best balance between the structural weight, the required efficiency, the necessity to keep low the thermo-mechanical loads in the combustion chamber and the deliverable power. This engine will be supercharged by a multistage system, which will be light and efficient. In this system an innovative electrical and fluid dynamic machine (MEF) will be integrated, which will recover the overproduced energy, that would be dissipated at low altitude through the wastegate valves, and eventually supply energy in order to compress the air and so aid the supercharging system. The supercharging system with MEF minimizes the use of wastegate valves allowing, when an overuse of overboost is present, the elaboration of supercharged flow and the conversion of mechanical energy in electrical energy available on board. The MEF machine works also as a separated blow for engine ignition, replacing with more lightness and efficiency the classic Roots compressor. All the technologies will be tested at a ground level with the realization of a technological demonstrator, that will be submitted to experimental investigation including simulations at the maximum flight altitude. The tests will provide the characterization of the principal engine parameters together with those characteristic of aeronautical applications. The tests will come to an end with the integration of the demonstrator on an UAV vehicle in order to test out the main features.

He was scientific responsible of research unit in the European Project Renewable energy and forest management (European Project INTERREG) (2004-2007).

He is the scientific responsible of the project PON MEA - Aeronautical Hybrid Energy Management (since 2013). Hybrid Energy Management project aims to arrange, evaluate, analyze and develop hybrid propulsive architectures for UAV and General Aviation able to optimize performances about the management of aircraft energy. This kind of architectures, leveraging innovative solutions and enabling technologies relevant to electromagnetic and electrical aspects, allow to optimize the control of energy fluxes in order to reach high performances (e.g. reduce fuel consumption, power boost,...) with economic returns. The project, aimed to investigate architectures able to optimize the on board energy management and to reduce environmental impacts, deals with system aspects (KPI definition, architecture definition) and with enabling technologies required to realize the selected architectures. In order to reach this goal, the project involves different partners with extensive experience and know how about aerospace systems, electrical machines, power conversion, systems control, energy storage and reciprocating engines. All these partners are able to develop and manage enabling technologies required to realize innovative architectures aimed to optimize the on board energy management.

Scientific coordinator for the University of Salento, since 2016, of the project TECHNOLOGY DEVELOPMENT COMMUNITY, for research, development and innovation in collaboration with GE Avio and several Italian universities. Scientific director, from 2016, of the research and innovation activities aimed at the development and production of new solutions in the field of aeronautical engines, in partnership with GE Avio and the Aerospace Technological Cluster.

He was involved in several basic and applied research and development projects, in collaboration with the industries, often assuming the role of scientific responsible. The projects regard applied fluid-dynamics for industrial design, especially in the field of environmental impact, industrial wastes, renewable energy, agro-food industry, combustion, propulsion. Below is a list of projects in which he served as scientific director.

- ESTABLISHMENT OF A TASK FORCE TO SECURE THE NECESSARY SUPPORT ACTIVITIES RELATING TO SCIENTIFIC AND TECHNICAL ASPECTS OF ENVIRONMENTAL SUSTAINABILITY AND ENVIRONMENTAL PLANNING AND IMPLEMENTATION OF ACTION IN SUPPORT OF REGIONAL ENVIRONMENTAL AUTHORITIES (2005).
- Plan characterization and initial investigation - industrial waste Platform (Brindisi) (2005).
- Project of Offshore Wind Energy, Research, Experimentation, Development - Regione Puglia (2011).
- Numerical Aerodynamics Simulation analysis of the model UAV PYTHAGORAS (2010).
- RESEARCH PROJECT for the DEVELOPMENT OF a HYDRAULIC DEMOLITION (2005).
- Development of a method based on artificial neural networks for forecasting short-term revision of the electric power generated by wind farms (2008).
- APPLICATION OF ARTIFICIAL NEURAL NETWORKS FOR THE FORECAST WIND ENERGY IN MEDIUM TIME PERIOD OF WIND FARM SERRA CORTINA (MT) – 2007.
- Design of new model of coal burner to lower production of NOx (2006).
- Triennial Program for the Environment Conservation of the Puglia Region (2008).
- Program of actions for the Environment of the Puglia Region with reference to the objectives of the intervention, "Adaptation of the Regional Network for Monitoring Air Quality" and "Regional Air Quality Plan." (2005).
- Development of an endothermic heat pump (2007).

- "Design and development of advanced diesel engine for the application of yachting" - CALIBRATION BY DOE and COMBUSTION DIAGNOSTICS (2009).
- Characterization of thermo-fluid dynamics inside a railroad car in the condition of winter heating (2004).
- Competence Center for Innovation in Transportation – CCIT (2007).
- NUMERICAL ANALYSIS OF A HIGH PRESSURE INJECTION VALVE (2007).
- Risk analysis of agricultural areas adjacent to the conveyor belt and the ENEL plant Federico II characterized in "Plan for the characterization of agricultural areas." Activities for the Ministry for the Environment, Land and Sea, coordinated by the Deputy Commissioner "Ad Acta" of the Puglia Region (2008).

The main research activities were carried out in the fields of Aeronautical and Space Propulsive Systems, New Propulsive architectures, Energy, Fluid Machinery, Environment Impact, Industrial Plants. The main activities topics are Combustion, Turbo-machinery, Applied and Industrial Fluid-dynamic, Environmental Impact, Energy Saving, Pollution Prevention, Waste Recycling, Industrial Safety.

Author of several papers, published in international journals or presented at international congresses and symposia. The scientific activities were developed in the fields of unsteady and two-phase fluid-dynamic inside machines and apparatus, thermo and fluid dynamic applied to industrial processes simulation, Diesel engines and related direct injection systems, Diesel engine control and monitoring, sensor development, innovative monitoring techniques applied to IC engines, industrial energy applications and related environmental subjects, energy recovery from biomass, wastes, industrial processes. In the field of the aerospace propulsion, the research activities were developed in the fields of the active control of flows (for external profiles or inside the turbo-machinery) and of cryogenic fuels, with particular regard to the cavitation effects and the spray and combustion behavior.

In the aerospace field, the research activities regarded the design of a hybrid electric powertrain, that requires a complex optimization procedure because its performance will strongly depend on both the size of the components and the energy management strategy. The problem is particular critical in the aircraft field because of the strong constraints to be fulfilled (in particular in terms of weight and volume). The problem was addressed by linking an in-house simulation code for hybrid electric aircraft with a commercial many-objective optimization software. The design variables include the size of engine and electric motor, the specification of the battery (typology, nominal capacity, bus voltage), the cooling method of the motor and the battery management strategy. Several key performance indexes were suggested by the industrial partner. The four most important indexes were used as fitness functions: electric endurance, fuel consumption, take-off distance and powertrain volume. A design able to fulfill all the targets set by the industrial partner was found using an elimination-by-aspect approach applied to the overall Pareto front. The results of the algorithm were post-processed and some metrics were used to evaluate the performance of the genetic algorithm in solving the proposed optimization problem.

For the propulsive application, the research activities regarded the combustion, focused on the investigation of lean non premixed (liquid fuel) combustion, especially for propulsive applications. Also research activities were carried out in the field of premixed methane/air flame with the application of plasma actuator for the flame stabilization

. A microburner with plasma actuator device has been designed and tested.

The research topics integrates the following tasks:

- Combustion propulsion and related chemical and physical issues
- sensors development
- Developing materials at high temperatures

The tools and technologies that the proposed research activities intend to develop are:

- Testing and monitoring instrumental combustion for propulsion applications, but also test innovative engines for aeronautical propulsion;
- Study of the Construction aspects of the combustion chambers;
- Development sensors for monitoring combustion and concentration of pollutant emissions to be integrated avionics equipment in the engine control;
- Development of ceramic materials resistant to high temperatures, for motor applications (increased efficiency of the engine) and for more general applications at high temperatures;
- Characterisation of the corrosion performance of metallic materials in combustion applications.

The activities on plasma actuators also involve the potentiality of lean flame stabilization. Aim of the investigation is the characterization of a non-premixed methane/air microburner, Bunsen-type, equipped with a plasma actuator for the flame stabilization and the blowoff control. The electric field was generated using a fixed configuration of plasma actuator, the Dielectric Barrier Discharge (DBD) but using two different power supplies: a nanosecond repetitively pulsed high voltage (NRPP) and a sinusoidal DBD high voltage (HV).

Moreover, the combustion phenomena in liquid-propellant rocket engines was an additional research topic. The combustion occurs at operating conditions well above of the thermodynamic critical points of the fluid where reactants properties show liquid-like densities, gas-like diffusivity, and pressure-dependent solubility. Actually, there is a great interest in the development of reusable liquid rocket engines that operate with methane and liquid oxygen as propellants. In the carried-out numerical study of LOX/CH₄ jet flames, the choice of the combustion model is a critical point: it should be accurate in the phenomena description but it should also be characterized by a low computational cost. Different combustion models were used as the Eddy-dissipation finite-rate approach based on Arrhenius chemical kinetics, the equilibrium mixture fraction model (PDF) and the Steady State Flamelet approaches. Different chemical kinetics schemes were used, as the Skeletal mechanism and the Jones-Lindstedt mechanism, that permit to limit the number of reactions and species but taking into account also the intermediate species in the flame. Finally, an Eulerian (i.e., single-phase) methodology by using both ideal gas and real gas equation of state was used as well as a discrete phase approach that uses an Eulerian description of the gas phase and Lagrangian equations for the dilute spray.

The research activities were characterized by some aerodynamic applications, with particular focus on turbo-machinery and aircraft engines. Several studies were carried out using a CFD analysis applied to study the suppression of the boundary layer separation into a highly-loaded subsonic compressor stator cascade, by different active flow control techniques. In particular three different techniques have been applied: the actuation by steady jet, by zero net mass flux Synthetic Jet (SJA) and plasma actuator.

Using the numerical model, the effect of plasma actuators to suppress the flow separation over the blade has been investigated, increasing the turbo-machinery performance too. The comparison between the different actuation devices shows that, reducing the secondary flow structures, each actuation technique beneficially affects the performance of the stator compressor cascade, even if in the steady jet the costs are relevant.

The topic of active control of flow has been the subject of studies and research. Particularly, the computational modeling of a single dielectric barrier discharge (SDBD) plasma actuator was carried out; its applications as a flow actuator were studied. The plasma acts as a momentum source to the boundary layer allowing it to remain attached throughout a large portion of the airfoil.

The RANS simulations were performed using a CFD code in which the plasma force has been modeled as piezoelectric force acting on the charged particles in the working flow.

Using this numerical model, different cases have been simulated on an airfoil, depending on the direction of the force, to study the effect of the force on the flow and on the boundary layer.

The best flow control solutions have been displayed when body force component in the direction straight along the flow is positive and the component normal to the flow is considered. Finally, this numerical simulation methodology has been used for the investigations on the potential of plasma actuators, to suppress the flow separation over a compressor blade.

Specifically, the analysis has been focused to evaluate the increasing of the compressor performance depending on the actuator strength and position on the blade.

In the field of the renewable energy, the research activity was devoted to the forecasting of the power produced by a wind farm. Different forecasting models - Auto Regressive Moving Average (ARMA) models, which perform a linear mapping between inputs and outputs, Artificial Neural Networks (ANNs) and Adaptive Neuro-Fuzzy Inference Systems (ANFIS) - have been analyzed, to perform a non-linear mapping and to provide a robust approach to wind power prediction. Some new hybrid methods were analyzed and proposed, based on the application of the six Daubechies wavelet employed to do the 3rd level discrete wavelet decomposition of the original hourly wind power time series, in combination with ANNs, ARMA and ANFIS models, in order to predict the power production of a wind farm. In particular, the results obtained with and without the wavelet decomposition were compared for each of the aforementioned techniques (ANNs, ARMA and ANFIS), by investigating the error of the different prediction systems for various forecasting horizons; the statistical distributions of the error are calculated and presented.

Business or sector Education and Research

EDUCATION AND TRAINING

[Add separate entries for each course. Start from the most recent.]

1992 **Ph.D. in Mechanical Engineering**

EQF level: 8

University of Bologna, Italy

- In 1992 he received his Ph.D. in Mechanical Engineering, with a thesis on "Conservative and Accurate Simulation Models for the Calculation of Time-varying Phenomena inside the Injection Systems for I.C. Engines", at University of Bologna, Italy.

1989 **Diploma in Industrial Fluid Dynamics** EQF level: 8

Von Karman Institute, Bruxelles, Belgium

- In 1989 he took the Diploma in Industrial Fluid Dynamics, at the Von Karman Institute, Bruxelles, Belgium, with a prize awarded by the Belgian Government.

1986 **Master of Science in Mechanical Engineering** EQF level: 7

University of Bari, Italy.

- In 1986 he took his Master of Science in Mechanical Engineering, with a thesis on "Injection Systems for Diesel Engines: Numerical Simulation and Experimental Verification", at University of Bari, Italy.

PERSONAL SKILLS

Mother tongue(s) Italian

Other language(s)

	UNDERSTANDING		SPEAKING		WRITING
	Listening	Reading	Spoken interaction	Spoken production	
English	C1	C1	C1	C1	C1
Replace with name of language certificate. Enter level if known.					

Levels: A1/A2: Basic user - B1/B2: Independent user - C1/C2 Proficient user
[Common European Framework of Reference for Languages](#)

Communication skills -

Organisational / managerial skills He has been involved in several scientific research programs; moreover he contributed significantly to the activities of the Department involved directly in a number of scientific collaboration projects between the University and industry, taking on the role of scientific coordinator.

Job-related skills The main research activities were carried out in the fields of Energy, Fluid Machinery, Environment Impact, Industrial Plants. The main activities topics are Applied and Industrial Fluid-dynamic, Combustion, Turbo-machinery, Environmental Impact, Energy Saving, Pollution Prevention, Waste Recycling, Industrial Safety.

Digital competence Windows, main applications (Office, OpenOffice, AutoCAD), scientific programming (Fortran, Basic, C+, Matlab, Simulink).

Other skills Replace with other relevant skills not already mentioned. Specify in what context they were acquired.
 Example:
 ▪ carpentry

Driving licence Driving licence category B.

ADDITIONAL INFORMATION

Please refer to the list attached.

ANNEXES

Annex 1 - Publications.

30/11/2017



Annex 1 - Publications.

1) "Sviluppo di modelli conservativi e accurati per il calcolo dei fenomeni pulsanti negli apparati di iniezione dei m.c.i.", TESI DI DOTTORATO per il conferimento del Dottorato di Ricerca, Università di Bologna, ottobre 1991.
2) "Unsteady Measurements behind a Rotating Wheel with Cylindrical Bars", Ficarella A., C. H. Sieverding, Von Karman Institute Report, Bruxelles (Belgio), novembre 1986.
3) "Fluidodynamische Erscheinungen in Einspritzanlagen", Ficarella A., D. Laforgia, MTZ Motortechnische Zeitschrift, vol. 52/1, pp. 28-34, gennaio 1991.
3B) "Fluid Dynamic Phenomena in Fuel-Injection Systems", Ficarella A., D. Laforgia, Proceedings della II International Conference, Titograd (Yugoslavia), 19-21 maggio 1988.
4) "Contribution to the Simulation of Injection Systems for Reciprocating Internal Combustion Engines", Ficarella A., D. Laforgia, SAE Paper No. 885016, 1988. 22nd Congress FISITA 1988, Dearborn-Washington (USA), 25-30 settembre 1988.
5) "Poppet Valve Flow Characteristics in Internal Combustion Engines", Ficarella A., D. Laforgia, American Society of Mechanical Engineers, Internal Combustion Engine Division (Publication) ICE, Volume 6, Pages 33-43, ASME ICE, Basic Process in Internal Combustion Engines, vol. 6, pp. 33-43, 1988. Issn: 1066-5048, 1988.
5B) "Poppet Valve Flow Characteristics in Internal Combustion Engines", Ficarella A., D. Laforgia, XII Annual Energy Sources Conference, Houston (USA), 22-25 gennaio 1989.
6) "Cavitation Problems of Diesel Engine Injection Systems", Ficarella A., N. Intini e D. Laforgia, ATA, vol. 45, n. 3, pag. 115-122, marzo 1992.
6B) "Cavitation Problems of Diesel Engine Injection Systems", Ficarella A., N. Intini e D. Laforgia, International Conference on Mechanics of Two-Phase Flows, Taipei (Taiwan), 12-15 giugno 1989.
7) "Particle Analysis Using Phase Doppler Systems", VKI Report, Bruxelles (Belgio), ottobre 1989.
8) "Investigation and Computer-Simulation of Diesel Injection System with Rotative Pump", Ficarella A., D. Laforgia e G. Cipolla, ASME Journal of Engineering for Gas Turbine and Power, vol. 112 (3), pag. 317-323, DOI: 10.1115/1.2906497, Jul. 1990.
8B) "Investigation and Computer Simulation of Diesel Injection System with Rotative Pump", Ficarella A., D. Laforgia e G. Cipolla, ASME Conference on Engine Design, Operation and Control Using Computer Systems, Dearborn (USA), (ASME ICE vol. 9, pp. 87-96), Issn: 1066-5048, 16-18 ottobre 1989.
9) "Spray Analysis Using the Phase Doppler System", Ficarella A., J. M. Buchlin, Proceedings del Workshop and Exposition on Fluidmechanics, Combustion and Emissions in Reciprocating Engines, Napoli, 1-5 aprile 1990.
10) "Development of an ENO Scheme for Computing Cavitating-liquid Flows", Ficarella A., M. Napolitano, 4th International Symposium on Computational Fluid Dynamic, 1992.
11) "Feasibility of Biomass-Fuelled Steam Turbine Cogeneration for Olive Oil Pressing Plants", Ficarella A., D. Laforgia e U. Ruggiero, International Journal of Ambient Energy, vol. 15 (1), pp. 27-36. ISSN: 01430750, gennaio 1994.
11B) "Feasibility of Biomass-Fuelled Steam Turbine Cogeneration for Olive Oil Pressing Plants", Ficarella A., D. Laforgia e U. Ruggiero, Cairo International Symposium on renewable Energy Sources, Cairo (Egypt), 30 dicembre - 2 gennaio, 1992-1993.
12) "Injection Characteristics Simulation and Analysis in Diesel Engines", Ficarella A., D. Laforgia, International Journal of Meccanica, vol. 28, pp. 239-248. ISSN: 00256455 DOI: 10.1007/BF00989127, 1993.
13) "Spray Characteristics of Five-Hole V.C.O. Nozzles of a Diesel Electro-Injector", Ficarella A., R. Campanella, V. Damiani e D. Laforgia, SAE Paper No. 940192, SAE 1994 Transactions - Journal of Engines, vol. 103/3, pp. 120-133, 1994.
14) "Diesel Electro-Injector: A Numerical Simulation Code", Ficarella A., G. Bruni, P. DiGesù, D. Laforgia e M. Ricco, SAE Paper No. 940193, 1994. SAE 1994 Transactions - Journal of Engines, vol. 103/3, pp. 100-119, 1994.
15) "Hospital and Special Waste Incineration: Laboratory and Pilot Plant Experimentations", Ficarella A., F. Amodio, G. Blasi, D. Laforgia, G. Morabito, D. Ricci, Journees Internationales su les Flamme, Biarritz (Francia), 16-18 marzo 1994.
16) "3-D Thermal-Fluid Dynamic Study of Hazardous Hospital Waste Incinerator", Ficarella A., G. Blasi, D. Laforgia e N. Stasolla, Journees Internationales su les Flamme, Biarritz (Francia), 16-18 marzo, 1994.
17) "Theoretical and Experimental Study of Post-Combustion Chamber", Ficarella A., F. Amodio, L. Lacquaniti, G. Blasi, D. Laforgia, Journees Internationales su les Flamme, Biarritz (Francia), 16-18 marzo, 1994.
18) "Theoretical Study of Post Combustion Chamber for Hospital and Hazardous Waste", Ficarella A., D. Laforgia, CROCUS (Combustion related Organization Common and Unified Symposium), Salsomaggiore Terme, 20-23 settembre, 1994.
19) "Residence Time Behaviour and Decomposition of Dioxines in Biomedical and Hazardous Waste Incineration Plant", Ficarella A., D. Laforgia, 49° Congresso Nazionale ATI, Perugia, 26-30 settembre 1994.
20) "Analisi della gassificazione delle biomasse per la produzione di elettricità nell'industria agro-alimentare", Ficarella A., D. Laforgia, 49° Congresso Nazionale ATI, Perugia, 26-30 settembre 1994. Impiantistica Italiana, vol. IX, n. 6-7, pp. 37-51, giugno 1996.
21) "Studio termofluidodinamico tridimensionale di un fomo termodistruttore", Ficarella A., D. Laforgia, N. Stasolla, G. Blasi, Rifiuti Solidi, vol. IX, n. 3, pp. 177-182, maggio-giugno 1995.
22) "Energy Conservation in Alcohol Distillery with the Application of Pinch Technology", A. Ficarella, D. Laforgia, Proceedings of ECOS

'96, Stockholm, 25-27 giugno 1996. Energy Conversion and Management, n. 40 (14), pp. 1495-1514. DOI: 10.1016/S0196-8904(99)00051-5, Sept. 1999.
23) "Operating Experiences, On-Site Performances and Thermo-economic Analysis of a 5 MW Combined Cycle Plant in Agrofood Industry", Ficarella A., D. Laforgia, Proceedings of ECOS '96, Stockholm, 25-27 giugno 1996.
24) "Experimental and Numerical Investigation on Cavitating Flows in Diesel Injection Systems", Ficarella A., D. Laforgia. Meccanica, vol. 33 (4), pp. 407-425. DOI: 10.1023/A:1004329902598, Aug. 1998.
24B) "Risultati sperimentali e simulazione numerica di flussi bifase durante rapide depressurizzazioni", Ficarella A., D. Laforgia, 51° Congresso Nazionale ATI, Udine, 16-20 settembre, 1996.
25) "Campagna di prove per un impianto pilota per la termodistruzione di rifiuti ospedalieri e tossico-nocivi", Ficarella A., D. Laforgia, 49° Congresso Nazionale ATI, Perugia, 26-30 settembre 1994.
26) "Dimensionamento di uno filtro ad umido per polveri a servizio di un impianto di essiccazione e combustione di biomasse", Acqua e Aria, n. 5, pp. 87-92, maggio 1999.
26B) "Dimensionamento ed esperienze operative di uno scrubber ad umido e un filtro per polveri a servizio di un impianto di trattamento acque di vegetazione", Ficarella A., D. Laforgia, 51° Congresso Nazionale ATI, Udine, 16-20 settembre 1996.
27) "Experimental Investigation of the Sprays of an Axi-Symmetric Nozzle of a Common-Rail High Pressure Electro-Injector", Ficarella A., D. Laforgia, G. Starace e V. Damiani, SAE Paper 970054, SAE International Congress and Exposition, Detroit (USA), 24-27 febbraio 1997.
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