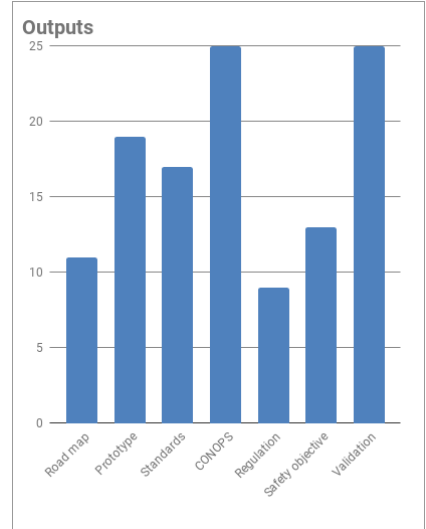
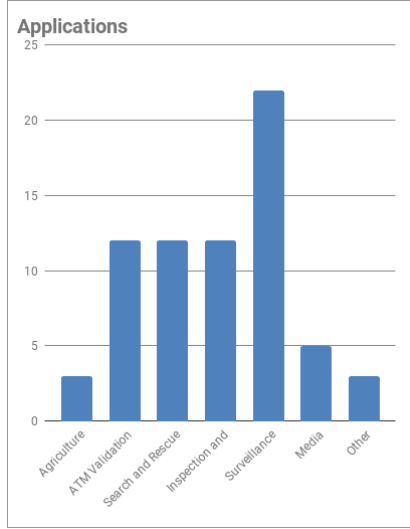
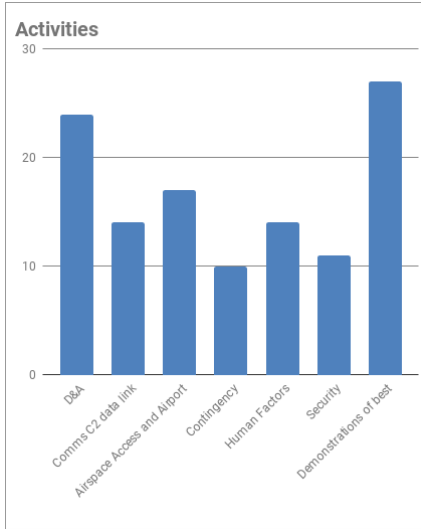


UAS ATM Integration R&D Roadmap Dashboard

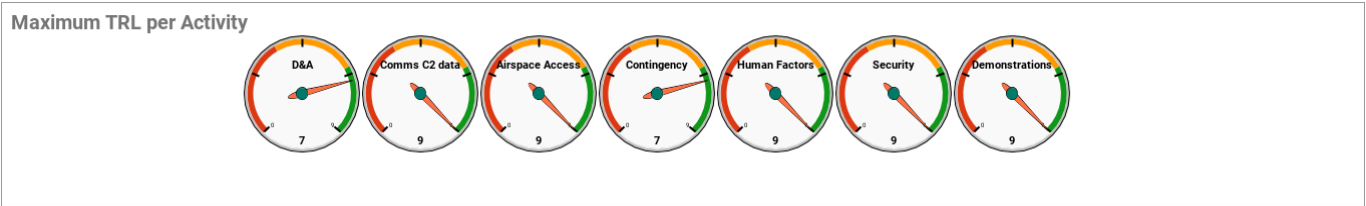


Welcome to the EUROCONTROL Dashboard for the European RPAS-ATM Integration R&D Roadmap. This dashboard aims to provide as full an overview as possible of all European publicly funded RPAS projects. It is, however, only as good as the quality of its data, which have come from various sources. EUROCONTROL cannot guarantee the accuracy of the data used for compiling this dashboard and can accept no responsibility or liability for any loss, damage or inconvenience caused through its use or from any errors it may contain. Please communicate any errors or omissions you may find to eurocontrol dot rpas at gmail dot com. A questionnaire is available under the "Questionnaire" tab to assist in supplying us with information on a given project.

Project Overview



Maximum TRL per Activity



Funding

Known funding for 25 Applied Research projects	32064
Known funding for 40 Technical Development projects	222057
Known funding for 44 Application Validation projects	251652
Total known funding for 109 projects (€000s)	505773

Funding Sources

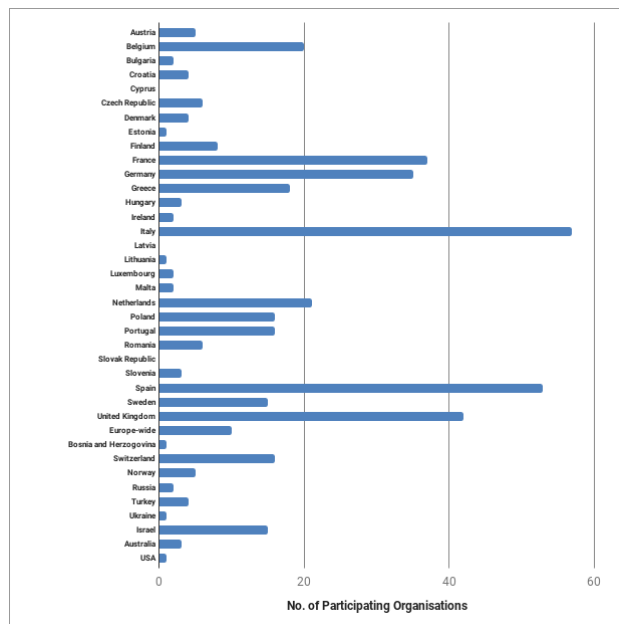
Number of projects totally or partially funded by each funding authority

Source	No. of projects
European Commission	73
EUROCONTROL	5
European Defence Agency	7
European Space Agency	5
European Global Navigation-Satellite Systems Agency	3
SESAR Joint Undertaking	11
France	2
Germany	3
Italy	3
Netherlands	1
Poland	1
Sweden	2
Spain	2
United Kingdom	1

NB: Some projects are jointly funded by more than one organisation

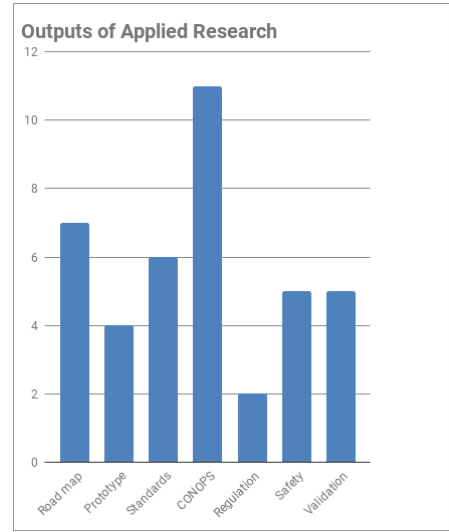
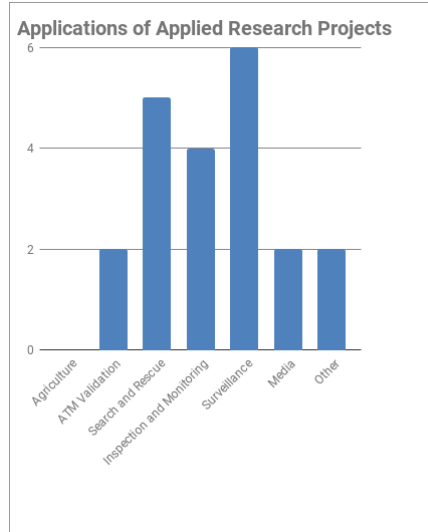
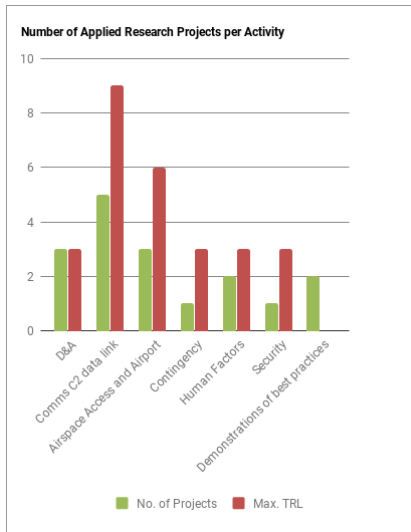
Participation

438 organisations from 35 states have participated in a known European RPAS-related project



Applied Research Projects

Applied Research Projects

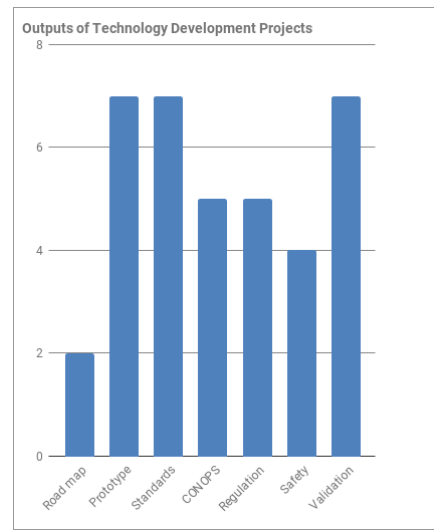
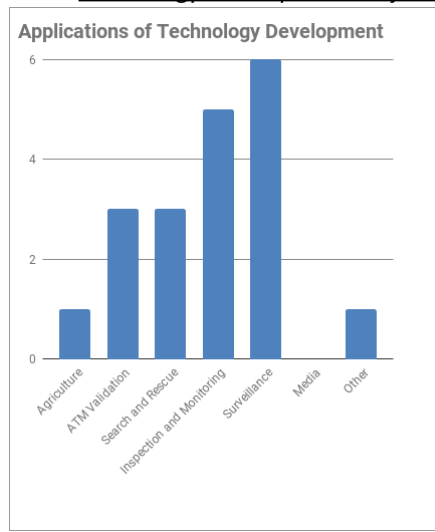
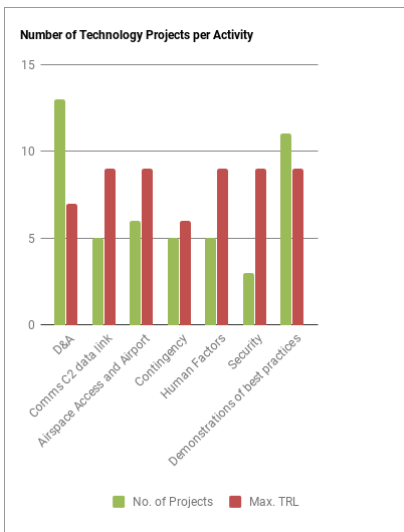


Known applied research projects:

Name	Description	End	Partners
Air4All	This project developed a detailed road-map towards the routine use of RPAS in European airspace; military and experimental by 2012, state and civil in class A, B and C airspace by 2015. An extension covered all airspace classes and VFR operation. It provided recommendations and an agenda for future European RPAS activities, including rationale and justification for major investment.	2009	BAE ALENIA RHEINMETALL DIEHL DASSAULT THALES EADS GALILEO SAGEM QQ SAAB
BS-UAV	The BS-UAV project carried out a thorough socio-economic-technological trade off analysis of the potential contribution, in terms of surveillance, of UAVs to the peacetime security of European borders. It defined realistic UAV-based systems that would fulfil most of the requirements, coupled with a live demonstration of a small UAV conducting a typical surveillance mission.	2008	EUROSENSE
CAPECON	CAPECON sought to advance the use of safe and economically viable UAVs in the civilian commercial sphere. The project concentrated on configurations and technologies suited to HALE (High Altitude, Long Endurance), MALE (Medium Altitude, Long Endurance) and rotary UAVs.	2005	IAI AGUSTA CGS EADS EUROCOPTER TADIRAN NLR DLR ONERA CIRA INTA SSC UNAPOLI UTECHNION UTORINO UWARSAW UNIBO ULECCE
CERES	The CERES study created a framework for the development of a C2 satellite communication capability for RPAS, while considering synergies with terrestrial systems. It identified certification requirements, proposed a regulatory approach for SatCom links/operator certification, and determined standardisation needs at SatCom level, analysing potential systems against these. Its definition of a proper demonstration step helped advance suitable satellite communication capabilities.	2014	THALES ALENIA EUTELSAT HONEYWELL INDRA RCF
DARIUS	DARIUS (Deployable SAR Integrated Chain with Unmanned Systems) is investigating providing unmanned platforms for search and rescue (SAR) operations. DARIUS will emphasise the aspects of this that have so far not been, or lightly been, covered, such as enhancing interoperability performances at procedural and technical levels.	2018	BAE EADS ECA FINT SKYTEK TELINT DFRC ONERA NTUA SINTEF ECOMED KEMEA NMCI CEREN
DRone European AIM Study	The DREAMS project aims at contributing to the definition of the European UTM Aeronautical Information Management operational concept by exploring need for and feasibility of new processes, services and solutions for the drone aeronautical information management within the new UTM concept. The study will be focused not only to the needs of drone operators but will address the aeronautical information sharing requirements coming from the several stakeholders involved for different purposes in the drones VLL operational concept. Operational and technical aspects, environmental scenarios, technologies, safety and security impact will be analysed in order to identify possible UTM data service providers (e.g. airspace structure, terrain, obstacles and weather,...) and facilities and the way this data service need to be tailored for UTM management service provision in order to allow quality and resilient information and airspace services.	2019	IDS TUD EUROUSC TOPVIEW
DUF - Deep Learning UAV Networks for Autonomous Forest Firefighting	DUF project aims to apply powerful tools from artificial intelligence domain to UAV firefighting problem, creating an innovative solution for autonomous firefighting, which will reduce the amount of lands lost to fires. DUF will use the deep learning techniques for estimating the fire spread direction from infrared camera streams obtained from UAVs. Deep learning is a mature technology for classical image recognition, but the use of deep learning to learn predictive models for fire spread is a novel approach. After the model is learned, a decentralized approximate dynamic planning algorithm will be utilized to coordinate UAV actions for suppressing the fire.	2019	ITU
E4U	The European Framework Cooperation for Security and Defence (EFC) ensures synergies between EDA defence R&T investment, and EC/ESA civilian security and space research investment. Three workshops enabled EFC and non-government experts to discuss RPAS air traffic insertion (ATI) in Europe for defence applications. Prioritisation recommendations were produced, and an RPAS programme business case relating to technical topics was developed.	2012	ONERA NLR CIRA DLR EREA
HF case ATM	This project produced a set of HF requirements for RPAS-ATM integration for two different scenarios: operations under Instrument Flight Rules (IFR) in Class A, B, and C en-route airspace; and VLOS operations in uncontrolled airspace (Class F/G), or in controlled airspace (Class C) for operations in the CTR.	2009	?
ICONUS	ICONUS (Initial CON OPS for UAS in SESAR) defined the capabilities and equipment that UAS users will need to be able to operate safely and efficiently in non-segregated airspace in a SESAR ATM scenario, e.g. how UAS can implement new flight separation modes or how UAS operations will be influenced by the move from airspace-based operations to trajectory-based operations.	2012	ONERA AVTECH CIRA DBLUE ENAC INTA
ICPUAS	An international knowledge alliance was established between three world-class institutions performing research on different and complementary fields of UAVs: applied visual systems for UAV navigation, guidance and control system architectures, and applications of UAV to civilian tasks. The programme comprises a series of staff exchanges, knowledge transfer and allocation of resources/facilities including test beds, laboratories and R&D technology facilities.	2012	UPM UCRAN ARCAA
INOUI	The topic of RPAS was almost totally absent from SESAME (now SESAR) and its high-level Definition Phase (Phase I) at the time INOUI was proposed. INOUI aimed to compensate for this omission by developing a holistic approach the insertion of RPAS in the future ATM environment (2020+). It provided a roadmap for this integration.	2009	ISDEFE DFS ONERA INNAXIS RHEINMETALL BRTE
METROPOLIS	Metropolis investigated new airspace design concepts, which are extreme when compared to today in terms of traffic density, complexity and constraints, for scenarios including semi-automatic personal air vehicles (PAVs) and unmanned, autonomous flying cargo vehicles (UAVs), of different weight classes and sizes. Extrapolating current developments in aerospace technology, it is considered likely that these two new types of air vehicle will have arrived by the second half of this century. Considering the door-to-door aspects, PAVs and the smallest cargo UAVs will fly in high numbers in and around cities and will cause congestion. This brings up a completely new challenge for Air Traffic Management (ATM): urban airspace design. The challenge is to provide a concept that can handle high volumes, many constraints and autonomous control for these vehicle types.	2015	TUDELFT NLR ENAC DLR
OPARUS	OPARUS elaborated an open architecture for the operation of RPAS-based air-to-ground, wide-area, land-and-sea border surveillance platforms in Europe, through analysis of concepts and scenarios, taking into account emerging legislation for the insertion of RPAS into controlled civil airspace. This work investigated surveillance sensors, appropriate aerial platforms, secure datalinks, communication networks and generic ground control stations.	2012	SAGEM BAE DASSAULT DLR AIRBUS IAI INTA ISDEFE ITWL ONERA SELEX THALES THL
REAL - RPAS EGNOS Assisted Landings	Develop an EGNOS-based navigation and surveillance sensor, ready to be coupled with a generic RPAS autopilot and ground station system. Contribute to the approval of innovative RPAS operations, supported by a safety case, which in turn is supported by high levels of accuracy and integrity provided by EGNOS. Validation in two scenarios: Scenario 1: transport for urgent medicines Scenario 2: Operations to extinguish fires	2018	PILO SHARPER EUROUSC FADA

SESIM - Swedish RPAS Simulation	This real-time ATC simulation provided an initial operational assessment of RPAS ATI. It assessed the impact on ATC of: RPAS communication link latency (including failure situations); RPAS flight performance; light RPAS in the aerodrome environment; RPAS sense of traffic; and identified and assessed any relevant findings expressed by controllers.	2008	SWEDAVIA LJV SAAB
SIGAT	SIGAT studied airworthiness and safety constraints for C2, ATC and S&A communication links, proposing optimised safety targets based on military RPAS density hypotheses and RPAS-ATI scenarios. It studied potential RF bandwidths and spectrum availability, and compatibility and interference with other frequencies. A set of potentially usable RF frequencies was defined and innovative data transmission techniques and system architectures were proposed.	2010	THALES BAE DASSAULT DIEHL AIRBUS IABG RHEINMETALL SAGEM SELEX GMV TNO
SINUE	SINUE investigated the feasibility of demonstrating RPAS/satellite integration for RPAS insertion into non-segregated airspace. It showed that the use of satellites to complement RPAS can already be demonstrated within the current regulatory framework and available technologies. It found that critical regulatory issues, e.g. the assignment of spectrum for C2 communications, will affect future investment in RPAS-based services.	2010	INDRA AT-ONE GMV SES INECO
TRACKANT	Based on its outstanding antenna technology know-how, PIDSO recently has developed an innovative communication and control system for Remotely Piloted Aircrafts (RPAs), which is - compared to competitive solutions - significantly lighter and smaller allowing to mount it on RPAS creating the opportunity for using one RPAS as a relay station for another RPAS thereby dramatically increasing range as well as data transmission features. This provides the missing technological base for Beyond-line-of-sight navigation needed to cross through areas with obstacles like buildings in cities or diverse topographical factors. This will pave the way to deploy RPAS for public safety applications (disaster, rescue, ...) or precision agriculture (maturity measurement, crop control, disease detection, fertilizer deployment), both unfolding huge commercial and societal impact. Specific objectives for the feasibility study include field tests with three test partners, in particular RPAS manufacturers, to collect feedback from the primary business opportunity fields to be fed into fine-tuning of the solution to get our product from current to TRL9, building up cost models for production and elaborating a detailed business and market entry plan.	2015	PIDSO
TRAWA	The TRAWA project is intended to develop standards for 'detect and avoid' (DAA) systems on board drones. These systems ensure that a drone pilot can detect other aircraft in a timely manner, so that he/she can execute an avoidance manoeuvre where necessary to prevent a possible collision.	2018	NLR DLR DBLUE THL EUROUSC
UAV-NET	At this time the benefits of RPAS, whose military capability was already proven, to civilian applications were only beginning to be understood. This thematic network provided a forum for information exchange, for setting new policies and for launching activities in critical R&T platform validation studies aimed at advancing the use of RPAS in the civilian commercial sphere.	2005	IAI ALENIA BAE CIRA EADS DLR IAVIATION NDU ONERA PTORINO SAFRAN SONACA NLR SSC THALES VGTU WUT
ULTRA	ULTRA developed a "Civil UAS Master Plan" to enable European industry, especially SMEs, to play a leading international role in UAV solution development. It addressed civil applications, with a strong focus on solutions below 150kg that could be deployed within 5 years, and highlighted regulations and infrastructure required to completely liberate the civil UAV market within 10-15 years.	2014	INDRA BRTE CAL DFS HONEYWELL INTEGRA NLR ONERA THALES A2TECH AMASUTTI BLYENBURGH
UPAC S-100	SCHIEBEL will develop a new unmanned aerial system (UAS) for civil market applications including urban security which will be more cost-effective, reliable and versatile than current solutions. Currently air authorities worldwide are formulating the conditions to be able to operate UAS in the civil airspace, opening a myriad of new market opportunities. With its long-term experience and leadership in the UAS market and its cooperation with regulatory authorities, SCHIEBEL is expected to be the first company to operate in the category of professional UAS, a global market which is expected to reach a volume of 700 million USD in the next five years. SCHIEBEL's UPAC S-100 will target disaster relief, protection and surveillance of critical infrastructure and other areas in urban environments. The Feasibility Assessment will define the regulatory requirements, the business case, the necessary technical developments and the changes needed within SCHIEBEL's organization. It will define precisely the market potential in terms of geographical areas, type of clients, potential revenues and market size, establishing a roadmap with clear priorities, actions and targets.	2015	SCHIEBEL

Technology Development Projects



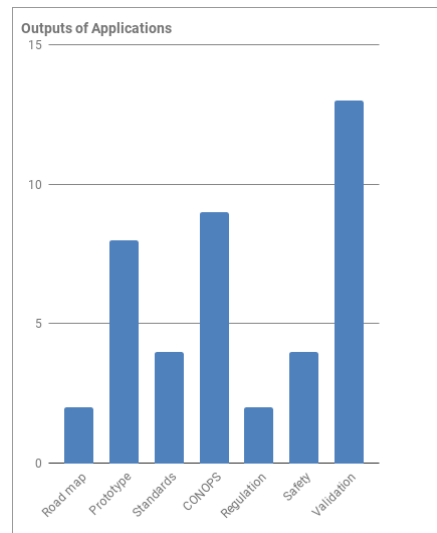
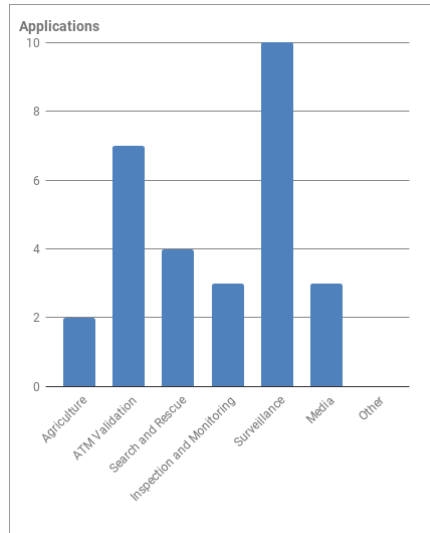
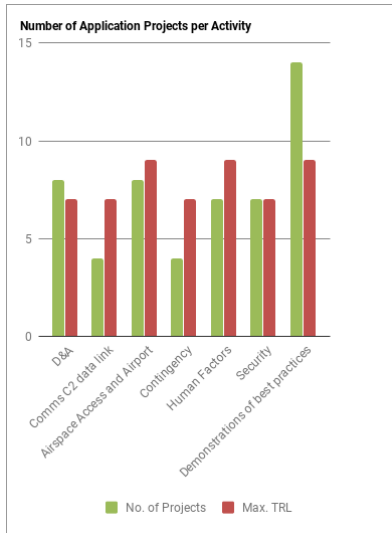
Known technology development projects:

Name	Description	End	Partners
ARCA	The goal of ARCA project is to develop an on-board flight system able to guide a UAV towards a specific destination modifying its own flight trajectory in reaction to a variety of external situations, maintaining the separation with other aircraft. The presence of this system will allow the first tests and experiences in this direction facilitating a smooth introduction of UAV into non-restricted airspace.	2012	DBLUE ENIA ERZIA EVOLVING
ASTRAEA	ASTRAEA (Autonomous Systems Technology Related Airborne Evaluation & Assessment) is a UK industry-led consortium focusing on the technologies, systems, facilities, procedures and regulations to allow safe RPAS operation in all classes of UK civil airspace without needing restrictive or specialised conditions. The programme is split into two distinct projects: Separation Assurance and Control; and Autonomy & Decision Making.	2014	BAE AIRBUS COBHAM THALES QQ RR AOS UBRIS UCRAN ULBORO USHEFF USTRATH UAVSA AEROSYNERGY CONEKT CAL DMA EBENI GREATCIRCLE IPHESTOS NLR PHM PROTOGRAPHICS ROXEMANOR
AWARE	The AWARE project designed, developed and validated a platform providing the middleware and the functionalities necessary for cooperation between a network of autonomous helicopters and ground sensor-actuator wireless nodes, including mobile nodes. This will enable operation in hard to access sites with no communication infrastructure. The results and techniques are transferable to many potential applications.	2009	AICIA TUB FLYING-CAM ITURRI UTWENTE USTUTTART SELEX UBONN
C3 Channel Saturation Study	This study undertook fast-time simulations and analysis of multiple RPAS operational scenarios to assess overall RPAS C3 spectrum requirements and communication performance (latency and reliability) based on present bandwidth technology, and associated rules of use that would be required to support unconstrained RPAS operations into the medium to long term (to 2050).	2010	QQ NATS
CAUSE	This study demonstrated the need for a collision avoidance capability, comparable to that delivered on manned aircraft by ACAS, on UAVs operating in non-segregated airspace. It determined high-level collision avoidance equipment requirements and investigated to what extent ACAS on UAVs might deliver this. A second phase developed a methodology, metrics and targets for quantifying UAS collision avoidance performance.	2010	QQ
DAVALON	DAVALON aims to implement an innovative DAA system onboard an RPAS. It is combined with an AutoLocalisation system based on exclusive and advanced SLAM techniques. This technological set is integrated into SOLICOL's auto-pilots, which are governed by the CACM-RL technology, which intellectual property rights belong to SOLICOL Robotics Systems.	2017	SOTICOL

DESIRE	DeSIRE and DeSIRE 2 are demonstration activities following on from the parallel SINUE and IDEAS feasibility studies. DeSIRE demonstrated RPAS integration into non-segregated airspace (class A, B and C) under IFR using secure satellite links for RPAS and ATC communications. It addressed safety challenges and required capabilities, including the switch between RLOS and B-RLOS communication, the ability to follow ATC instructions over several areas of responsibility, and data link quality in terms of availability, reliability and latency.	2013	INDRA THALES AT-ONE CIRA SES
DeSIRE II	DeSIRE 2 will develop and demonstrate a service for supporting the regulatory process, based on an RPAS flying in B-RLOS under IFR using space assets (SatCom, SatNav). It will address the regulatory, user and technology perspectives, notably providing applications in pre-operational conditions, allowing for operation shortly after project completion, and demonstrating the technology required for supporting the regulatory improvements.	2016	TELESPAZIO EGEOS SELEX PIAGGIO VIASAT SKYGUIDE AEDEL
Development of stabilisation, route guidance, propulsion and ground segment control systems for the autonomous operation of unmanned surveillance/scanning airships	This project addressed the requirements for safe unmanned airship operations. It stabilised the airship, fitted an autonomous control system and improved the efficiency of the propulsion system. It defined a ground control system for pre-planning and flight management of multiple airships to significantly reduce operator costs.	2002	REMOTE SCANDICRAFT
ERA	ERA (Enhanced RPAS automation) will establish the technological baseline for automatic take-off and landing, auto-taxi, nominal/degraded mode automation functions and emergency recovery. These are key enablers for the integration of RPAS into non-segregated airspace and will be required for airport operation. Safety assessments, procedures, simulation and flight demonstrations will be provided to support the regulation and standardisation of these capabilities.	2018	AIRBUS ESG ONERA THALES SAGEM SAAB FINMECC ITWL IAVIATION PIAP RUT HERTZ EUROTECH EGT WBE ASSECO
ESPRIT	ESPRIT studied communication capacity at both spectrum and system levels for Command & Control (C2) links to RPAS in civilian airspace. While L-band systems lack spectrum to cover future needs, the 5GHz band would allow stringent availability requirements to be met while offering high capacity. This would provide a global and unified C2 capability for both RLOS and B-RLOS conditions.	2013	?
FHA for RPAS	A safety assessment was developed to identify a set of ATM safety requirements, over and above existing regulatory ones, to ensure that RPAS integration into non-segregated airspace will be acceptably safe. It considered two RPAS operating scenarios: Class A, B or C en-route airspace flying B-VLOS under IFR; and Class C-G airspace operating VLOS under VFR.	2009	?
GINSEC	The goal of GINSEC is to build a pre-commercial prototype of a low-cost, accurate and reliable navigation system for professional drone market. Consumer-type navigation systems work quite well in general use despite the many practical problems that still affect them. Most noticeable in vehicle navigation are the slow time to first fix (up to a few minutes), poor or no availability (outages in tunnels or dense cities), slow dynamics and poor accuracy (enough to occasionally miss an exit) and lack of a heading indication. If these problems can be annoying to an occasional user, they may be critical to professional ones, especially if operating under emergency conditions (ambulance services, fire brigades). GINSEC aims at developing a navigation system that should solve these problems with various sensor configuration and fusion approaches.	2015	ECELEXYS SAPHYRION LASERNAV CTTC BRIGHTCOM MOBICS INASTRO
IDEAS	Same study as SINUE, performed by a different, and independent, consortium.	2010	?
IMPETUS	IMPETUS will research on the application of the 'micro-services' paradigm as a flexible and cost efficient solution for lifecycle support of the expected high variety of drones and missions. Moreover, IMPETUS will explore how to design a Smart UTM Concept taking into consideration the 'Function as a Service' paradigm to develop a cloud-based server-less environment that will be characterized by its scalability to respond to multiple users with diverse business models, its mechanisms to assure the data quality and integrity, and its flexibility to facilitate the integration with manned traffic management systems.	2019	CRIDIA BRTE IET JEPPESEN ALTITUDE TUDARM CASTRAL
KARYON	KARYON investigated solutions for the predictable and safe coordination of smart vehicles that autonomously cooperate and interact in an open and inherently uncertain environment. This involved achieving a high availability fault-tolerant distributed control system that maintains a high performance level in the presence of uncertainties and failures, and a safety kernel to constrain system operation to avoid hazardous situations.	2014	ULISBOA SP OVGU SKYSOFT CHALMERS EMBRAER 45
MIDCAS	The MIDCAS project proposes solutions for the "Unmanned Aircraft System Mid-air Collision Avoidance Function" of the Air4All roadmap acceptable to manned aviation. The aim is to reach a consensus on Detect and Avoid (D&A) among European stakeholders and define the basis for a D&A standard through demonstration of performance with simulations and flight tests.	2015	SAAB ALENIA DIEHL DLR AIRBUS ESG INDRA SAFRAN SELEX THALES
MAAGSI - Miniaturisation of autonomous avionics and ground segment interface for lightweight UAV applications	This project made use of the latest electronics technology, including nano and terahertz technologies, to develop a lightweight integrated avionics and control system package. This improved capability will provide more space within the UAV to carry sophisticated payloads and hence increase the economic potential and opportunities for UAV deployment in commercial applications.	2002	CAL SIGLA
MONIFLY - Mobile-Network Infrastructure for Cooperative Surveillance of low flying drones	The MoNifly project (Mobile-Network Infrastructure for Cooperative Surveillance of Low Flying Drones) targets the open and specific categories by proposing a drone traffic management system based on mobile network infrastructure. The main challenge will be the acceptance of low flying devices by the general public. Therefore innovative solutions must be found, developed and demonstrated to allow safe and society friendly as well as aviation-harmonized drone operations. The MoNifly concept will enable applications with virtual barriers (so-called geo fence applications) that use static databases as well as high-dynamic update rates to support moving vehicles. This means that the risk of collisions of drones with static obstacles but also other drones or aircraft/helicopters will be greatly reduced. Additionally this concept will allow protection of privacy sensitive areas like private houses/gardens or even scenes of an accident or incident. Another area of operation could be the TV market where during sports events the target of interest (e.g. downhill skier or car racer) would be protected by a fast moving geo-fenced area.	2020	TUBRAUNSCHWEIG NOKIA UAVINT AERIAL ERM
MUAC-IREN	This joint exchange programme exploited synergies between the different research groups and promoted collaboration on technologies, methods and algorithms for several fields related to UAV operation. These included creating long-endurance multi-UAV applications, extending the endurance of UAVs using wind energy, all-weather UAV operation including avoiding weather hazards and overcoming extreme weather conditions, fault adaptive reconfiguration of trajectories for long-endurance applications.	2014	FADA USEVILLA DLR ACFR
OMNIWORKS	OMNIWORKS developed a series of modules and applications that exploit information from cameras to automate different processes in the operation of a UAV, including mosaic maps, visual navigation based on maps, video stabilisation, image tracking and serving, 3D pose estimation, and autonomous landing. This modular scheme allows commercial UAVs to be easily adjusted for different kinds of inspection operation.	2013	UPM SKYBOTIX APIA
OUTCAST	OUTCAST investigated an ACAS-compatible D&A concept based on available ACAS technology in combination with optical tracking of possible intruders. A demonstration system with appropriate functionality, installed in a 'manned' aircraft with standard TCAS, was flight-tested in a representative air traffic environment. OUTCAST showed stakeholders that this technical solution meant that UAVs can be operated without reducing the overall safety of air transport.	2007	NLR RNLAf
PUMPED	The UAV business has experienced a boost in the recent years and is already playing a key role in our society and life. PUMPED aims at increasing drones' positioning accuracy in order to empower them for carrying out more demanding and critical missions and applications. The idea behind PUMPED consists of applying Differential GNSS (DGNSS) techniques using low profile GNSS chipsets, which are usually the ones mounted in UAVs' platforms. This approach allows for a versatile, cheap and ease of installation and deployment solution for users, i.e. UAVs manufacturers and/or operators. The accuracy offered by PUMPED will lie between 10cm and 50cm, therefore it will fill the existing gap in positioning products between low-cost-low-accuracy (meter error) and high-cost-high-accuracy (centimetric error).	2016	ROKUBUN
REMAV	A specifically adapted miniature optical-flow based sensor for measuring both position and speed with an unprecedented level of precision was integrated into a Micro Aerial Vehicle (small autonomous helicopter) to precisely and safely operate it in a dynamically changing environment consisting of fixed obstacles, humans and other MAVs, thus achieving a quick and safe collision-avoiding movement.	?	SUPSI VISSEE SKYBOTIX

REALISE GroLaS	mb+Partner have developed and patented a technology to take-off and land UAV using a mobile ground-based landing gear. system (GroLaS). The use of GroLaS reduces the weight, fuel consumption and CO2 emission of airborne vehicles by dispensing the need for the undercarriage and increases operational flexibility by being independent of existing runway infrastructure. The project REALISE GroLaS (phase 1-3) will focus on the entry of the GroLaS-technology into the high volume market of unmanned aerial vehicles (UAV) in civil applications. As patent holder, an established strong business network and the commitment of industry partners to the GroLaS technology mb+Partner is uniquely positioned to grow with the rapidly developing UAV market currently worth \$6,4 billion p. a. and expected to almost double within the next ten years. The ground-based landing gear system has already been demonstrated successfully at small scale. The objective of REALISE GroLaS (phase 1) is to enable mb+Partner to develop a focused business strategy for the identified key market and (phase 2) moving the GroLaS technology from TRL 6 to 9.	2015	MBP
SARA	The objective of the SARA project is to develop a small, fixed wing RPAS equipped with a specific tool providing to the remote pilot support for the traffic separation task. This tool has to be integrated with the remote station HMI and shall provide information about surrounding traffic and effective (safe and suitable) suggestions for the pilot, presented as collision free trajectories on the screen.	2015	DBLUE
SafeMobil	SAFEMOBIL developed sufficiently accurate common motion estimation and control methods and technologies in order to reach levels of reliability and safety to facilitate unmanned vehicle deployment in a broad range of applications that strongly depend on the UAV's reliability to react in a predictable and controllable manner in spite of perturbations, such as wind gusts.	2014	FADA DLR INDRA AIRBUS EUROIMPIANTI USEVILLA UDUISBERG UZAGREB SELEX
SECOPS - An Integrated Security Concept for Drone Operations	SECOPS' objective is to push drone technology forward by ensuring that security risks in the Unmanned Traffic Management (UTM) concept are mitigated to an acceptable level. An integrated security concept at TRL2 will be developed addressing resistance of drones against unlawful interference, protection of third parties and integration of geo-fencing technology; focusing on technological options (navigation, surveillance, in-flight updates, etc.) for both airborne and ground elements, considering legal, regulatory and social aspects. SECOPS will include a proof of concept of the integrated security concept, integrating COTS technology of the consortium partners. A preliminary demonstrator, based on a realistic scenario, will be performed at the Netherlands RPAS Test Centre (NRTC).	2019	NLR SENSOFUSION UNIFLY DELFTDYNAMICS
SUAV	SUAV designed and built a hybrid fuel-cell power generator comprising a 100-200W mSOFC stack and a battery, together with a fuel processor to generate reformate gas from propane. This was tested in a mini UAV platform. The design was primarily driven by the weight and volume available in the mini-UAV and was optimised mission duration rather than efficiency.	2015	HYGEAR ADELAN CATATOR CNDR AIRBUS UBIRMINGHAM USZCZECIN SURVEYCOPTER
TALOS	TALOS developed and field tested a mobile, modular, scalable, autonomous and adaptive system for protecting European borders that applies both aerial and ground unmanned vehicles supervised, and operating under a set of rules defined by a command and control centre. These rules would be modified from time to time during system operation to adapt to changing border crossing tactics.	2012	PIAP ASELSAN EBIRC HAI IAI ONERA DEFENDEC SONACA STM ORANGEPOLSKA TTI TUTKIMUSKESKUS POLIWARSAW
TERRA - Technological European Research for RPAS in ATM	TERRA proposes a technical architecture to support VLL RPAS operations, which are assumed to encompass interaction with VFR traffic. The main project objectives are the following: - Requirements identification: A set of operational and functional ground-based system requirements will be defined for three representative RPAS operational business cases, considering operator requirements but also potential impacts on stakeholders. - Technological applicability: Analysis of applicability of existing CNS/ATM technologies which could be applied to UTM, identification and development of new technologies (e.g. machine learning classification of flight trajectories) and analysis of their applicability, considering in both cases the performance provided by these technologies with the requirements imposed upon their use. - Architecture proposal and proof of concept: Identification of the most appropriate technologies, comparing their performance and applicability with the user requirements and definition of a technical architecture, which will be evaluated by means of a proof of concept demonstration.	2019	IET FINMECC NLR CRIDIA CASTRAL CHPR
THESEUS	Theseus is designed to bring commercial aviation-grade reliability, engineering standards and extreme operation safety into an unmanned air vehicle platform. The area where UAV utility is greater is the one of scarcely accessible infrastructure needing accurate monitoring such as high voltage electro ducts or waste repositories in urban environment. A medium size UAV with Hybrid (endothermic and electrical) motors and VTOL (Vertical Take-Off and Landing), with long autonomy (> 8 hours), could discharge the task.	2015	ONAIR
TUAV	By developing a sensor-based control framework, this project contributed to developing key technologies enabling the use of UAVs for regular inspection of bridges, dams and other large-scale civil infrastructures for signs of damage or weakness. These technologies allow the vehicle to avoid any potentially damaging collision when approaching close to the structure.	?	SKYBOTIX UNS
UECIMUAVS	The prize-winning UECIMUAVS project will extend the scope of UAV operations through new algorithms for vision-based navigation, improving visual performance by enabling the aircraft to learn directions and estimating its heading much more accurately than with other navigation systems. A new landing algorithm updates landing target parameters and uses an on-board behaviour-based controller to follow the landing trajectory.	2016	UARIZONA ULINK UPM
USICO	USICO recommended applicable airworthiness certification and operational procedures to allow civil UAVs to operate in non-reserved airspace. Concepts based on ATC/ATM integration and See & Avoid were developed and validated with simulations for various Civil UAV missions.	2004	RHEINMETALL NLR DLR IAI SELENIA ONERA SNDC SSC UNAPOLI
VUSIL	VUSIL studied developing a UAS integration concept, based on the existing ground radar infrastructure, and its validation using trials with a combination of a real, flying UAS and simulated surrounding traffic. A safety analysis performed on the results of these trials examined the effects of the shift from "see and avoid" to "sense and avoid" in UAS.	2009	DFS BWB ESG EMT SWISSUAV DLR

Application Projects



Known application projects:

Name	Description	End	Partners
ADABTS	The ADABTS project explored the possibility of automated support to surveillance operators trying to detect incidents from hundreds of surveillance cameras. The system should reject the up-to-99% "not interesting" imagery and leave the operator to watch only the "maybe interesting". This will rely on advanced signal processing algorithms adapted to hardware architectures driven by the gaming industry.	2013	FOI DETEC HOMEOFFICE SINTEF TNO UAMSTERDAM BAE MOIBG
AEROCEPTOR	AEROCEPTOR aims to increase the capability of law enforcement authorities to use UAVs to remotely, safely and externally, control and stop non-cooperative vehicles, on land and sea. It will take advantage of existing equipment and systems to provide a cost-effective solution and will develop or modify any necessary subsystems.	2015	INTA IAI ISDEFE ONERA GMV PIAP UNIBO AIT TOFAS SFU MIR RTS LACROIX INP ZABALA
AF3 - Advanced Forest Fire Fighting	"Mega-fires" are particularly destructive and difficult to control with the technologies and systems currently available to fire fighters and emergency agencies. The AF3 project intends to provide an extraordinary improvement to the efficiency of current fire-fighting operations and to the protection of human lives, the environment and property by developing innovative technologies and means to ensure a high level of integration between existing and new systems.	2017	LEONARDO SELEX ELBIT EFPC FRAUNHOFER INTRACOM DEMOKRITOS SKYTEK CBK PYRO UWESTMINSTER AIRBUS MND ETA UVALENCIA ULINK ARIA MPS MINTERNO

AIRBEAM	AIRBEAM proposes a situation awareness toolbox for wide-area crisis management, using an optimised set of unmanned aerial platforms, including satellites. Based on a system for situation awareness, it will develop the technologies and standards required for the rapid take-up of a multiplatform approach that will provide an integration framework serving security applications to related initiatives.	2015	AIRBUS EADS SAFRAN INDR A SELEX LAUREA TUDO THALES FOI ALENIA DASSAULT ISDEFE VITO RADIOLABS SLP ULAPLAND ESC INOV VIGILANCE KEMEA
AIRICA	AIRICA will demonstrate realistic coastguard missions involving B-VLOS flights in various airspace environments. The appropriate sensors and on-board D&A capabilities required for this will be implemented and tested. The RPAS (an optionally piloted gyrocopter) will take-off, fly towards the target area, perform its mission (e.g. S&R) in non-segregated airspace, and fly safely back to the airport.	2015	NLR NLCG GLASEMANN RNLAF
AIRobots	The AIRobots project developed aerial service robots capable of assisting in activities that require the ability to interact actively and safely with environments by air including building and large infrastructure inspection, sample picking, and remote aerial manipulation. The aerial platform was remotely supervised through the use of haptic devices using force and visual feedback strategies.	2013	UNIBO ALSTOM ETH UNAPOLI UTWENTE USALERNO
AIRT - Technology transfer of RPAS for the creative industry	The AIRT project will develop the world's first indoor RPAS specifically designed for professional use by the Creative Industries (CIs).	2018	UVALENCIA CLEARHEAD AEROTOOLS POZYX
AGRIC-LASERUAV	The project used UAV-based spectral imagery and 3D radiative transfer modelling to investigate the impact of vegetation architectural parameters, retrieved using a ground-based Light Detection and Ranging (LiDAR) scanner, on the quantitative estimation of physiological indicators of stress (i.e. evapotranspiration, and leaf chlorophyll content) at unprecedented spatial and temporal resolutions, suitable for precision, and sustainable forestry/agricultural monitoring.	2013	AECISIC
ARC	ARC developed, demonstrated and promoted a new system for performing the surveys allowing a quick reduction of suspected mine-polluted areas and post-cleaning quality control. The ARC-system is based on a helicopter UAV, optical, infrared and hyperspectral sensors and a Mine Information System supported by a Geographical Information System, supported by early field tests and an evolutionary development path.	2003	SCHIEBEL CMAC GTD BECKEL IMEC TNO FOI
ARCAS	ARCAS proposed the development and experimental validation of the first cooperative free-flying robot system for assembly and structure construction. The project paved the way for a large number of applications including the building of platforms for the evacuation of people or landing aircraft, the inspection and maintenance of facilities and the construction of structures in inaccessible sites.	2014	FADA DLR UNAPOLI CNRS USEVILLA UPC SPACETECH ALSTOM
ARIADNA	ARIADNA will validate the use of RPAS using unmanned helicopter procedures. A number exercises over different scenarios will be carried out looking at concepts such as Satellite-Based Augmentation System (SBAS)-based approach & landing of RPAS in aerodrome, and an RPAS Ground-based situational awareness system (GBSAS).	2015	INDRA AENA CRIDIA FADA
BRAINFLIGHT	BRAINFLIGHT tested an approach to enabling people to control aircraft using only neural signals emitted from their brain, and assessed the performance of this concept in a high fidelity simulator and a UAV. This project investigated which approaches best allowed fast learning, while allowing pilots to multi-task.	2014	TEKEVER CHAMPALMAUD EAGLE TUM
CLAIRE	The CLAIRE project will carry out simulations and flight-trials using an RPAS to investigate different classes of airspace and flight modes. The simulations will cover both en-route ATM aspects, including 'dry-runs', and ground sector and CTA RPAS operations. The flight trials will also enable the RPAS to interact with the safety nets incorporated into current ATM processes and systems.	2015	THALES NLR NATS
Close-Search	CLOSE-SEARCH integrated a thermal imaging sensor and a multi-sensor BA/RINS/GPS-EGNOS-based navigation system with an Autonomous Integrity Monitoring (AIM) capability into a small unmanned aircraft (helicopter) to support the search component of search-and-rescue (SAR) operations in remote, difficult-to-access areas and/or in time-critical situations. Two key target attributes of the proposed concept are ultra-safe navigation and overall low cost.	?	EPFL NAVARRA DGPCC ICC DEIMOS
CLOSEYE	In response to the challenge of controlling the migratory pressure from the North African coast, CLOSEYE will provide an operational and technical framework to increase situational awareness and improve the reaction capability of authorities surveying the EU's external borders. It will pave the way towards the definition of future integrated surveillance solutions from a fact-checked perspective, validated by users.	2016	GC GNR ISDEFE ASI EUROUSC MARINAMIL
COMETS	The main objective of COMETS is to design and implement a distributed control system for cooperative detection and monitoring using heterogeneous UAVs including helicopters and airships. The project designed, developed and implemented a new control architecture, new control techniques, distributed sensing techniques and real-time image processing capabilities. COMETS demonstrated the system in forest fire detection, localisation and monitoring.	2005	AICIA HELIVISION GMV CNRS TUB ADAI ULINK
DEMORPAS	DEMORPAS comprises 3 types of flight demonstration exercise, with 2 types of very small short range RPAS and one optionally piloted system. The demonstration exercises will take place in the surroundings of the operational area of an Air Force Base Open to civil traffic.	2015	ISDEFE AENA INTA CRIDIA FADA
ESS	The Emergency Support System (ESS) improved front-end field-derived data collection, on portable and fixed platforms, providing real-time decision support to field commanders through web-portals and enabling synchronisation between forces on the ground and out-of-theatre command and control centres. The ESS was field tested at scenarios such as stadium evacuation, forest fires and toxic waste dump accidents.	2013	VERINT WIND IGS I INTERGRAPH MVS CSSI FRAUNHOFER ITIS ALGOSYSTEMS LUCENT APD AEAKEY FAENZI KEMEA IMEGO IMAGEN EYIL ADSIL DIGINEXT EFM ACREO
Extremedron - Unmanned Aerial Vehicle for protecting soft/critical urban infrastructures, and the general public in extreme environments	Europe/world faces increasing security threats against its civilians, and critical/soft infrastructure targets. The frequency of attacks against civilian soft targets in Europe is alarming, and new technologies must be developed in the coming years to create a counterforce multiplier. There is a real need for aerial monitoring/sensing solutions focused on the protection of heavily populated areas, and critical/soft infrastructures. AERDRON proposal EXTREMEDRON focuses on a creating a NexGen UAV for aerial monitoring applications in extreme operating environments (fires, radiation/nuclear, hazardous chemicals). This niche UAV application has not been successfully realized by any products currently on the market, and there is a real world need for these capabilities to save lives, and critical infrastructures. The EXTREMEDRON provides a means to monitor and collect data in extreme environments for security agencies to analyze, collect data, identify threats, and means to rapidly respond to life critical situations which ground crews cannot enter an area for safety reasons. The EXTREMEDRON also provides industries/government agencies the means to measure dangerous airborne substances at the disaster location, and its dissipation over populated areas. The EXTREMEDRON will be a valuable tool in protecting public safety, and critical infrastructures.	2016	AERDRON
FieldCopter	FieldCopter created an autonomous flying camera that follows a predefined pattern by installing multi-spectral cameras on UAVs with high-precision EGNOS-based navigation. This provided a complete solution for UAV sensing for precision agriculture applications such as water stress monitoring, detection of nutrient deficiencies and crop diseases. It demonstrated its operational viability in two distinct cases: potato growth and vineyard monitoring.	2014	AUREA FLYINGCAM CSIC FADA AEROVISION TERRASPERE
ICARUS	ICARUS seeks to provide first responders at a major crisis with a comprehensive and integrated set of unmanned air, ground and sea vehicles, equipped with human-detection sensors, collaborating as a coordinated team and communicating via ad-hoc cognitive radio networking. These "first explorers", seamlessly integrated into the crisis managers' C4I equipment, will increase situational awareness and help S&R teams find survivors.	2016	RMA FRAUNHOFER SASNV ESTGIS ASCAMM IMM JMDT TUW INTEGRASYS SKYBOTIX QUOBIS INESC UNEUCH ETH ATOS TUK CMRE CALZONI METALLIANCE ESRIP SPACETEC CINAV BFASST EPFL
IMPACTMIN	ImpactMin used satellite remote sensing, aerial lightweight measurements and UAV earth observation technologies to develop cost-effective, reliable and repeatable approaches and tools for monitoring the impact of mining activities on the environment through time, in order to identify, predict and prevent potentially serious consequences for the natural and human environment.	2012	GEONARDO UEXETER LULEA PHOTON UMOSTAR SSRIM UBABESBOLYAI MAUCMZTR DMT VITO
INSuRE	INSuRE will undertake simulations and flight trials to assess the enablers (technological, operational procedures, and safety aspects) that need to be put in place to allow the safe integration of RPAS into a non-segregated airspace.	2015	IDS SD ANSCR
MicroDrones	This project developed a small size VTOL UAV designed for autonomous inspection and surveillance tasks in constrained outdoor environments. It focused on the development of software and hardware modules for the autonomy of a small size drone in terms of navigation, localisation and robustness to unexpected events (avoiding obstacles, RF communication loss, GPS loss, aerologic perturbation).	2009	CEALIST THALES UTUEBINGEN AIROBOT LISIPPOS
MedALE	MedALE will demonstrate, through real-time simulations and flight demonstrations involving RPAS, the validity and limits of ad-hoc operational procedures and airworthiness rules, and of existing technologies and systems. It will focus on a gap analysis between existing RPAS capabilities and those required for RPAS insertion into non-segregated airspace.	2015	ALENIA SELEX NIMBUS ENAV THALES
Minerva	The Minerva operation, which had personnel and logistical support from the Air Force, studied the feasibility of using a MALE RPAS for maritime (coastal) surveillance through five operational missions (23 flight hours). The RPAS was equipped with a maritime patrol radar and electro-optical sensors. It had a 16-hour mission length at 120kts with a ceiling of 22,000ft.	2009	INDRA GC

MULTIDRONES	MULTIDRONE aims to develop an innovative, intelligent, 4-to-10-drone platform for media production to cover outdoor events with increased decisional autonomy, and improved robustness, security and safety mechanisms. The platform must be contextually aware and adaptive with improved perception of crowds, individual people and other hazards. MULTIDRONE will boost research on multiple-actor systems by proposing novel multiple-actor functionalities and performance metrics.	2019	UBRISTOL THALES APT USEVILLA AISTID DWELLE BBC RAI ALERION
MYCOPTER	myCopter investigated the public use of fully or partially autonomous Personal Aerial Vehicles (PAVs) for travelling at low altitude in urban environments outside controlled airspace, though capable of being easily integrated into the next generation of controlled airspace. It studied the human capability of flying a PAV and new automation technologies for obstacle avoidance, path planning and formation flying.	2014	MAXPLANCK ULIVERPOOL EPFL ETH DLR KIT
ODREA	The ODREA project will use simulations and flight trials, using an optionally piloted vehicle, performed by licensed crew operators and qualified ATCO personnel, to measure the impact of having several RPAS on arrival, approach and departure in a terminal area while realistic manned aircraft traffic is running. The efficiency of RPAS Detect and Avoid will also be studied.	2015	RCF DSNA ENAC SAGEM
PERSEUS	PERSEUS will undertake a large-scale demonstration of an EU maritime surveillance "system of systems", with surveillance continuity from coastal areas to the high seas, to combat illegal migration, smuggling and related crime. It will deliver a comprehensive set of validated recommendations and standards covering improved detection, identification and tracking of non-collaborative craft, detection of abnormal behaviour, and identification of threats.	2015	INDRA AIRBUS DCNS EII ISDEFE SAAB DEMOKRITOS GC SATWAYS INTULAB NURC LAUREA INOV DFRC SOFRESUD BRTE SES PLOCAN AJECO LUXSPACE METEOSIM FAP PRIO NMCI ECORYS SKYTEK IFS MININT NSTO KEMEA MCP MND
PLANET	PLANET designed, developed and validated an integrated platform, including wireless sensor and actuator networks, for the deployment, operation and maintenance of large-scale/complex systems of heterogeneous networked cooperating objects (UAVs). The platform was validated in two complementary scenarios: the monitoring of the high ecological value Donyana Biological Reserve, and a highly automated airfield scenario.	2014	UDUISBERG FADA SELEX DLR BRTE UEDINBURGH UPISA CSIC FLYINGCAM AICIA
PPLANE	PPlane suggested and analysed novel ideas for a Personal Air Transport System (PATS) built according to the ATM structure planned in SESAR. It defined operational concepts and implemented an optimisation model and several selection criteria such as "Security and safety", "Automation and Control", "Environment", and "Human Factors", considering horizontal areas such as technologies, regulation and affordability in each.	2012	ONERA IAI UNIBO CIRA AIRNET UBRNO INTERGAM POLIWARSAW DLR NLR UPATRAS INTA REATECH MESE
RAID	RAID will demonstrate and evaluate the short term implications of RPAS integration into current unrestricted ATM environments through real-time simulations and flight trial campaigns. Real-time simulations will be conducted using licensed air traffic controllers, as well as, RPAS and pseudo pilots.	2015	CIRA DBLUE NEXTANT NIMBUS UMALTA MATS
SAFESHORE	The main objective of the SafeShore project is to cover existing gaps in coastal border surveillance, increasing internal security by preventing cross-border crime such trafficking in human beings and the smuggling of drugs. It is designed to be integrated with existing systems and create a continuous detection line along the border. One of the treats to the maritime coast are small Remotely Piloted Aircraft Systems (RPAS) which can carry explosives or which can be used for smuggling drugs, boats and human intruders on the sea shore. The SafeShore core solution for detecting small targets that are flying at low altitude is to use a 3D LIDAR that scans the sky and creates above the protected area a virtual dome shield. SafeShore will also integrate the 3D LIDAR with passive acoustic sensors, passive radio detection and video analytics.	2018	ERM FRUCHT UTIGRUP USALENTO TGDRIVES INSTOPTO QMU OPTIX SPP MPS POLITIEZONE IGPF
SEABILLA	SeaBILLA defined an architecture for cost-effective, integrated (space, land, sea and air) European sea-border surveillance systems. It applied advanced technological solutions to provide significant improvement in detection, tracking, identification and automated behaviour analysis of all vessels. Scenarios included countering drug trafficking, illegal immigration, and other illicit activities, in open water as well as close to coast.	2014	SELEX ALENIA CNIT BAE CORRSYS EDISOFT EADS FOI HITT EUROCOPTER INDRA JRC MONDECA SAGEM SASNV THALES TNO TELESPIAZIO TTI UCL UMURC UPORTS EGEOS
sFly	This project focused on micro helicopter design, visual 3D mapping and navigation, low power communication and multi-robot control under environmental constraints. It envisaged novel micro flying robots that are inherently safe due to very low weight, capable of fully autonomous vision-based navigation and mapping, and capable of coordinated flight in small swarms in constrained and dense environments.	2012	ETH INRIA TUC CSEM ATG CERTH
SHERPA	SHERPA will develop a mixed ground and aerial robotic platform to support search and rescue activities in a real-world hostile environment such as an alpine scenario. The emphasis is placed on robust autonomy of the platform, acquisition of cognitive capabilities, collaboration strategies, and a natural and implicit interaction between humans and the platform.	2017	UNIBO KUL BLUEBOTICS ETH UBREMEN CAI CREATE ASLATECH UTWENTE ULINK
SKYMEDIA	SkyMedia brought together and demonstrated technologies in a novel end-to-end architecture forming a very advanced multimedia service platform to provide unique immersive media experiences to audiences during live events. As well as innovative media technologies, UAV platforms provide access to the scene in a silent, convenient, and safe fashion, capturing HD video and images from the sky.	2012	MAVIGEX THALES VITEC VELTI TMS NIMBUS TEKEVER
SKYOPENER	SKYOPENER will increase the use of Remotely-Piloted Aircraft Systems (RPAS) for civilian applications by contributing to the European RPAS Steering Group's roadmap for the integration of civil RPAS into the European Aviation System. SKYOPENER will provide a whole operational process and a system that will demonstrate higher capability through Communication, Navigation and Surveillance innovations in RPAS. The SKYOPENER system will be designed, in the first instance, for specific operations for tactical RPAS, that are under 25kilos but subject to national aviation authority regulation, operating at Very Low Level of operation (under 500ft). SKYOPENER will include live trials in Switzerland for which we will gather stakeholders implicated in the operations of RPAS including RPAS operators, civil aviation authorities, air navigation service providers, RPAS manufacturers, satcom service providers etc. The newly developed system will be the result of the integration of a range of components which will combine technologies such as GNSS, satcom and security tools. GNSS will be used for the safety navigation of RPAS. The project will provide a command and control link that uses communication through multi-band satellite and radio and will address the redundancy issue of communication systems It will also feature a surveillance system with detect and avoid functions that will be based on GNSS, system wide information management and satcom. Such a system will be less costly, less complex, lighter and easier to roll out than those that are currently using mode-S transponders.	2018	VIASAT M3 SKYGUIDE BLYENBURGH CONNECTIV UNIFLY SAPIENZA
SUNNY	A two-tier intelligent heterogeneous UAV network with low-weight, low-cost, high-resolution sensors that can operate under variable conditions (darkness, snow, rain) will be defined for collecting real-time information in operational scenarios. These sensors will generate RGB, near-infrared and hyperspectral images. Novel algorithms will be developed to analyse the data for robust and accurate target identification and event detection.	2017	BMT METASENSING XENICS QMU FTRI INESC TUC MDN SPECIM TTI KEMEA MARLO VITROCISET DEMOKRITOS CNIT SAAB ALTUS
TEMPAERIS	This project will investigate RPAS performance in low-medium TMA airspace through live flight trials and simulations using an optionally-piloted single-engine GA-class vehicle as a surrogate for a low-performance RPAS. Its reports will include communication latency and operational latency in the current ATM architecture and operational context, including handling of non-nominal situations.	2015	DSNA AIRBUS STERIA ENAC
TOAS	This project tests the application of UAVs to effective site-specific weed management (SSWM) in both annual crops and permanent woody crops. Advanced algorithms are developed for crop assessment and weed mapping using remote images, to enable generation of geo-referenced weed infestation maps for early site-specific herbicide treatment, considerably decreasing herbicide use and farm costs and increasing agro-environmental benefits.	2015	AESIC
USE-HAAS	The "USE HAAS" project developed an advanced EU aeronautical research strategy for High Altitude Aircraft and Airships (HAAS). It also developed alternative solar-regenerative fuel cell propulsion for high-altitude aircraft. A single HAAS deployed at 20km altitude could provide services for emergency communications and disaster relief, national security and intelligence, and risk management.	2006	CTI DLR RMA UYORK CSL IAI
WIMAAS	WIMAAS developed innovative concepts and technologies for the use of UAVs for maritime surveillance, and tested them with simulations and flight trials. The project also studied maritime surveillance operations of optionally piloted and manned airborne vehicles, including existing aircraft with zero or reduced on-board tactical crew. The project produced a roadmap for the introduction of reduced-crew platforms and UAVs.	2011	THALES SELEX DASSAULT EUROSENSE SENER FRAUNHOFER FOI ITWL JRC SATCOM1 UMALTA ZVTIDEP AVA

ID	Project	Consortium	End	€1,000	Funder	Type	Description	ATI?	SEG?	IPR	Output												Application												Activities												URL	Contact email
											RMP	PRO	STD	CNP	REG	SAF	VAL	AGRI	ATM	SAR	INSP	SURV	MED	OTH	DA	C2	APT	CMTG	HF	SEC	DEMO																	
UECMJAVS	UECMJAVS	UARZONA ULUNK UPM	2016	180	EC	Tech	The prize-winning UECMJAVS project will extend the scope of UAV operations through new algorithms for vision-based navigation, improving visual performance by enabling the aircraft to learn directions and estimating its heading much more accurately than with other navigation systems. A new landing algorithm updates landing target parameters and uses an on-board behaviour-based controller to follow the landing trajectory.	n																												http://cordis.europa.eu/project/rcn/100002_en.html	Gonzalo.Leon@upm.es											
USICO	USICO	RHEINMETALL NLR DLR IAI SELENIA ONERA SINDC SSC UNAPOLI	2004	4,574	EC	Tech	USICO recommended applicable airworthiness certification and operational procedures to allow civil UAVs to operate in non-reserved airspace. Concepts based on AT/CATM integration and See & Avoid were developed and validated with simulations for various Civil UAV missions.	y	n	PMs			y	y	y	y																				http://cordis.europa.eu/project/rcn/62821_en.html	Brants, Hans -Hans.Brants@nir.nlb											
VUSIL	VUSIL	DFS BWW ESG EMT SWISSVAV DLR	2009		DE	Tech	VUSIL studied developing a UAS integration concept, based on the existing ground radar infrastructure, and its validation using trials with a combination of a real, flying UAS and simulated surrounding traffic. A safety analysis performed on the results of these trials examined the effects of the shift from "see and avoid" to "sense and avoid" in UAS.	y	?				?	?	?	?	?	?	?																		http://uvs-international.org/phocadownload/03_Scc_Relevant_Information/Content_Deutsche-Flugsicherung-(DFS)_Germany.pdf	andreas.udovic@dfs.de										
ADABTS	ADABTS	FOI DETEC HOME OFFICE SINTEF TNO UAMSTERDAM BAE MOIBG	2013	4,524	EC	App	The ADABTS project explored the possibility of automated support to surveillance operators trying to detect incidents from hundreds of surveillance cameras. The system should reject the up-to-99% "not interesting" imagery and leave the operator to watch only the "maybe interesting". This will rely on advanced signal processing algorithms adapted to hardware architectures driven by the gaming industry.	n																													https://www.informationssystemen.fol.se/~adabts-fp7	henrik.allberg@foi.se										
AEROC	AEROCEPTOR	NTA IAI ISDEFE ONERA GNV PIAP UNIBO IAT TOFAS SFU MIR RTS LACROIX INP ZABALA	2015	4,839	EC	App	AEROCEPTOR aims to increase the capability of law enforcement authorities to use UAVs to remotely, safely and externally, control and stop non-cooperative vehicles, on land and sea. It will take advantage of existing equipment and systems to provide a cost-effective solution and will develop or modify any necessary subsystems.	n								y																				http://www.aeroceptor.eu/	aspronska@piap.pl											
AF3	AF3 - Advanced Forest Fire Fighting	LEONARDO SELEX ELBIT EPC FRALUNHOFFER INFRACOM DEMOKRITOS SYNTEX GBR PHO UNIVESTMINSTER AIRBUS MND ETA UVALENCIA ULUNK ARIA MPS MINTERNO	2017	19,270	EC	App	"Mega-fires" are particularly destructive and difficult to control with the technologies and systems currently available to the fire fighters and emergency agencies. The AF3 project intends to provide an extraordinary improvement to the efficiency of current fire-fighting operations and to the protection of human lives, the environment and property by developing innovative technologies and means to ensure a high level of integration between existing and new systems.	n																												http://cordis.europa.eu/project/rcn/185483_en.html												
AIRBEAM	AIRBEAM	AIRBUS EADS SAFFAN INDRAS SELEX LAUREA TUDO THALES FOI ALENIA DASSAULT ISDEFE VITO RADIOLABS SLP UPLAPLAND ESC NOV VIGILANCE KEMA	2015	15,533	EC	App	AIRBEAM proposes a situation awareness toolbox for wide-area crisis management, using an optimized set of unmanned aerial platforms, including satellites. Based on a system for situation awareness, it will develop the technologies and standards required for the rapid take-up of a multipatform approach that will provide an integration framework serving security applications to related initiatives.	y	n				?	?	?	?	?	?																			http://airbeam.eu/	gilles.fournier@airbus.com										
AIRICA	AIRICA	NLR NLCC GLESEMANN RNF AF	2015	1,000	SU	App	AIRICA will demonstrate realistic coastguard missions involving B-VLOS flights in various airspace environments. The appropriate sensors and on-board DKA capabilities required for this will be implemented and tested. The RPAS (an optionally piloted gyrocopter) will take-off, fly towards the target area, perform its mission (e.g. SAR) in non-segregated airspace, and fly safely back to the airport.	y	n	PMs			y																								http://www.airica.eu/	Jos.Stevens@ntr.nl										
AIROBOTS	AIRobots	UNIBO ALSTOM ETH UNAPOLI UTWENTE USALENO	2013	3,614	EC	App	The AiRobots project developed aerial service robots capable of assisting in activities that require the ability to interact actively and safely with environments by air including building and large infrastructure inspection, sample picking, and remote aerial manipulation. The aerial platform was remotely supervised through the use of haptic devices using force and visual feedback strategies.	n																													http://airobots.ing.unibo.it/	lorenzo.marconi@unibo.it										
AIRT	AIRT - Technology transfer of RPAS for the creative industry	UVALENCIA CLEARHEAD AEROTOOLS POZYX	2018	1,157	EC	App	The AIRT project will develop the world's first indoor RPAS specifically designed for professional use by the Creative Industries (Cis).	n	n																																							
ALUAV	AGRIC-LASERUAV	AECSC	2013	154	EC	App	The project used UAV-based spectral imagery and 3D radiative transfer modeling to investigate the impact of vegetation architectural parameters, retrieved using a ground-based Light Detection and Ranging (LiDAR) scanner, on the quantitative estimation of physiological indicators of stress (i.e. evapotranspiration, and leaf chlorophyll content) at unprecedented spatial and temporal resolutions, suitable for precision, and sustainable forestry/agricultural monitoring.	n																													http://cordis.europa.eu/project/rcn/95282_en.html	Carlos.Abad@ciic.es										
ARC	ARC	SCHIEBEL CMC GTC FOE BEKEL IMEC TNO FOF	2003	5,953	EC	App	ARC developed, demonstrated and promoted a new system for performing the surveys allowing a quick reduction of suspected mine-polluted areas and post-cleaning quality control. The ARC-system is based on a helicopter UAV, optical, infrared and hyperspectral sensors and a Mine Information System supported by a Geographical Information System, supported by early field tests and an evolutionary development path.	n																													http://cordis.europa.eu/project/rcn/54367_en.html	Harald.BOIANOWSKY@schiebel.net										
ARCAS	ARCAS	FADA DLR UNAPOLI CNRS USEVILLA UPC SPACE TECH ALSTOM	2014	6,150	EC	App	ARCAS proposed the development and experimental validation of the first cooperative free-flying robot system for assembly and structure construction. The project paved the way for a large number of applications including the building of platforms for the evacuation of people or landing aircraft, the inspection and maintenance of facilities and the construction of structures in inaccessible sites.	n																													http://www.arcas-project.eu/	arcascordination@catec.aero										
ARIADNA	ARIADNA	INDRA AENA CRIDIA FADA	2015	899	SU	App	ARIADNA will validate the use of RPAS using unmanned helicopter procedures. A number of exercises over different scenarios will be carried out looking at concepts such as Satellite-Based Augmentation System (SBAS)-based approach & landing of RPAS in aerodrome, and an RPAS Ground-based situational awareness system (GSAS).	y	n	SU/PMs			y	y	y	y	y																					http://cordis.europa.eu/project/rcn/103624_en.html	freca@indra.es									
BRAINFLIGHT	BRAINFLIGHT	TEVEVER CHAMPALLMAUD EAGLE TUM	2014	873	EC	App	BRAINFLIGHT tested an approach to enabling people to control aircraft using only neural signals emitted from their brains, and assessed the performance of this concept in a high-fidelity simulator and a UAV. This project investigated which approaches best allowed fast learning, while allowing pilots to multi-task.	n																													http://cordis.europa.eu/project/rcn/103624_en.html	pedro.sinogas@tekever.com										
CLAIRE	CLAIRE	THALES NLR NATS	2015	1,186	SU	App	The CLAIRE project will carry out simulations and flight-trials using an RPAS to investigate different classes of airspace and flight modes. The simulations will cover both en-route ATM aspects, including "dry-runs", and ground sector and CTA RPAS operations. The flight trials will also enable the RPAS to interact with the safety nets incorporated into current ATM processes and systems.	y	n								y	y																					http://www.gsa.europa.eu/accurate-and-safe-egnos-sol-navigation-uav-based-low-cost-sar-operations	ismael.colomina@ideg.es								
CLOSESEARCH	Close-Search	EPFL NAVARRA DGPCC ICCC DEMOS			GSA	App	CLOSE-SEARCH integrated a thermal imaging sensor and a multi-sensor BARRING/GPS-EGNOS-based navigation system with an Autonomous Integrity Monitoring (AIM) capability into a small unmanned aircraft (helicopter) to support the search component of search-and-rescue (SAR) operations in remote, difficult-to-access areas and/or in time-critical situations. Two key target attributes of the proposed concept are ultra-safe navigation and overall low cost.	n																														http://www.gsa.europa.eu/accurate-and-safe-egnos-sol-navigation-uav-based-low-cost-sar-operations	ismael.colomina@ideg.es									
CLOSEYE	CLOSEYE	GG CNR ISDEFE ASI EUROUSC MARINAMI	2016	12,230	EC	App	In response to the challenge of controlling the migratory pressure from the North African coast, CLOSEYE will provide an operational and technical framework to increase situational awareness and improve the reaction capability of authorities surveying the EU's external borders. It will pave the way towards the definition of future integrated surveillance solutions from a fact-checked perspective, validated by users.	n																														http://www.closeye.eu/	closeye@guardiacivili.org									
COMETS	COMETS	AICIA HELIVISION GNV CNRS TUB ADAI ULUNK	2005	2935	EC	App	The main objective of COMETS is to design and implement a distributed control system for cooperative detection and monitoring using heterogeneous UAVs including helicopters and airships. The project designed, developed and implemented a new control architecture, new control techniques, distributed sensing techniques and real-time image processing capabilities. COMETS demonstrated the system in forest fire detection, localisation and monitoring.	n																															http://www.comets-uavs.org/	aollero@carta.uva.es lgutierrez@gnv.es								
DEMORPAS	DEMORPAS	ISDEFE AENA INTA CRIDIA FADA	2015	800	SU	App	DEMORPAS comprises 3 types of flight demonstration exercise, with 2 types of very small short range RPAS and one optionally piloted system. The demonstration exercises will take place in the surroundings of the operational area of an Air Force Base Open to civil traffic.	y	n					y																								http://catedraidefe.eitb.upm.es/wp-content/uploads/2014/04/Ponencia-Jorge-Buero-RPAS-2014.pdf (in Spanish)										
ESS	ESS	VERINT WIND IGS INTERGRAPH MVS CSSI FRALUNHOFFER ITS ALGOSYSTEMS LUCENT APD ADARV FAENZI KEMA IMEGO MAGEN EYL ADSIL DIGINEXT EFM ACKEO	2013	14,679	EC	App	The Emergency Support System (ESS) improved front-end field-derived data collection, on portable and fixed platforms, providing real-time decision support to field commanders through web-ports and enabling synchronization between forces on the ground and out-of-theatre command and control centres. The ESS was field tested at scenarios such as stadium evacuation, forest fires and toxic waste-dump accidents.	n																														http://cordis.europa.eu/project/rcn/91016_en.html	Contact message sent to Gordon Hazari Verint Systems Ltd IL									
EXTREMEDRON	Extremedron - Unmanned Aerial Vehicle for protecting critical urban infrastructures, and the general public in extreme environments	AERDRON	2016	71	EC	App	Europe/world faces increasing security threats against its civilians, and critical/soft infrastructure targets. The frequency of attacks against civilian soft targets in Europe is alarming, and new technologies must be developed in the coming years to create a counterforce multiplier. There is a real need for aerial monitoring/sensing solutions focused on the protection of heavily populated areas, and critical/soft infrastructures. AERDRON proposal EXTREMEDRON focuses on a creating a NextGen UAV for aerial monitoring applications in extreme operating environments (fires, radiation/nuclear, hazardous chemicals). This niche UAV application has not been successfully realized by any products currently on the market, and there is a real world need for these capabilities to save lives, and critical infrastructures. The EXTREMEDRON provides a means to monitor and collect data in extreme environments for security agencies to analyze, collect data, identify threats, and means to rapidly respond to life critical situations which ground crews cannot enter an area for safety reasons. The EXTREMEDRON also provides industries/government agencies the means to measure dangerous airborne substances at the disaster location, and its dissipation over populated areas. The EXTREMEDRON will be a valuable tool in protecting public safety, and critical infrastructures.	n	n	Aerdron																														http://cordis.europa.eu/project/rcn/201726_en.html								
FIELDCOPTER	FieldCopter	AUREA FLYINGCAM CSC FADA AERONYSS TERRASPHERE	2014	968	GSA	App	FieldCopter created an autonomous flying camera that follows a predefined pattern by installing multi-spectral cameras on UAVs with high-precision EGNOS-based navigation. This provided a complete solution for UAV sensing for precision agriculture applications such as water stress monitoring, detection of nutrient deficiencies and crop diseases. It demonstrated its operational viability in two distinct cases: potato growth and vineyard monitoring.	n																														http://www.fieldcopter.eu/	info@fieldcopter.eu									
ICARUS	ICARUS	RMA FRALUNHOFFER SASNV ESTGIS ASCAMM RMM AMOT TUW INTEGASYS SKRIBOTX QUOBIS NISSK UNELUCH ETH ATOS TUK CMRE CALZON METALLANCE ESRIP SPACETEC CINAV BFAST EPFL	2016	17,306	EC	App	ICARUS seeks to provide first responders at a major crisis with a comprehensive and integrated set of unmanned air, ground and sea vehicles, equipped with human-detection sensors, collaborating as a coordinated team and communicating via ad-hoc cognitive radio-networking. These "first responders", seamlessly integrated into the crisis managers' C4 equipment, will increase situational awareness and help SAR teams find survivors.	n								y																						http://www.fp7-icarus.eu/	Geert.De.Cubber@ma.ac.be									

ID	Project	Consortium	End	€1,000	Funder	Type	Description	ATI?	SEG?	IPR	Output								Application								Activities						URL	Contact email
											RMP	PRO	STD	CNP	REG	SAF	VAL	AGRI	ATM	SAR	INSP	SURV	MED	OTH	DA	C2	APT	CMTG	HF	SEC	DEMO			
IMPACTMIN	IMPACTMIN	GEONARDO UEXETER LULEA PHOTON UMOSTAR SSRIM UBABESBOVIA MAUCM2TR DMT VITO	2012	3,313	EC	App	ImpactMin used satellite remote sensing, aerial lightweight measurements and UAV earth observation technologies to develop cost-effective, reliable and repeatable approaches and tools for monitoring the impact of mining activities on the environment through time, in order to identify, predict and prevent potentially serious consequences for the natural and human environment.	n																			http://www.impactmin.eu/the_project.php	coordinator@impactmin.eu						
INSURE	INSURE	IDS SD ANSCR	2015	824	SUJ	App	INSURE will undertake simulations and flight trials to assess the enablers (technological, operational procedures, and safety aspects) that need to be put in place to allow the safe integration of RPAS into a non-segregated airspace.	y	n	Pub/SD	y				y			y						7		7		http://www.insure-project.eu/	s.turco@idcorporation.com					
MORONES	MicroDrones	CEALIST THALES UTUEBINGEN AIROBOT LISIPPOS	2009	3,345	EC	App	This project developed a small size VTOL UAV designed for autonomous inspection and surveillance tasks in constrained outdoor environments. It focused on the development of software and hardware modules for the autonomy of a small size drone in terms of navigation, localisation and robustness to unexpected events (avoiding obstacles, RF communication loss, GPS loss, aerologic perturbation).	n																				http://www.lst-microdrones.org/	christophe.leroux@cea.fr					
MEDALE	MedALE	ALENIA SELEX NIMBUS ENAV THALES	2015	1,000	SUJ	App	MedALE will demonstrate, through real-time simulations and flight demonstrations involving RPAS, the validity and limits of ad-hoc operational procedures and airworthiness rules, and of existing technologies and systems. It will focus on a gap analysis between existing RPAS capabilities and those required for RPAS insertion into non-segregated airspace.	y	n						y												y	http://www.aleniamaechchi.it/innovation-technologie-1/research-development-ricerca-sviluppo/medale						
MINERVA	Minerva	INDRA GC	2009		ES	App	The Minerva operation, which had personnel and logistical support from the Air Force, studied the feasibility of using a MALE RPAS for maritime (coastal) surveillance through five operational missions (23 flight hours). The RPAS was equipped with a maritime patrol radar and electro-optical sensors. It had a 16-hour mission length at 120kts with a ceiling of 22,000ft.	n							y										7			http://www.ejercitodelaire.mde.es/peg/pag7dDoc:6B3BFAEC4335336C12578590043C3C						
MULTIDRONES	MULTIDRONES	UBRISTOL THALES APT USEVILLA AISTID DWELLE BBC RAI AALERION	2019	5,306	EC	App	MULTIDRONE aims to develop an innovative, intelligent, 4-to-10 drone platform for media production to cover outdoor events with increased decisional autonomy, and improved robustness, security and safety mechanisms. The platform must be continually aware and adaptive with improved perception of crowds, individual people and other hazards. MULTIDRONE will boost research on multiple actor systems by proposing novel multiple-actor functionalities and performance metrics.	n	n								y											http://www.bristol.ac.uk/vision-institute/news/2016/multidrone.html						
MYCOPTER	MYCOPTER	MAXPLANCK LIVERPOOL EPLH ETL DLR KIT	2014	4,496	EC	App	myCopter investigated the public use of fully or partially autonomous Personal Aerial Vehicles (PAVs) for travelling at low altitude in urban environments outside controlled airspace, though capable of being easily integrated into the next generation of controlled airspace. It studied the human capability of flying a PAV and new automation technologies for obstacle avoidance, path planning and formation flying.	y	y																			http://www.mycopter.eu/	heinrich.buehelfoet@uebingen.mpg.de					
ODREA	ODREA	RFC DSNA ENAC SAGEM	2015	1,025	SUJ	App	The ODREA project will use simulations and flight trials, using an optionally piloted vehicle, performed by licensed crew operators and qualified ATCO personnel, to measure the impact of having several RPAS on arrival, approach and departure in a terminal area while realistic manned aircraft traffic is running. The efficiency of RPAS Detect and Avoid will also be studied.	y	n	SUJ/SAGEM	y	y	y			y									6		6	6	6	y	http://www.odrea.org/	contact@odrea.org		
PERSEUS	PERSEUS	INDRA AIRBUS DCMS EIL IDEFFE SAAB DEMOKRITOS GC SATWAYS INTILAB NURC LAUREA INOV DFRIC SOPRESUD BITE SES PLOCAN AIECO LUKSPACE METEOSIM FAP PRIO NMCO EORYS SKYTEX IFS MININT NSTO KEMEA MCP MMD	2015	43,434	EC	App	PERSEUS will undertake a large-scale demonstration of an EU maritime surveillance "system of systems", with surveillance continuity from coastal areas to the high seas, to combat illegal migration, smuggling and related crime. It will deliver a comprehensive set of validated recommendations and standards covering improved detection, identification and tracking of non-cooperative craft, detection of abnormal behaviour, and identification of threats.	n								y										7			http://www.perseus-fp7.eu/	fbarbero@indra.es				
PLANET	PLANET	UDUISBERG FADA SELEX DLR BITE UEDINBURGH UPSA CSC FLYINGCAM AICIA	2014	6,952	EC	App	PLANET designed, developed and validated an integrated platform, including wireless sensor and actuator networks, for the deployment, operation and maintenance of large-scale/complex systems of heterogeneous networked cooperating objects (UAVs). The platform was validated in two complementary scenarios: the monitoring of the high ecological value Donya Biological Reserve, and a highly automated airfield scenario.	n																					http://planet.etra-id.com/	planet_ued@lists.planet-ict.eu				
PPLANE	PPLANE	ONERA IAI UNIBO CIRA AIRNET UBRNO INTERGAM POLWARSAW DLR NLR UPATRAS INTA REATECH MESE	2012	4,403	EC	App	PPlane suggested and analysed novel ideas for a Personal Air Transport System (PATS) built according to the ATM structure planned in SESAR. It defined operational concepts and implemented an optimisation model and several selection criteria such as "Security and safety", "Automation and Control", "Environment", and "Human Factors", considering horizontal areas such as technologies, regulation and affordability in each.	y	n						y														http://www.pplane-project.org/	Claude_Le_Tallec@onera.fr				
RAID	RAID	CIRA DBLUE NEXANT NIMBUS UMALTA MATS	2015	900	SUJ	App	RAID will demonstrate and evaluate the short term implications of RPAS integration into current unrestricted ATM environments through real-time simulations and flight trial campaigns. Real-time simulations will be conducted using licensed air traffic controllers, as well as, RPAS and pseudo pilots.	y	n	PMs					y	y	y								5	5	4	5	y	http://raid-sjproject.eu/	e.filippone@cira.it			
SAFESHORE	SAFESHORE	ERM FRUCHT UTIGRUP USALENTO TGDRIVES INSTOPTO QMUJ OPTIX SPP MPS POLITIZONE IGFF	2018	5,134	EC	App	The main objective of the SafeShore project is to cover existing gaps in coastal border surveillance, increasing internal security by preventing cross-border crime such as trafficking in human beings and the smuggling of drugs. It is designed to be integrated with existing systems and create a continuous detection line along the border. One of the threats to the maritime coast are small Remotely Piloted Aircraft Systems (RPAS) which can carry explosives or which can be used for smuggling drugs, boats and human intruders on the sea shore.	n	n																			y	http://cords.europa.eu/project/cn/203302_en.html					
SEABILLA	SEABILLA	SELEX ALENIA CNIT BAE CORSSYS EDISOPT EADS FOI HITT EUROCOPTER INDRA-IRC MONDICA SAGEM SASNY THALES TNO TELESPAZIO TTI UCL UMURIC UPORTS EGOS	2014	15,558	EC	App	Seabilla defined an architecture for cost-effective, integrated (space, land, sea and air) European sea-border surveillance systems. It applied advanced technological solutions to provide significant improvement in detection, tracking, identification and automated behaviour analysis of all vessels. Scenarios included countering drug trafficking, illegal immigration, and other illicit activities, in open water as well as close to coast.	n																			7		http://www.seabilla.eu/cms/	glaporta@selex-si.com				
SFLY	sFly	ETH INRIA TUC CSEM ATG CERTH	2012	3,358	EC	App	This project focused on micro helicopter design, visual 3D mapping and navigation, low power communication and multi-robot control under environmental constraints. It envisaged novel micro flying robots that are inherently safe due to very low weight, capable of fully autonomous vision based navigation and mapping, and capable of coordinated flight in small swarms in constrained and dense environments.	n																					http://www.sfly.org/	daVIDE.scaramuzza@ieee.org				
SHERPA	SHERPA	UNIBO RUL BLUBITCOES ETH UBERMETH CAI CREATE ASLATCHE UTWENTE LINIK	2017	11,267	EC	App	SHERPA will develop a mixed ground and aerial robotic platform to support search and rescue activities in a real-world hostile environment such as an alpine scenario. The emphasis is placed on robust autonomy of the platform, acquisition of cognitive capabilities, collaborations strategies, and a natural and implicit interaction between humans and the platform.	y	n	UNIBO	y	y	y		y	y	y								2	2	2	2	y	http://www.sherpa-project.eu/	lorenzo.marconi@unibo.it			
SKYMEDIA	SKYMEDIA	MAVIGEX THALES VITEC VELTI TMS NIMBUS KEYSER	2012	3,056	EC	App	SkyMedia brought together and demonstrated technologies in a novel end-to-end architecture forming a very advanced multimedia service platform to provide unique immersive media experiences to audiences during live events. As well as innovative media technologies, UAV platforms provide access to the scene in a silent, convenient, and safe fashion, capturing HD video and images from the sky.	n																					http://ict-skymedia.eu/skymedia/	massimo.neri@mavigex.com				
SKYOPENER	SKYOPENER	VIASAT M3 SKYGUIDE BLYENBURGH CONNECTIV UNIFLY SAFENZA	2018	4,171	EC	App	SKYOPENER will increase the use of Remotely-Piloted Aircraft Systems (RPAS) for civilian applications by contributing to the European RPAS Steering Group's roadmap for the integration of civil RPAS into the European Aviation System. SKYOPENER will provide a whole operational process and a system that will demonstrate higher capability through Communication, Navigation and Surveillance innovations in RPAS. The SKYOPENER system will be designed, in the first instance, for specific operations for tactical RPAS, that are under 25kilo but subject to national aviation authority regulation, operating at Very Low Level of operation (under 500ft).	y	n		y	y			y														y	http://cords.europa.eu/project/cn/202620_en.html				
SUNNY	SUNNY	BMT METASENSING XENICS QMUJ FTRI INESC TUC MON SFCM TI KEMEA MARLOJ VITROCSST DEMOKRITOS CNIT SAAB ALTUS	2017	14,440	EC	App	The newly developed system will be the result of the integration of a range of components which will combine technologies such as GNSS, satcom and security tools. GNSS will be used for the safety navigation of RPAS. The project will provide a command and control link that uses communication through multi-band satellite and radio and will address the redundancy issues of communication systems. It will also feature a surveillance system with detect and avoid functions that will be based on GNSS, system wide information management and satcom. Such a system will be less costly, less complex, lighter and easier to roll out than those that are currently using mode-S transponders.	n																						http://www.sunnyproject.eu/	Contact msg sent			
TEMPAERIS	TEMPAERIS	DSNA AIRBUS STERIA ENAC	2015	993	SUJ	App	This project will investigate RPAS performance in low-medium TMA airspace through five flight trials and simulations using an optionally-piloted single-engine GA-class vehicle as a surrogate for a low-performance RPAS. Its reports will include communication latency and operational latency in the current ATM architecture and operational context, including handling of non-nominal situations.	y	n	Pub	y	y													7	9	7	7	9	http://www.tempaeris.org/	contact@tempaeris.org			
TOAS	TOAS	AESCIS	2015	100	EC	App	This project tests the application of UAVs to effective site-specific weed management (SSWM) in both annual crops and permanent woody crops. Advanced algorithms are developed for crop assessment and weed mapping using remote images, to enable generation of geo-referenced weed infestation maps for early site-specific herbicide treatments, considerably decreasing herbicide use and farm costs and increasing agro-environmental benefits.	n																					http://cords.europa.eu/project/cn/99782_en.html	Contact message sent to Eusebio Jimenez-Arroyo @csic.es				
USEHAAS	USE-HAAS	CTI DLR RMA LYORCK CSL IAI	2006	435	EC	App	The "USE HAAS" project developed an advanced EU aeronautical research strategy for High Altitude Aircraft and Airships (HAAS). It also developed alternative solar-regenerative fuel cell propulsion for high-altitude aircraft. A single HAAS deployed at 20km altitude could provide services for emergency communications and disaster relief, national security and intelligence, and risk management.	y	n		y	y			y	y	y									2	2	2		http://www.transport-research.info/Upload/Documents/201003/20100325_145142_6590_USEX_ZOHAAASZDF-ma%N207techna%N20Report.pdf	arlavie@zahav.net.il			

ID	Partner	Country	No. of Projects	Projects
4S	4S-Group s.r.l.	IT	1	KARYON
AZTECH	Advanced Aviation Technology s.r.l.	IT	1	ULTRA
ACFR	Australian Centre For Field Robotics	AU	1	MUACIREN
ACREO	Acreeo Swedish ICT s.a.	SE	1	ESS
ADAI	Associação para o Desenvolvimento da aerodinâmica industrial	PT	1	COMETS
ADELAN	Adelan Ltd	UK	1	SUAV
ADSIL	Aeronautics Defense Systems Ltd	IL	1	ESS
AEAQKV	Anonymos Etaireia Antiprosopeion Emporiou Kai Viomichanias	EL	1	ESS
AECSCIC	Agencia Estatal Consejo Superior De Investigaciones Cientificas	ES	2	ALUAV TOAS
AEDEL	Ædel Aerospace G.m.b.H.	CH	1	DESIRE2
AENA	Aeropuertos Españoles y Navegación Aérea	ES	2	ARIADNA DEMORPAS
AERDRON	Aerdrone s.l.	ES	1	EXTREMEDRON
AERIAL	Aerial Group b.v.	NL	1	MONIFLY
AEROSYNERGY	Aerosynergy Ltd	UK	1	ASTRAEA
AEROTOOLS	Aerotools UAV sl	ES	1	AIRT
AEROVINCI	Aerovinci b.v.	NL	1	PercEvite
AEROVISION	Aerovision	NL	1	FIELDCOPTER
AGUSTA	Agusta	IT	1	CAPECON
AICIA	Asociacion de investigacion Y Cooperacion Industrial de Andalucia	ES	3	AWARE COMETS PLANET
AIRBUS	Airbus Defence and Space	EU	13	OPARUS SIGAT ASTRAEA CLASS ERA MIDCAS PODIUM SAFEMOBIL SUAV AF3 AIRBEAM PERSEUS TEMPAPERIS
AIRNET	Airnet Trgovina In Storitve d.o.o.	HR	1	PPLANE
AIROBOT	Airobot GmbH	DE	1	MDRONES
AISTID	Associacao do Instituto Superior Tecnico para a Investigacao e Desenvolvimento	PT	1	MULTIDRONES
AIT	Austrian Institute of Technology	AT	1	AEROC
AJECO	Ajeco o.y.	FI	1	PERSEUS
ALENIA	Alenia Aeronautica S.p.A.	IT	7	AIR4ALL CERES UAVNET MIDCAS AIRBEAM MEDALE SEABILLA
ALERION	Alerion	FR	1	MULTIDRONES
ALGOSYSTEMS	Algosystems a.e.	EL	1	ESS
ALSTOM	Alstom Inspection Robotics	CH	2	AIROBOTS ARCAS
ALTITUDE	Altitude Angel Ltd.	UK	1	IMPETUS
ALTUS	Altus LSA Commercial And Manufacturing s.a.	EL	1	SUNNY
AMASUTTI	Anna Masutti	IT	1	ULTRA
ANSCR	Air navigation Services of the Czech Republic	CZ	1	INSURE
AOS	AOS Group	UK	1	ASTRAEA
APD	Apd Communications Ltd	UK	1	ESS
APIA	Apia Xxi S.A.	ES	1	OMNIWORKS
APT	Aristotelio Panepistimio Thessalonikis	HE	1	MULTIDRONES
ARCAA	The Australian Research Centre For Aerospace Automation at Queensland University Of Technology	AU	1	ICPUAS
ARIA	Aria Technologies s.a.	FR	1	AF3
ASCAMM	Aerospace Research and Technology Centre	ES	1	ICARUS
ASELSAN	Aselsan Elektronik Sanayi Ve Ticaret a.s.	TU	1	TALOS
ASI	Agenzia Spaziale Italiana	IT	1	CLOSEYE
ASLATECH	Aslatech Di Sala Andrea	IT	1	SHERPA
ASSECO	Asseco Poland s.a.	PL	1	ERA
ATG	Ascending Technologies GmbH	DE	1	SFLY
ATESIO	atesio GmbH	DE	1	DroC2om
AT-ONE	AT-One	EU	2	SINUE DESIRE
ATOS	Atos Spain s.a.	ES	1	ICARUS
AUREA	Aurea Imaging	BE	1	FIELDCOPTER
AVA	Aerovision Vehiculos Aereos s.l.	ES	1	WIMAAS
AVEILLANT	Aveillant Ltd	UK	1	CLASS
AVTECH	AVTECH Sweden a.b.	SE	1	ICONUS
AVULAR	Avular BV	NL	1	Airpass
BAE	BAE Systems	UK	8	AIR4ALL DARIUS OPARUS SIGAT UAVNET ASTRAEA ADABTS SEABILLA
BBC	British Broadcasting Corporation	UK	1	MULTIDRONES
BECKEL	Geospace Beckel Satellitenbilddaten GmbH	AT	1	ARC
BFAST	Belgian First Aid And Support Team	BE	1	ICARUS
BLUEBOTICS	Bluebotics s.a.	CH	1	SHERPA
BLYENBURGH	Blyenburgh and Co s.a.r.l.	FR	2	ULTRA SKYOPENER
BMT	Bmt Group Ltd	BE	1	SUNNY
BRIGHTCOM	Brightcom Solutions Lda.	PT	1	GINSEC

ID	Partner	Country	No. of Projects	Projects
BRTE	Boeing Research and Technology Europe	ES	5	INOUI ULTRA IMPETUS PERSEUS PLANET
BWB	Federal Office of Defence Technology and Procurement	DE	1	VUSIL
CAI	Club Alpino Italiano - Associazione	IT	1	SHERPA
CAL	Cranfield Aerospace Ltd	UK	3	ULTRA ASTRAEA MAAGSI
CALZONI	Calzoni s.r.l.	IT	1	ICARUS
CASTRAL	C-Astral Proizvodnja Zracnih in Vesoljskih Plovil d.o.o.	SI	2	IMPETUS TERRA
CATATOR	Catator A.B.	SE	1	SUAV
CBK	Centrum Badań Kosmicznych Polskiej Akademii Nauk	PL	1	AF3
CEALIST	CEA-List	FR	1	MDRONES
CEREN	Centre d'essai et de recherche de l'Entente pour la Forêt Méditerranéenne	FR	1	DARIUS
CERTH	Centre For Research And Technology Hellas	EL	1	SFLY
CGS	Carlos Gavazzi Space s.p.a.	IT	1	CAPECON
CHALMERS	Chalmers University	SE	1	KARYON
CHAMPALIMAUD	Fundacao D. Anna Sommer Champalimaud e Dr. Carlos Montez Champalimaud	PT	1	BRAINFLIGHT
CHPR	Center for Human Performance Research b.v.	NL	1	TERRA
CINAV	Escola Naval	PT	1	ICARUS
CIRA	Centro Italiano Ricerche Aerospaziale	IT	7	CAPECON E4U ICONUS UAVNET DESIRE PPLANE RAID
CLEARHEAD	Clearhead Media	UK	1	AIRT
CMAC	Croatian Mine Action Centre	HR	1	ARC
CMRE	Nato Centre For Maritime Research And Experimentation	IT	1	ICARUS
CNDR	Consiglio Nazionale Delle Ricerche	IT	1	SUAV
CNIT	Consorzio Nazionale Interuniversitario Per Le Telecomunicazioni	IT	2	SEABILLA SUNNY
CNRS	Centre National de recherche Scientifique	FR	2	ARCAS COMETS
COBHAM	Cobham plc.	UK	1	ASTRAEA
CONNECTIV	Connectiv-IT	FR	1	SKYOPENER
CONEKT	TRW Conekt	UK	1	ASTRAEA
CORRSYS	Correlation Systems Ltd.	IL	1	SEABILLA
CREATE	Consorzio Di Ricerca Per L'energia E Le Applicazioni Tecnologiche Dell'elettromagnetismo	IT	1	SHERPA
CRIDIA	Centro de Referencia de Investigación Desarrollo e Innovación ATM	ES	4	IMPETUS TERRA ARIADNA DEMORPAS
CSEM	Centre Suisse d'Electronique et de Microtechnique s.a.	CH	1	SFLY
CSIC	Consejo Superior De Investigaciones Cientificas	ES	2	FIELDCOPTER PLANET
CSL	University of Liège (Liège Space Centre)	BE	1	USEHAAS
CSSI	CS Systemes D'information s.a.	FR	1	ESS
CTI	Creative Technologies	IL	1	USEHAAS
CTTC	Centre Tecnologic de Telecomunicacions de Catalunya	ES	1	GINSEC
DASSAULT	Dassault Aviation S.A.	FR	5	AIR4ALL OPARUS SIGAT AIRBEAM WIMAAS
DBLUE	Deep Blue	IT	5	ICONUS TRAWA ARCA SARA RAID
DCNS	DCNS s.a.	FR	1	PERSEUS
DEFENDEC	Defendec o.u.	EE	1	TALOS
DEIMOS	Deimos Engenharia	PT	1	CLOSESEARCH
DELAIR	Delair-Tech	FR	1	PODIUM
DELFTDYNAMICS	Delft Dynamics b.v.	NL	1	SECOPS
DEMOKRITOS	National centre for Scientific Research "Demokritos"	EL	3	AF3 PERSEUS SUNNY
DETEC	Detec a.s.	NO	1	ADABTS
DFRC	DFRC a.g.	CH	2	DARIUS PERSEUS
DFS	DFS Deutsche Flugsicherung GmbH	DE	4	CORUS INOUI ULTRA VUSIL
DGPCC	Direcció General De Protecció Civil – Generalitat De Catalunya	ES	1	CLOSESEARCH
DIEHL	Diehl Stiftung & Co. KG	DE	3	AIR4ALL SIGAT MIDCAS
DIGINEXT	Diginext s.a.r.l.	FR	1	ESS
DLR	Deutsches zentrum für luft- und raumfahrt E.V.	DE	18	CAPECON CORUS E4U METROPOLIS OPARUS TRAWA UAVNET Airpass MIDCAS MUACIREN SAFEMOBIL USICO VUSIL ARCAS MYCOPTER PLANET PPLANE USEHAAS
DMA	DM Aviation Ltd	UK	1	ASTRAEA
DMT	DMT GmbH & Co. k.g.	DE	1	IMPACTMIN
DRONESPARIS	Drones Paris Région	FR	1	PODIUM
DSNA	Direction des services de la navigation aérienne	FR	4	CORUS PODIUM ODREA TEMPAERIS
DWELLE	Deutsche Welle	DE	1	MULTIDRONES
EADS	EADS	EU	6	AIR4ALL CAPECON DARIUS UAVNET AIRBEAM SEABILLA
EAGLE	Eaglescience	NL	1	BRAINFLIGHT
EBENI	Ebeni Ltd	UK	1	ASTRAEA
EBIRC	European Business Innovation & Research Center s.a.	RO	1	TALOS
ECA	ECA Robotics s.a.r.l.	FR	1	DARIUS
ECLEXYS	Eclxys s.a.g.l.	CH	1	GINSEC
ECOMED	Ecomed	BE	1	DARIUS
ECORYS	Ecorys	NL	1	PERSEUS

ID	Partner	Country	No. of Projects	Projects
EDISOFT	Edisoft-Empresa De Servicios E Desenvolvimento De Software s.a.	PT	1	SEABILLA
EFPC	EFPC Ltd.	UK	1	AF3
EFM	Entente Pour La Forêt Méditerranéenne	FR	1	ESS
EGEOS	E-Geos s.p.a.	IT	2	DESIRE2 SEABILLA
EGT	Eskadra Grzegorz Trzeciak	PL	1	ERA
EII	Engineering Ingegneria Informatica s.p.a.	IT	1	PERSEUS
ELBIT	Elbit Systems Ltd.	IL	1	AF3
EMBRAER	Embraer	IT	Loading...	KARYON
EMT	EMT Ingenieurgesellschaft	DE	1	VUSIL
ENAC	Ecole nationale d'aviation civile	FR	5	ICONUS METROPOLIS CLASS ODREA TEMPAERIS
ENAV	Ente Nazionale Assistenza al Volo	IT	2	CORUS MEDALE
ENIA	Italian National Agency for New Technologies, Energy and Sustainable Economic Development	IT	1	ARCA
EPFL	Ecole Polytechnique Federale De Lausanne	CH	3	CLOSESEARCH ICARUS MYCOPTER
EREA	EREA	EU	1	E4U
ERM	Ecole Royale Militaire	BE	2	MONIFLY SAFESHORE
ERZIA	ERZIA Technologies	ES	1	ARCA
ESC	Emergency Services College	FI	1	AIRBEAM
ESG	Elektroniksystem- und Logistik GmbH	DE	Loading...	ERA MIDCAS VUSIL
ESRIP	Esri Portugal	PT	1	ICARUS
ESTGIS	Estudios GIS s.l.	ES	1	ICARUS
ETA	Empressa de Transformacion Agraria s.a.	ES	1	AF3
ETH	Eidgenössische Technische Hochschule Zürich	CH	5	AIROBOTS ICARUS MYCOPTER SFLY SHERPA
EVOLVING	Evolving Systems Consulting sro	CZ	1	ARCA
EUROCONTROL	EUROCONTROL	EU	2	CORUS PODIUM
EUROCOPTER	Eurocopter	EU	2	CAPECON SEABILLA
EUROIMPIANTI	Euroimpianti s.p.a	IT	1	SAFEMOBIL
EUROSENSE	Eurosense Belfotop n.v.	BE	2	BS-UAV WIMAAS
EUROTECH	EUROTECH	PL	1	ERA
EUROUSC	European Union Satellite Centre	ES	4	DREAMS REAL TRAWA CLOSEYE
EUTELSAT	EUTELSAT s.a.	FR	1	CERES
EYIL	Ernst & Young (Israel) Ltd	IL	1	ESS
FADA	Fundación Andaluza para el Desarrollo Aeroespacial	ES	8	REAL MUACIREN SAFEMOBIL ARCAS ARIADNA DEMORPAS FIELDCOPTER PLANET
FAENZI	FAENZI s.r.l.	IT	1	ESS
FAP	Força Aérea Portugusei	PT	1	PERSEUS
FINT	Future Intelligence Ltd	EL	1	DARIUS
FINMECC	Finmeccanica S.p.a.	IT	2	ERA TERRA
FLYINGCAM	Flyingcam	ES	2	FIELDCOPTER PLANET
FLYING-CAM	Flying Cam Unmanned Aerial Systems	BE	1	AWARE
FOI	Totalforsvarets Forskningsinstitut - Swedish Defence Research Agency	SE	5	ADABTS AIRBEAM ARC SEABILLA WIMAAS
FRAUNHOFER	Fraunhofer Institute	DE	4	AF3 ESS ICARUS WIMAAS
FRUCHT	Dr Frucht Systems Ltd	IL	1	SAFESHORE
FTRI	Fundacion Tecnalía Research & Innovation	ES	1	SUNNY
GALILEO	Galileo	EU	1	AIR4ALL
GC	Guardia Civil	ES	3	CLOSEYE MINERVA PERSEUS
GEONARDO	Geonardo Environmental Technologies Ltd	HU	1	IMPACTMIN
GLASEMANN	Glasemann Systems GmbH	DE	1	AIRICA
GMV	GMV Aerospace and Defence s.a.	ES	4	SIGAT SINUE AEROC COMETS
GNR	Guarda Nacional Republicana	PT	1	CLOSEYE
GREATCIRCLE	The Great Circle	UK	1	ASTRAEA
GTD	G.T.D. Ingegneria De Sistemas Y Software s.a.	ES	1	ARC
HAI	Hellenic Aerospace Industry s.a.	EL	1	TALOS
HELIVISION	Helivision c.b.	ES	1	COMETS
HEMAV	High Endurance Multipurpose Aerial Vehicles s.l.	ES	1	CORUS
HERTZ	Hertz Systems Ltd.	PL	1	ERA
HITT	Holland Institute Of Traffic Technology b.v.	NL	1	SEABILLA
HOMEOFFICE	Home Office	UK	1	ADABTS
HONEYWELL	Honeywell International S.r.o.	CZ	2	CERES ULTRA
HYGEAR	Hygear Fuel Cell Systems B.V.	NL	1	SUAV
IABG	IABG group	DE	1	SIGAT
IAI	Israeli Aircraft Industries	IL	9	CAPECON OPARUS UAVNET Airpass TALOS USICO AEROC PPLANE USEHAAS
IAVIATION	Institute of Aviation	PL	2	UAVNET ERA
ICC	Institut Cartogràfic De Catalunya	ES	1	CLOSESEARCH
IDS	IDS Ingegneria Dei Sistemi S.p.A.	IT	2	DREAMS INSURE
IET	Ingenieria y Economia del Transporte s.a.	ES	2	IMPETUS TERRA
IFS	IFS	EU	1	PERSEUS

ID	Partner	Country	No. of Projects	Projects
IGPF	Inspectoratul general al Politiei de Frontiera	RO	1	SAFESHORE
IGSI	International Geospatial Services Institute GmbH	DE	1	ESS
IMEC	Interuniversitair Micro-Electronica Centrum Vzw	BE	1	ARC
IMEGO	Imego a.b.	SE	1	ESS
IMM	Instytut Maszyn Matematycznych	PL	1	ICARUS
INASTRO	Istituto Nazionale di Astrofisica	IT	1	GINSEC
INDRA	Indra Sistemas	ES	11	CERES SINUE ULTRA DESIRE MIDCAS SAFEMOBIL AIRBEAM ARIADNA MINERVA PERSEUS SEABILLA
INTEGRA	Integra Arial Services	DK	2	ULTRA PODIUM
INTRACOM	Intracom Telecom Solutions s.a.	EL	1	AF3
INECO	INECO	ES	1	SINUE
INESC	Instituto De Engenharia De Sistemas E Computadores Do Porto	PT	2	ICARUS SUNNY
INNAXIS	Fundación Instituto de Investigación Innaxis	ES	1	INOUI
INOV	Inesc Inovação	PT	2	AIRBEAM PERSEUS
INP	Israeli Police	IL	1	AEROC
INRIA	INRIA	FR	1	SFLY
INSTOPTO	Institutul de Optoelectronica s.a.	RO	1	SAFESHORE
INTA	Instituto Nacional de Técnica Aeroespacial	ES	6	CAPECON ICONUS OPARUS AEROC DEMORPAS PPLANE
INTEGRA	Integra Consult a.s.	DK	2	ULTRA PODIUM
INTEGRASYS	Integrasys s.a.	ES	1	ICARUS
INTERGAM	Intergam Communications Ltd	IL	1	PPLANE
INTERGRAPH	Intergraph CS s.r.o.	CZ	1	ESS
INTUILAB	IntuiLab s.a.	FR	1	PERSEUS
IPHESTOS	Iphestos Systems Ltd	UK	1	ASTRAEA
ISDEFE	Isdefe Ingeniería de Sistemas para la Defensa de España, s.a.	ES	7	INOUI OPARUS AEROC AIRBEAM CLOSEYE DEMORPAS PERSEUS
ITIS	Itis UK Ltd	UK	1	ESS
ITU	ISTANBUL TEKNİK UNIVERSİTESİ	TU	1	DUF
ITURRI	Iturri Group	ES	1	AWARE
ITWL	Air Force Institute of Technology	PL	3	OPARUS ERA WIMAAS
JEPPERSEN	Jeppesen G.m.b.H.	DE	1	IMPETUS
JMDT	Jmdtheque s.a.r.l.	FR	1	ICARUS
JRC	EC DG Joint Research Centre	EU	2	SEABILLA WIMAAS
KEMEA	Center for Security Studies	EL	5	DARIUS AIRBEAM ESS PERSEUS SUNNY
KIT	Karlsruher Institut fuer Technologie	DE	1	MYCOPTER
KUL	Katholieke Universiteit Leuven	BE	2	PercEvite SHERPA
LACROIX	LACROIX Defence & Security	FR	1	AEROC
LASERNAV	Laser Navigation s.r.l.	IT	1	GINSEC
LAUREA	Laurea University of Applied Sciences	FI	2	AIRBEAM PERSEUS
LEONARDO	Leonardo s.p.a.	IT	1	AF3
LFV	Swedish Air Navigation Services	SE	1	SESIM
LISIPPOS	Lisippos Consulting Engineers	EL	1	MDRONES
LUCENT	Alcatel-Lucent Italia s.p.a.	IT	1	ESS
LULEA	Lulea University of Technology	SE	1	IMPACTMIN
LUXSPACE	Luxspace s.à.r.l	LU	1	PERSEUS
M3	M3 Systems s.a.s.	FR	1	SKYOPENER
MAGEN	Magen David Adom In Israel	IL	1	ESS
MARINAMIL	Marina Militare	IT	1	CLOSEYE
MARLO	Marlo a.s.	NO	1	SUNNY
MATS	Malta Air traffic Services	MT	1	RAID
MAUCMZTR	Mizhnarodna Asociacia Ukrainkii Centr Menedjmentu Zemli Ta Resursiv	UA	1	IMPACTMIN
MAVIGEX	Mavigex s.r.l.	IT	1	SKYMEDIA
MAXPLANCK	Max Planck Gesellschaft Zur Foerderung Der Wissenschaften e.v.	DE	1	MYCOPTER
MBP	Ingenieure Marquaudt & Binnebesel Partnerschaft	DE	1	RGROLAS
MCP	Ministry for Citizens' Protection	EL	1	PERSEUS
MDN	Ministério Da Defesa Nacional	PT	1	SUNNY
MESE	Mernoki es Epiteszeti k.f.t.	HU	1	PPLANE
METALLIANCE	Metalliance s.a.	FR	1	ICARUS
METASENSING	Metasensing b.v.	NL	1	SUNNY
METEOSIM	Meteosim s.l.	ES	1	PERSEUS
MININT	Ministère de l'Intérieur, de l'Outremer et des Collectivités Territoriales - Direction de la Défense et de la Sécurité Civile	FR	1	PERSEUS
MINTERNO	ministero dell'Interno	IT	1	AF3
MIR	Ministerio del Interior	ES	1	AEROC
MND	Ministry for National Defence	EL	2	AF3 PERSEUS
MOBICS	Mobics Telecommunication and Consulting Services s.a.	EL	1	GINSEC

ID	Partner	Country	No. of Projects	Projects
MOIBG	Ministry Of Interior	BG	1	ADABTS
MONDECA	Mondeca s.a.	FR	1	SEABILLA
MPS	Misintry of Public Security	IL	2	AF3 SAFESHORE
MVS	Grupo Mecanica Del Vuelo Sistemas s.a.	ES	1	ESS
NATS	NATS Ltd.	UK	3	CORUS C3CSS CLAIRE
NAVIAIR	NAVIAIR	DK	1	PODIUM
NAVARRA	Asociación De La Industria Navarra	ES	1	CLOSESEARCH
NDU	National Defence University	HU	1	UAVNET
NEXTANT	Nextant s.p.a.	IT	1	RAID
NIMBUS	Nimbus s.r.l.	IT	3	MEDALE RAID SKYMEDIA
NLCG	Netherlands Coastguard	NL	1	AIRICA
NLR	Nationaal Lucht en Ruimtevaart Laboratorium	NL	16	CAPECON E4U METROPOLIS TRAWA UAVNET ULTRA Airpass ASTRAEA OUTCAST PODIUM SECOPS TERRA USICO AIRICA CLAIRE PPLANE
NMCI	National Maritime College of Ireland	IE	2	DARIUS PERSEUS
NOKIA	Nokia Solutions and Networks GmbH & Co k.g.	DE	2	DroC2om MONIFLY
NSTO	NATO Science and Technology Organisation	BE	1	PERSEUS
NTNU	Norges Teknisk-Naturvitenskapelige Universitet NTNU	NO	1	CLASS
NTUA	National Technical University of Athens	EL	1	DARIUS
NURC	NATO Undersea Research Centre	IT	1	PERSEUS
ONAIR	On Air Consulting and Solutions	IT	1	THESEUS
ONERA	Office national d'études et de recherches aérospatiales	FR	13	CAPECON DARIUS E4U ICONUS INOUI OPARUS UAVNET ULTRA ERA TALOS USICO AEROC PPLANE
OPTIX	Optix a.d.	BG	1	SAFESHORE
ORANGE	Orange s.a.	FR	1	PODIUM
ORANGEPOLSKA	Orange Polska Spolka Akcyjna	PL	1	TALOS
OVGU	Otto-von-Guericke Universitaet Magdeburg	DE	1	KARYON
PARROT	Parrot Drones	FR	1	PercEvite
PHM	PHM Technology	AU	1	ASTRAEA
PHOTON	Photon d.o.o.	HR	1	IMPACTMIN
PIAGGIO	Piaggio Aerospace s.p.a.	IT	1	DESIRE2
PIAP	Przemyslowy Instytut Automatyki I Pomiarow	PL	3	ERA TALOS AEROC
PILDO	Pildo Labs s.l.	ES	1	REAL
PLOCAN	Plataforma Oceánica de Canarias	ES	1	PERSEUS
POLITIEZONE	Politiezone: De Panne - Koksijde - Nieuwpoort	BE	1	SAFESHORE
POLIWARSAW	Politechnika Warszawska	PL	2	TALOS PPLANE
POZYX	Pozyx Labs	BE	1	AIRT
PRIO	Peace research Institute Oslo	NO	1	PERSEUS
PROTOGRAPHICS	Protographics Ltd	UK	1	ASTRAEA
PTORINO	Politecnico di Torino	IT	1	UAVNET
QMU	Queen Mary University Of London	UK	2	SAFESHORE SUNNY
QQ	QinetiQ Ltd.	UK	4	AIR4ALL ASTRAEA C3CSS CAUSE
QUOBIS	Quobis Networks s.l.	ES	1	ICARUS
RADIOLABS	Consorzio Università Industria – Laboratori di Radiocomunicazioni	IT	1	AIRBEAM
RAI	Radiotelevisione Italiana spa	IT	1	MULTIDRONES
RCF	Rockwell-Collins France	FR	2	CERES ODREA
REATECH	Rea-Tech Mernoki	ES	1	PPLANE
REMOTE	Remote Services Ltd	UK	1	DSRGP
RHEINMETALL	Rheinmetall a.g.	DE	4	AIR4ALL INOUI SIGAT USICO
RMA	Royal Military Academy	BE	2	ICARUS USEHAAS
RNLAF	Royal Netherlands Air Force	NL	2	OUTCAST AIRICA
ROKEMANOR	Roke Manor Research Ltd.	UK	1	ASTRAEA
ROKUBUN	Rokubun s.l.	ES	1	PUMPED
RR	Rolls-Royce plc.	UK	1	ASTRAEA
RTS	Rotem Technological Solutions Ltd.	IL	1	AEROC
RUT	Politechnika Rzeszowska (Rzeszow University of Technology)	PL	1	ERA
SAAB	SAAB a.b.	SE	7	AIR4ALL SESIM Airpass ERA MIDCAS PERSEUS SUNNY
SAFRAN	SAFRAN/SNECMA	FR	3	UAVNET MIDCAS AIRBEAM
SAGEM	Sagem Défense Sécurité	FR	6	AIR4ALL OPARUS SIGAT ERA ODREA SEABILLA
SAPHYRION	Saphyrion s.a.g.l.	CH	1	GINSEC
SAPIENZA	Università degli studi di Roma la Sapienza	IT	1	SKYOPENER
SASNV	Space Applications Services n.v./s.a.	BE	2	ICARUS SEABILLA
SATCOM1	Satcom1 APS	DK	1	WIMAAS
SATWAYS	Satways Ltd	EL	1	PERSEUS
SCANDICRAFT	Scandicraft Systems a.b.	SE	1	DSRGP
SCHIEBEL	Schiebel Elektronische Geraete GmbH	AT	2	UPAC ARC
SD	Sistemi Dinamici S.p.A.	IT	1	INSURE

ID	Partner	Country	No. of Projects	Projects
SELENIA	Marconi-Selenia	IT	1	USICO
SELEX	Selex Sistemi Integrati	IT	12	OPARUS SIGAT AWARE DESIRE2 MIDCAS SAFEMOBIL AF3 AIRBEAM MEDALE PLANET SEABILLA WIMAAS
SENER	Sener Ingenieria y Sistemas s.a.	ES	1	WIMAAS
SENSOFUSION	Sensofusion o.v.	FI	1	SECOPS
SES	SES	LU	3	SINUE DESIRE PERSEUS
SFU	Sigmund Freud Private University, Vienna	AT	1	AEROC
SHARPER	Sharper Shape Ltd.	FI	1	REAL
SIGLA	Gruppo Sigla s.r.l.	IT	1	MAAGSI
SINTEF	SINTEF	NO	2	DARIUS ADABTS
SKYBOTIX	Skybotix a.g.	CH	4	OMNIWORKS REMAV TUAV ICARUS
SKYGUIDE	SkyGuide Swiss Air Navigation Services Ltd	CH	2	DESIRE2 SKYOPENER
SKYSOFT	Gmvis Skysoft s.a.	PT	1	KARYON
SKYTEK	SKYTEK Ltd	IE	3	DARIUS AF3 PERSEUS
SLP	Slovenian Police	SI	1	AIRBEAM
SNDC	Swedish National Defence College	SE	1	USICO
SOFRESUD	Sofresud	FR	1	PERSEUS
SONACA	Societe Nationale De Construction Aerospatiale s.a.	BE	2	UAVNET TALOS
SOTICOL	SOTICOL Robotics Systems	ES	1	DAVALON
SP	SP Sveriges Tekniska Forskningsinstitut Ab	SE	1	KARYON
SPACETEC	Spacetec Partners s.p.r.l.	BE	1	ICARUS
SPACETECH	SPACETECH GmbH	DE	1	ARCAS
SPECIM	Specim Spectral Imaging o.y.	FI	1	SUNNY
SPP	Serviciul de Protactie si Paza	RO	1	SAFESHORE
SSC	Swedish Space Corporation	SE	3	CAPECON UAVNET USICO
SSRIIM	State Scientific And Research Institution Institute Of Mineralogy Of The Ural Branch Of The Russian Academy Of Sciences	RU	1	IMPACTMIN
STERIA	Steria	FR	1	TEMPAERIS
STM	Savunma Teknolojileri Muhendislik Ve Ticaret a.s.	TU	1	TALOS
SUPSI	Scuola universitaria professionale della Svizzera italiana	CH	1	REMAV
SURVEYCOPTER	Survey Copter Sas	FR	1	SUAV
SWEDAVIA	Swedish Air Navigation Services	SE	1	SESIM
SWISSUAV	UMS Group	CH	1	VUSIL
TADIRAN	Tadiran Spectralink Ltd	IL	1	CAPECON
TEKEVER	Tekever - Tecnologias De Informacao s.a.	PT	2	BRAINFLIGHT SKYMEDIA
TELESPAZIO	Telespazio s.p.a.	IT	2	DESIRE2 SEABILLA
TELINT	TELINT RTD Consultancy Services	UK	1	DARIUS
TERRASPHERE	Terrasphere	NL	1	FIELDCOPTER
TGDRIVES	TG Drives s.r.o.	CZ	1	SAFESHORE
THALES	Thales	EU	19	AIR4ALL CERES DroC2om OPARUS SIGAT UAVNET ULTRA ASTRAEA DESIRE ERA MIDCAS AIRBEAM CLAIRE MDRONES MEDALE MULTIDRONES SEABILLA SKYMEDIA WIMAAS
THL	Tony Henley Consulting Ltd.	UK	2	OPARUS TRAWA
TMS	Turin Marathon Societa' Sportiva Dilettantistica s.r.l.	IT	1	SKYMEDIA
TNO	Nederlandse Organisatie Voor Toegepast Natuurwetenschappelijk Onderzoek	NL	4	SIGAT ADABTS ARC SEABILLA
TOFAS	Türk Otomobil Fabrikasi a.s.	TU	1	AEROC
TOPVIEW	Topview s.r.l.	IT	1	DREAMS
TTI	Alenia TTI Norte s.l.	ES	3	TALOS SEABILLA SUNNY
TUB	Technische Universität Berlin	DE	2	AWARE COMETS
TUBRAUNSCHWEIG	Technische Universität Braunschweig	DE	2	Airpass MONIFLY
TUC	Technical University Of Crete	EL	2	SFLY SUNNY
TUD	Technische Universiteit Delft	NL	2	DREAMS PercEvite
TUDARM	Technische Universität Darmstadt	DE	1	IMPETUS
TUDO	Technische Universität Dortmund	DE	1	AIRBEAM
TUK	Technische Universitaet Kaiserslautern	DE	1	ICARUS
TUM	Technische Universitaet Muenchen	DE	1	BRAINFLIGHT
TUTKIMUSKESKUS	Teknologian Tutkimuskeskus v.t.t.	FI	1	TALOS
TUW	Technische Universitaet Wien	AT	1	ICARUS
UAALBORG	Aalborg Universitet	DE	1	DroC2om
UAMSTERDAM	Universiteit Amsterdam	NL	1	ADABTS
UARIZONA	University of Arizona	US	1	UECIMUAVS
UAVINT	UAV International	NL	1	MONIFLY
UAVSA	Unmanned Aerial Vehicle Systems Association	UK	1	ASTRAEA
UBABESBOLYAI	Universitatea Babes Bolyai	RO	1	IMPACTMIN
UBIRMINGHAM	University of Birmingham	UK	1	SUAV
UBONN	Universität Bonn	DE	1	AWARE
UBREMEN	Universitaet Bremen	DE	1	SHERPA

ID	Partner	Country	No. of Projects	Projects
UBRIS	University of Bristol	UK	1	ASTRAEA
UBRNO	Sloven Vysoke Ucenj Technicke v Brne	CZ	1	PPLANE
UCL	University College London	UK	1	SEABILLA
UCRAN	Cranfield University	UK	2	ICPUAS ASTRAEA
UDUISBERG	Universitaet Duisberg-Essen	DE	2	SAFEMOBIL PLANET
UEDINBURGH	University of Edinburgh	UK	1	PLANET
UEXETER	University of Exeter	UK	1	IMPACTMIN
ULAPLAND	University of Lapland	FI	1	AIRBEAM
ULBORO	Loughborough University	UK	1	ASTRAEA
ULECCE	Universita Degli Studi di Lecce	IT	1	CAPECON
ULINK	Linköpings Universitet	SE	4	UECIMUAVS AF3 COMETS SHERPA
ULISBOA	Universita Lisboa	PT	1	KARYON
ULIVERPOOL	The University Of Liverpool	UK	1	MYCOPTER
UMALTA	Universita ta Malta	MT	2	RAID WIMAAS
UMOSTAR	University of Mostar	BA	1	IMPACTMIN
UMURC	Universidad De Murcia	ES	1	SEABILLA
UNAPOLI	Universita degli Studi di Napoli	IT	5	CAPECON Airpass USICO AIROBOTS ARCAS
UNEUCH	Universite De Neuchatel	CH	1	ICARUS
UNIBO	Università di Bologna	IT	5	CAPECON AEROC AIROBOTS PPLANE SHERPA
UNIFLY	Unifly	BE	5	CORUS CLASS PODIUM SECOPS SKYOPENER
UNS	Universite Nice Sofia Antipolis	FR	1	TUAV
UPATRAS	University of Patras	EL	1	PPLANE
UPC	Universitat Politecnica de Catalunya	ES	2	CORUS ARCAS
UPISA	Universita degli Studi di Pisa	IT	1	PLANET
UPM	Universidad Politécica de Madrid	ES	3	ICPUAS OMNIWORKS UECIMUAVS
UPORTS	University of Portsmouth	UK	1	SEABILLA
USALENTO	Università del Salento	IT	1	SAFESHORE
USALERNO	Universita degli Studi di Salerno	IT	1	AIROBOTS
USEVILLA	Escuela Superior de ingenieros de Sevilla	ES	4	MUACIREN SAFEMOBIL ARCAS MULTIDRONES
USHEFF	University of Sheffield	UK	1	ASTRAEA
USTRATH	University of Strathclyde	UK	1	ASTRAEA
USTUTTGART	Universitaet Stuttgart	DE	1	AWARE
USZCZECIN	Zachodniopomorski Uniwersytet Technologiczny W Szczecinie	PL	1	SUAV
UTECHNION	Israeli Institute of Technology	IL	1	CAPECON
UTIGRUP	UTI Grup s.a.	RO	1	SAFESHORE
UTORINO	Universita degli Studi di Torino	IT	1	CAPECON
UTUEBINGEN	Universitaet Tübingen	DE	1	MDRONES
UTWENTE	Universiteit Twente	NL	3	AWARE AIROBOTS SHERPA
UVALENCIA	Universitat Politecnica de Valencia	ES	2	AF3 AIRT
UWARSAW	University of Warsaw	PL	1	CAPECON
UWESTMINSTER	University of Westminster	UK	1	AF3
UYORK	University of York	UK	1	USEHAAS
UZAGREB	University of Zagreb	HR	1	SAFEMOBIL
VELTI	Velti Anonymos Etairia Proionton Logismikou & Synafon Proionton & Ypiresion	EL	1	SKYMEDIA
VERINT	Verint Systems Ltd	IL	1	ESS
VG TU	Vilnius Gediminas Technical University	LT	1	UAVNET
VIASAT	ViaSat Antenna Systems s.a.	CH	2	DESIRE2 SKYOPENER
VIGILANCE	Vigilance b.v.	NL	1	AIRBEAM
VISSEE	Supsi Vissee a.g.	CH	1	REMAV
VITEC	VITEC s.a.	FR	1	SKYMEDIA
VITO	Vlaamse Instelling Voor Technologisch Onderzoek N.V.	BE	2	AIRBEAM IMPACTMIN
VITROCISSET	Vitrociset s.p.a.	IT	1	SUNNY
WBE	WB Electronics s.a.	PL	1	ERA
WIND	Wind Telecomunicazioni s.p.a.	IT	1	ESS
WUT	Warsaw University of Technology	PL	1	UAVNET
XENICS	Xenics n.v.	BE	1	SUNNY
ZABALA	ZABALA Innovation Consulting s.a.	ES	1	AEROC
ZHUKOVSKY	The Zhukovsky Central Aerohydrodynamic Institute Federal State Unitary Enterprise	RU	1	Airpass
ZVTIDEP	Zavod Za Varnostne Tehnologije Informacijske Druzbe In Elektronsko Poslovanje	SI	1	WIMAAS

ID	Funder	No of Projects	Projects
EC	European Commission	73	BS-UAV CAPECON CORUS DARIUS DREAMS DroC2om DUF ICPUAS INOUI METROPOLIS OPARUS TRACKANT UAVNET ULTRA UPAC Airpass ARCA AWARE CLASS DSRGP GINSEC IMPETUS KARYON MAAGSI MONIFLY MUACIREN OMNIWORKS PercEvite PUMPED REMAV RGROLAS SARA SAFEMOBIL SECOPS SUAV TALOS TERRA THESEUS TUAV UECIMUAVS USICO ADABTS AEROC AF3 AIRBEAM AIROBOTS AIRT ALUAV ARC ARCAS BRAINFLIGHT CLOSEYE COMETS ESS EXTREMEDRON ICARUS IMPACTMIN MDRONES MULTIDRONES MYCOPTER PERSEUS PLANET PPLANE SAFESHORE SEABILLA SFLY SHERPA SKYMEDIA SKYOPENER SUNNY TOAS USEHAAS WIMAAS
ECTL	EUROCONTROL	5	HFATM SESIM C3CSS CAUSE FHA
EDA	European Defence Agency	7	AIR4ALL E4U SIGAT TRAWA DESIRE DESIRE2 IDEAS
ESA	European Space Agency	5	CERES SINUE DESIRE DESIRE2 ESPRIT
GSA	European Global Navigation-Satellite Systems Agency	3	REAL CLOSESEARCH FIELDCOPTER
SJU	SESAR Joint Undertaking	11	ICONUS PODIUM AIRICA ARIADNA CLAIRE DEMORPAS INSURE MEDALE ODREA RAID TEMPAERIS
FR	France	2	ERA MIDCAS
DE	Germany	3	ERA MIDCAS VUSIL
IT	Italy	3	ERA MIDCAS SARA
NL	Netherlands	1	OUTCAST
PL	Poland	1	ERA
SE	Sweden	2	ERA MIDCAS
ES	Spain	2	MIDCAS MINERVA
UK	United Kingdom	1	ASTRAEA

Code	English Name	Local Name	No. of participating organisations	Organisations
AT	Austria	Österreich	5	AIT BECKEL SCHIEBEL SFU TUW
BE	Belgium	België/Belgien/Belgique	20	AUREA BFAST BMT CSL ECOMED ERM EUROSENSE FLYING-CAM IMEC KUL NSTO POLITIEZONE POZYX RMA SASNV SONACA SPACETEC UNIFLY VITO XENICS
BG	Bulgaria	Bългария	2	MOIBG OPTIX
HR	Croatia	Hrvatska	4	AIRNET CMAC PHOTON UZAGREB
CY	Cyprus	Κύπρος/Kıbrıs	0	
CZ	Czech Republic	Česko	6	ANSCR EVOLVING HONEYWELL INTERGRAPH TGDRIVES UBRNO
DK	Denmark	Danmark	4	INTEGRA INTEGRA NAVIAIR SATCOM1
EE	Estonia	Eesti	1	DEFENDEC
FI	Finland	Finland/Suomi	8	AJECO ESC LAUREA SENSO FUSION SHARPER SPECIM TUTKIMUSKESKUS ULAPLAND
FR	France	France	37	ALERION ARIA BLYENBURGH CEALIST CEREN CNRS CONNECTIV CSSI DASSAULT DCNS DELAIR DIGINEXT DRONESPARIS DSNA ECA EFM ENAC EUTELSAT INRIA INTUILAB JMDT LACROIX M3 METALLIANCE MININT MONDECA ONERA ORANGE PARROT RCF SAFRAN SAGEM SOFRESUD STERIA SURVEYCOPTER UNS VITEC
DE	Germany	Deutschland	35	AIROBOT ATG ATESIO BWB DFS DIEHL DLR DMT DWELLE EMT ESG FRAUNHOFER GLASEMANN IABG ICSI JEPERSEN KIT MAXPLANCK MBP NOKIA OVGU RHEINMETALL SPACETECH TUB TUBRAUNSCHWEIG TUDARM TUDO TUK TUM UAALBORG UBONN UBREMEN UDUISBERG USTUTT GART UTUEBINGEN
EL	Greece	Hellas	18	AEA EKV ALGOSYSTEMS ALTUS CERTH DEMOKRITOS FINIT HAI INTRACOM KEMEA LISIPPOS MCP MND MOBICS NTUA SATWAYS TUC UPATRAS VELTI
HU	Hungary	Magyarország	3	GEONARDO MESE NDU
IE	Ireland	Ireland/Éire	2	NMCI SKYTEK
IT	Italy	Italia	57	4S A2TECH AGUSTA ALENIA AMASUTTI ASI ASLATECH CAI CALZONI CGS CIRA CMRE CNDR CNIT CREATE DBLUE EGEOS EII EMBRAER ENAV ENIA EUROIMPIANTI FAENZI FINMECC IDS INASTRO LASERNAV LEONARDO LUCENT MARINAMIL MAVIGEX MINTERNO NEXTANT NIMBUS NURC ONAIR PIAGGIO PTORINO RADIOLABS RAI SAPIENZA SD SELENIA SELEX SIGLA TELESPAZIO TMS TOPVIEW ULECCE UNAPOLI UNIBO UPISA USALENTO USALERNO UTORINO VITROCISSET WIND
LV	Latvia	Latvija	0	
LT	Lithuania	Lietuva	1	VGTU
LU	Luxembourg	Lëtzebuerg	2	LUXSPACE SES
MT	Malta	Malta	2	MATS UMALTA
NL	Netherlands	Nederland	21	AERIAL AEROVINCI AEROVISION AVULAR CHPR DELFTDYNAMICS EAGLE ECORYS HITT HYGEAR METASENSING NL CG NLR RNLAF TERRASPHERE TNO TUD UAMSTERDAM UAVINT UTWENTE VIGILANCE
PL	Poland	Polska	16	ASSECO CBK EGT EUROTECH HERTZ IAVIATION IMM ITWL ORANGEPOLSKA PIAP POLIWARSAW RUT USZCZECIN UWARSAW WBE WUT
PT	Portugal	Portugal	16	ADAI AISTID BRIGHTCOM CHAMPALIMAUD CINAV DEIMOS EDISOFT ESRIP FAP GNR INESC INOV MDN SKYSOFT TEKEVER ULISBOA
RO	Romania	România	6	EBIRC IGPFI INSTOPTO SPP UBABESBOLYAI UTIGRUP
SK	Slovak Republic	Slovensko	0	
SI	Slovenia	Slovenija	3	CASTRAL SLP ZVTIDEP
ES	Spain	España	53	AESIC AENA AERDRON AEROTOOLS AICIA APIA ASCAMM ATOS AVA BRTE CRIDIA CSIC CTC DGPCC ERZIA ESTGIS ETA EUROUSC FADA FLYINGCAM FTRI GC GMV GTD HELIVISION HEMAV ICC IET INDRA INECO INNAXIS INTA INTEGRASYS ISDEFE ITURRI METEOSIM MIR MVS NAVARRA PILDO PLOCAN QUOBIS REATECH ROKUBUN SENER SOTICOL TTI UMURC UPC UPM USEVILLA UVALENCIA ZABALA

Code	English Name	Local Name	No. of participating organisations	Organisations
SE	Sweden	Sverige	15	ACREO AVTECH CATATOR CHALMERS FOI IMEGO Lfv LULEA SAAB SCANDICRAFT SNDC SP SSC SWEDAVIA ULINK
UK	United Kingdom	United Kingdom	42	ADELAN AEROSYNERGY ALTITUDE AOS APD AVEILLANT BAE BBC CAL CLEARHEAD COBHAM CONEKT DMA EBENI EFPC GREATCIRCLE HOMEOFFICE IPHESTOS ITIS NATS PROTOGRAPHICS QMU QQ REMOTE ROKEMANOR RR TELINT THL UAVSA UBIRMINGHAM UBRIS UCL UCRAN UEDINBURGH UEXETER ULBORO ULIVERPOOL UPORTS USHEFF USTRATH UWESTMINSTER UYORK
EU	Europe-wide	Europe-wide	10	AIRBUS AT-ONE EADS EREA EUROCONTROL EUROCOPTER GALILEO IFS JRC THALES
BA	Bosnia and Herzegovina	Bosna i Hercegovina	1	UMOSTAR
CH	Switzerland	Schweiz/Suisse/Svizzera	16	AEDEL ALSTOM BLUEBOTICS CSEM DFRC ECLEXYS EPFL ETH SAPHYRION SKYBOTIX SKYGUIDE SUPSI SWISSUAV UNEUCH VIASAT VISSEE
NO	Norway	Norge	5	DETEC MARLO NTNU PRIO SINTEF
RU	Russia	Rossya	2	SSRIIM ZHUKOVSKY
TU	Turkey	Türkiye	4	ASELSAN ITU STM TOFAS
UA	Ukraine	Ukraine	1	MAUCMZTR
IL	Israel	Yisrael	15	ADSIL CORRSYS CTI ELBIT EYIL FRUCHT IAI INP INTERGAM MAGEN MPS RTS TADIRAN UTECHNION VERINT
AU	Australia	Australia	3	ACFR ARCAA PHM
US	USA	United States of America	1	UARIZONA

RPAS R&D Dashboard Questionnaire

Project Name					Project type	Applied Research	Technology Development	Application
(Please stike out those not applicable)								
Coordinator email							Finished (Year)	
Did your project concern RPAS-ATM Integration?	If yes, did it involve segregated airspace?			Total Budget		Public Sponsor(s)		
If your project involved technological development that could assist RPAS-ATM integration, please indicate the final Technology Readiness Level (TRL) of the technologies involved.	Technology	Detect and Avoid	C3	Airspace and Airports	Contingency	HF/Safety	Security	Other (please specify)
	TRL							
Are the Intellectual Property Rights (IPRs) of this development in the public domain?	If not, who owns them?							
If your project was directed to a particular domain of application, please indicate which domain.	Domain	Agriculture	ATM Validation	Search and Rescue	Inspection and Monitoring	Surveillance	Media	Other (please specify)
	Affected							
If your project produced outputs of relevance to RPAS-ATI integration, please indicate which outputs were produced.	Outputs	Roadmap	Prototype	Standards	CON OPS	Regulation	Safety Objective	Validation Report
	Produced							Other (please specify)

Please fill the questionnaire in, scan it and mail it to [eurocontrol dot rpas at gmail dot com](mailto:eurocontrol.dot.rpas@gmail.com)

Thank you for helping!