Europe tightens control on research activities

Jenny Beechener, London - IHS Jane’s Airport Review
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SSSAR 2020 introduces new priorities for European research

The European modernisation programme SESAR completed the first wave of research and innovation projects in 2016, and launched the SESAR 2020 successor programme, aligned with the European ATM Master Plan and Single European Sky (SES) objectives. The programme is backed by EUR1.6 billion (USD1.7 billion) in funding, sourced from the European Commission (EC) and contributions in kind by Eurocontrol and industry members, and runs until 2024. It introduces new targets, one of which is a more streamlined approach to projects and closer links between development and deployment.

In place of more than 300 SESAR 1 projects, SESAR 2020 will have around 100 larger projects. These are arranged in three strands. “The aim is to create an innovation pipeline,” SESAR Joint Undertaking (SUI) ATM Chief David Bowen told Jane’s. “Ideas can be developed in Exploratory Research, and potentially brought into the Industrial Research strand once they are mature.” The solutions are then tested by means of Very Large-Scale Demonstrations (VLDs), which bring together multiple actors in an operational environment.

Exploratory Research plays a larger role than previously, and includes not just primary scientific research, but also application oriented research. “We felt the flow of outputs from Exploratory Research into the next stages of Industrial Research was difficult to enable,” Bowen added. “In the new programme we still pursue long-term science projects, but we have added some direct applicability to existing threats – for example airport operations. That gives us a more tangible way to link research work with the next wave of Industrial Research.”

The budget for Exploratory Research has quadrupled from EUR20 million to EUR85 million in SESAR 2020, split between four calls. The first resulted in 37 projects awarded in early 2016 worth EUR20 million. A second call worth EUR70 million concluded in January 2017, oriented specifically to drones, and aims to stimulate initial solutions for drone traffic management.

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RELEVANT PROFILE LISTINGS

ABED AMANI KARUME INTL
ZNHTA AIRFIELD REF PT: 386 12.23 E039 13.30 ELEVATION: 54’ 16m CT: 1905 MAX RWY LENGTH: 2407 3,202 m General Information SURFACE: Rwy 18R/36L, 11,002’ 3,353 m width 140’ 45 m, asphalt, PCV 42 FAWP ADDITIONAL RUNWAYS: None, RUNWAY LIGHTING: Rwy 18 L, SALS, PAPI, Rwy 36 L, SALS

AIR FORCE BASE WATERLOOF
WAFWAV AIRFIELD REF PT: S25 48.46 E328 13.21 ELEVATION: 4940 1506m CTR: 0 MAX RWAY LENGTH: 11,002 3,353 m General Information SURFACE: Rwy 06/24, 11,002’ 3,353 m width 140’ 45 m, asphalt, ADDITIONAL RUNWAYS: Rwy 06/24, 11,002’ 3,353 m width 140’ 45 m, asphalt NAVIGATION AIDS: VOR/TAC
BENINA INTL

BENINLB AIRFIELD REF PT: N20 05 49.0 E023 16 10 ELEVATION: 433' 122m CFR : 0 MAX RWY LENGTH: 11,732' 3,576 m General Information SURFACE: Runway 15R/33L, 11,732' 3,576 m, width 148' 45 m, asphalt. ADDITIONAL RUNWAYS: Runway 15U/33R, 11,732' 3,576 m, width 148' 45 m, asphalt. NEAREST TOWN/CITY: 

CAM LY DALAT

None/VVCVL AIRFIELD REF PT: N11 56 34 W109 24 64 ELEVATION: 493' 150 m CFR : 0 MAX RWY LENGTH: 4,560' 1,390 m General Information SURFACE: Runway 10L/28R, 4,560' 1,390 m, asphalt NAVIGATION AIDS: NDB (LID, 386 kHz) FREQUENCY: 116.3 kHz ALTERNATIVE NAME(S): Dalat NEAREST TOWN/CITY: 

CAT BI INTL

None/VVCVL AIRFIELD REF PT: N20 49 09.0E108 43 29 ELEVATION: 13' 4 m CFR : 0 MAX RWY LENGTH: 10,007 3,059 m General Information SURFACE: Runway 01/19, 10,007 3,059 m, asphalt NAVIGATION AIDS: VOR-DME, NDB NEAREST TOWN/CITY: C/Sub AIRFIELD OPERATOR: Northern Airports Services Company, Ha

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