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## Alignment of national and European R&I aviation funding programmes

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### Abstract

One of the main objectives of the European Commission since the 70s has been to coordinate research policies and to enhance the transnational cooperation in order to reach efficiency in terms of funding and to match with Europe's economic ambitions [1]. It has been addressed through a centralized approach managed by the EC and a decentralized approach through the cooperation of Member States and Associated Countries. The centralized financing has been successfully implemented under the EU R&I Framework Programmes (R&I FP), with the main aim of defining the objectives, areas and topics on which research cooperation could be funded at Community level [2]. However, regarding the aviation sector, beyond the transnational funding that is managed by the EC through the FPs, the coordination of national policies was poorly covered. The decentralized approach has been less success, using initiatives focused on aviation, such as Air Transport Net ERANET [3], or horizontal initiatives such as EUREKA network [4].

In the recent years, a step beyond has been sought by the EC to ensure the alignment of European and national funding programmes [1]. It was indeed one of the main points of the Communication from the Commission to the Council, the European Parliament, the Economic and Social Committee and to the Committee of the Regions: Towards a European Research Area (18 January 2000). Focusing on the aviation sector, it took almost 15 years to address the most successful attempt, led by the JU Clean Sky 2, that has firstly implemented the alignment with national and regional programmes through the use of European Structural and Investment Funds (ESIF) [5]. The second step, which is the one we are focusing on this article, is being looked through the synergies with the already existing national funding programmes which uses own resources instead of ESIF. The main objective is to know how these national programmes support projects that have a close relation with technologies supported by Clean Sky 2.

Beyond the analysis and accomplishments of the mentioned transnational initiatives (FPs, AirTN and EUREKA) and the process of alignment between Clean Sky 2 and national funding programmes, three cases studies have been performed for Spanish, German, and Austrian participation. The Austrian [6], German [7], and Spanish [8] national funding programmes for R&I aviation have been studied in detail, exploring how these countries have supported the centralized financing (EU R&I framework programmes) and the decentralized funding (Air Transport Net) in terms of participation. Regarding the alignment with European programmes, a deep analysis has been made to identify national projects funded by the Austrian, German and Spanish programmes and their synergies with Clean Sky 2 technological objectives.

### References

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