



Interim evaluation of H2020 - EASN position paper

The development of innovation and breakthrough technologies is an indispensable need in order to retain the global leadership and the competitiveness of European aeronautics. In this context, the role of Academia in the chain of the aeronautics stakeholders is significant, for providing top class aeronautical engineers and performing high quality research.

Overall opinion on H2020

Horizon 2020 provides in principle a friendly environment and a series of tools and instruments supporting the entire research and innovation chain. Yet, a better coordination and alignment of European as well as National instruments would foster the better exploitation of Europe's excellent capabilities and further promote the European integration.

The constant availability of funds to support research at all TRL levels should be ensured, in order to maintain the entire structure created through investing appreciable amounts of effort and money by the European aeronautics community and the public in order to define the goals, develop the strategy, ensure the necessary infrastructures, and apply policies to facilitate, shape and increase the effectiveness of Aviation research. At present, European Aviation research is focusing on achieving short and medium term goals rather than on increasing the long-term competitiveness of the European aviation sector through technological leadership, which can only be achieved by developing breakthrough concepts and technologies. EASN acknowledges the decision of CleanSky to support upstream research activities and encourages CleanSky to ensure sufficient budget and a reasonable time frame for the respective calls. The



proper balance between implementation of existing technologies and development of the innovative technologies for the future is of prime importance.

Position on Calls content

The Work Programme needs to combine specific topics, described at a level of detail to allow on the one hand an efficient response from the aviation stakeholders and on the other hand sufficient space for innovative, out of the box solutions. The close collaboration of all aviation stakeholders should be encouraged in commonly proposing topics of high importance to the entire aviation community. In parallel, an open topic allowing upstream and innovative ideas on any aviation-related activity should remain available in all future calls.

Position on submission and evaluation process

The 2-stage submission process, having simplified the stage-1 submission procedure, has led to fierce competition between proposals submitted to stage-1 evaluation, leading to extremely low success rates. This, in combination with the limited page-limit unavoidably leads to the rejection of excellent ideas which could eventually develop into important technologies. An increase in the available budget is imperative in order to improve the success rates of stage-1 proposals without reducing the stage-2 success rates.

For stage 2 submission, a number of proposals corresponding to about 2 times the available budget should be invited. EASN acknowledges the improvement in this direction noted in the 2016 Aviation call and supports maintaining this ratio. Yet, this only makes sense if combined with an appreciably increased success rate in stage – 1 evaluation.

Finally, all available means should be exploited in order to ensure that evaluators are of high quality and relevance to the topics evaluated.