

Short introduction to the EqIMG

**Rzeszów, Poland
22nd October 2008**

**Tony Henley
Chairman 2008**

Equipment Industry Manufacturing Group - EqIMG

- **The EqIMG was formed 17 years ago as an open forum for the European equipment industry**
- **To provide a technical interface between the European equipment industry and the European Commission in order to prepare and to define suitable programmes and subjects for research in the field of aeronautical equipment.**
- **Currently 26 participants from 11 Member States representing major companies, trade organisations and AeroSME.**

EqIMG - How it works

- **One meeting every month the most often in Brussels**
- **EqIMG collects all research ideas from Equipment sector**
- **EqIMG co-ordinates the proposals from the equipment sector**
- **Decisions are taken on the basis of consensus**
- **EqIMG co-ordinates its activity with the other groups (airframe, engines, ATM, research centres, universities)**

The European Aeronautics industry network for R&T IMG4

- ASD-IMG4 coordinates industry's position with regard to the EU R+TD Framework Programmes.
- ASD-IMG4 represents, through the Industry Management Groups (IMG), the European Aeronautics Industry.

IMG4 comprises representation
from four groupings :

Euromart IMG

Agusta-Westland
Alenia Aerospazio
Airbus SP
Airbus G
Airbus F
Airbus UK (A)
Dassault-Aviation
Eurocopter
SAAB AB
S.A.B.C.A.
GKN-Westland

Engine IMG

SNECMA
Rolls-Royce
MTU Aero Engines
RRD
Turbomeca
ITP
AVIO
Volvo Aero
Techspace Aero
Alstom
PBS Velká Bíteš
WSK Rzeszow

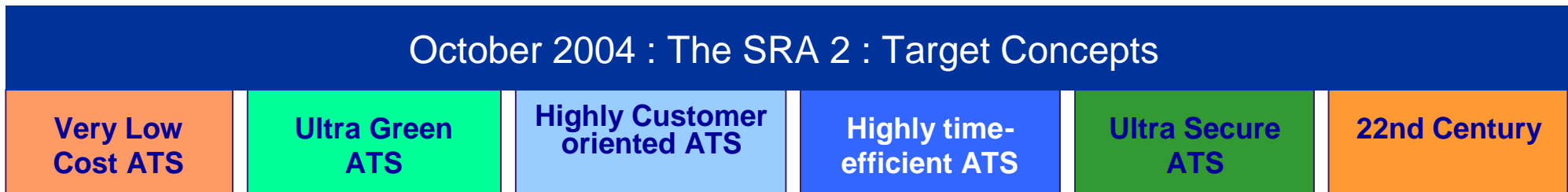
Equipment IMG

Galileo Avionica	Qinetiql
BAE systems avionics	Cesa
Diehl Aerospace	Dräger AG
Hellenic Aerospace Ind.	Netherland AG
Liebherr-Aerospace	Sagem (A)
Barco	Selex Comms
Messier-Dowty Ltd	Nord-micro
Messier-Bugatti	Skysoft
GE Aviation	Saab Tech
Goodrich	ISQ
Thales Avionics	Jihostroj
Thales AES	Meggitt
ZF Luftfahrttechnik GmbH	

ATM - IMG

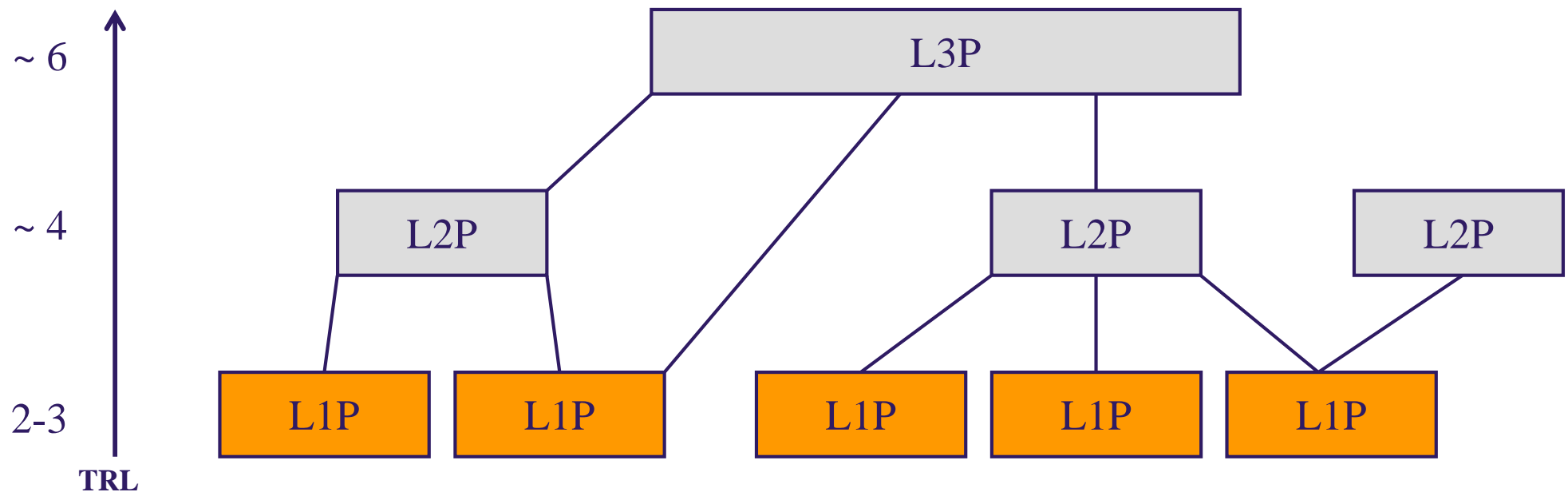
AMS	Airbus
Thales Air Defence	Avitech
Thales Avionics	Indra
Bae Systems	Raytheon
Galiléo Avionica	
Thales Alenial Space	
Noesis (Danotec)	
Selex Communication	
Hellenic Aerospace Industry	
Dassault Aviation	
Eurocopter	
GE Aviation	

- R&D aligned to the
 - ☞ Strategic Research Agenda SRA and SRA2 developed by
 - ☞ ACARE the Advisory Council for Aeronautics Research in Europe



- **European Commission funding for pre-competitive research and technology development activities**
- **Multi-national project teams involving Industrials, SMEs, Universities, Research Institutes, etc.**
- **100% funding for consortium management activities**
 - 📄 limited to about 4% of project value
- **50% funding for research and technology development activities**
- **75% for Research institutes, Universities and SMEs**
- **Duration typically**
 - 📄 3 years for level 1 and
 - 📄 5 years for level 2 ,
 - 📄 but can be shorter or longer

- Three different levels of research activities
 1. **Level one Projects (upstream research): Max. EC contribution 5M€**
Research on specific topics, “brand new - innovative” to aeronautics
 2. **Level two Projects (downstream research): EC contribution 6 – 40M€**
Research on integrative aspects, lifting technologies to higher level, taking into account results from Level one Projects.
 3. **Level three Projects (large scale demonstration / integration)**
covered by Joint Technology Initiatives.



- **Duration**

- 📄 **7 Years 2006 to 2013**

- **Calls for Tenders**

- 📄 **1st -- closed May 2007**

- 📄 **2nd – closed May 2008**

- Future calls – expected (to be confirmed)**

- 📄 **3rd - open July 2009 close October 2009 - Funding €114M**

- 📄 **4th - open July 2010 close October 2010 - Funding €132M**

- 📄 **5th - open July 2011 close October 2011 - Funding €163M**

- 📄 **6th - open July 2012 close October 2012 - Funding €144M**

- **Future calls may not include both level 1 and level 2 projects**

- **Call 3 - expected to be open for-**

- 📄 **About 40 small (level1)projects - no level 2 projects**

- 📄 **To be confirmed**

EqIMG Activity in FP7 Bids led by Members

● 1st call



Level 1

■ bids 8 Successful 2



Level 2

■ Bids 2 Successful 1

● 2nd Call



Level 1

■ Bids 9 Successful 4



Level 2

■ Bids 2 Successful 1

● 2nd call contract award expected early 2009

- **TECHNICAL ISSUES**

- 📄 **The Environment**

- 📄 **Alternative Fuels**

- 📄 **The Security Challenge**

- **INSTITUTIONAL ISSUES**

- 📄 **Business Models**

- 📄 **International Collaboration**

- 📄 **Research Infrastructure**

- 📄 **Education**

- **Cost efficiency and Greening are the ‘most demanded’ Wp areas the level of intensity seems correct and should continue in next calls**
- **Customer Satisfaction and Safety could see a reduction, while ensuring that gaps in covering some topics are addressed**
- **Time efficiency and security could be reduced to focus only the topics not yet covered, considering that RTDD in both areas are addressed in other initiatives (SESAR and Security Programme)**
- **Stronger focus on Pioneering merit attention in view of the large number of WP topics not yet covered**

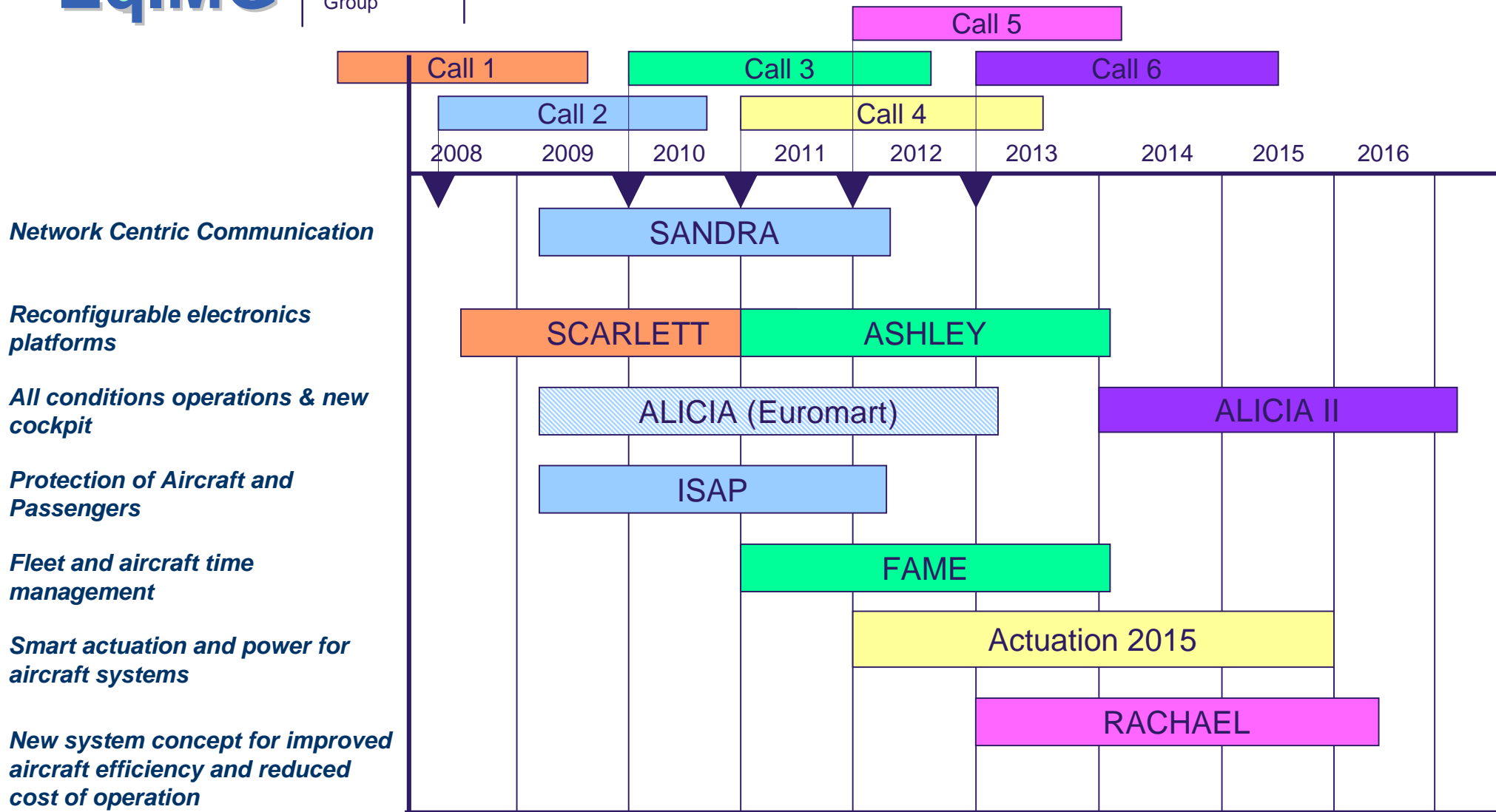
- **We are in the process of developing a revised strategy**

-  **Developing a list of Level 1 topics for Call 3**

-  **Reviewing our existing list of level 2 projects in the light of the**

- **Reduced funding**
- **Changing European commission requirements**

Current roadmap for EqIMG L2 projects



The largest EqIMG led projects from FP6

- **TATEM : 1st call**
 - Technologies and Techniques for New Maintenance Concepts
- **SAFE** : 1st call
 - Security of Aircraft in the Future European Environment
- **FLYSAFE : 2nd call**
 - Airborne Integrated Systems for Safety Improvement, Flight Hazard Protection and All Weather Operations
- **ANASTASIA : 2nd call**
 - Airborne New and Advanced Satellite techniques and Technologies in A System Integrated Approach

- **What are the Targets?**

- 📄 Reduce the maintenance element of direct operating costs (MRC) by:

- 20% in the 5 - 10 year time frame*

- 50% in the 10 - 20 year time frame*

- (Over current generation aircraft)*

- **TATEM aims to address these targets by improving Aircraft Operability... *What is Aircraft Operability?***

- 📄 *“Aircraft Operability is an aggregate measure of the aircraft's availability, operational reliability and maintenance related costs.”*



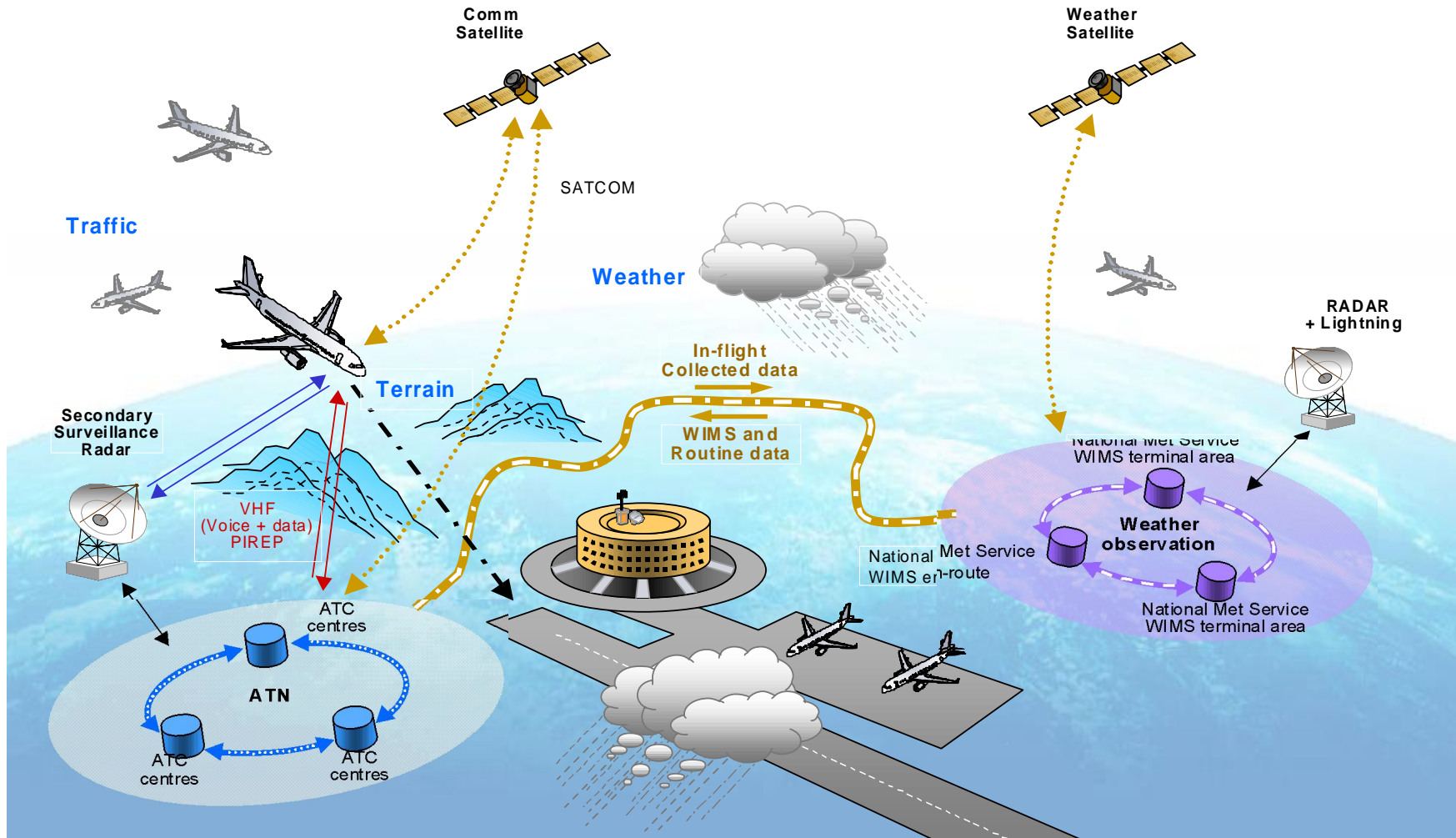
The last defence against hijacking actions

Started on February 1st, 2004
duration: 4 years

Budget: 36 M€
EC grant: 19,45 M€
32 partners



FLYSAFE overall concept



- **Integrated project, aeronautical and space priority**

- 📄 **20 M€**

- 📄 **31 partners**

- 📄 **Starting date: 1st of April 2005**

- 📄 **Duration: 4 years**

- **Goal : to define the future CNS avionics beyond 2010**

- **Rationale/Input :**

- 📄 **New needs : The foreseen increase of the traffic will request to improve operational capacity and safety of the air transport system**

- 📄 **New space based technologies : Satcom, satellite navigation**

- **Output :**

- 📄 **To propose new CNS systems and architectures to fit with these new needs, on the basis of the evaluation of these new technologies**

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**Skysoft Portugal, S.A**

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Questions?



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Detailed Company overviews



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#	Name		Call #	Lead / EqIMG Focal point	total budget K Euro	EU funding K Euro
s53	CREAM	Compact and Reliable Electronics for Actuators and Motors	2	Sagem DS / HS Jean-Thierry Audren	7075	
s35	TRIFFID	RFID to critical structures	2	Mess.Dow. / Roy Scrivens	4550	3220
s34	ODICIS	Innovative cockpit Design to improve Efficiency and Safety	2	THALES / Bertrand Larrieu	5610	3817
s46	DELICAT	DEmonstration of LIdar based Clear Air Turbulence detection	2	THALES / Bertrand Larrieu	5976	4012
s31	CREATE	Crew Reduction for safe and Efficient Air Transport	2	BAESys / Tony Henley	7758	4968
s55	CARINE	R&T on probe	2	THALES / Bertrand Larrieu	4000	2588
s56	PRIMA	Packaging Cooling	2	THALES / Bertrand Larrieu	6875	4201
s47	ADVICAT	Advanced Composite Integrated Tail Cone	2	DAHER / Anne Bondiou- Clergerie (GIFAS)	6523	4747
s57	Advantage	Advanced display technology (head mounted)	2	BAESys / Tony Henley	3929	2623

EqIMG members also contributed to many other 2nd call proposals