



# UkrRIAT

**U**krainian  
**R**esearch  
**I**nstitute of  
**A**viation  
**T**echnology



# **UkrRIAT and AERO UKRAINE Project: lessons we have learned**

**One of the AERO UKRAINE Project objectives was as follows:**

- Support to 6+ Ukrainian Aeronautics actors to join consortia preparing FP7 research proposals**

**In January, 2010 UkrRIAT as a coordinator informed 10 aircraft manufacturing companies of Ukraine about Aero Ukraine Project and proposed them to formulate their possible areas of research.**

**There were 5 responses.**

**Antonov, UkrRIAT and Ivchenko-Progress were trying to find their opportunities to be included into the list of participants of research in FP7.**

**In response to request of Ukrainian side, the workshop led by Airbus was arranged in Toulouse in May, 2010 to let Antonov and UkrRIAT be familiarized with experience regarding preparation and running of European Research Projects.**

**In June, 2010 UkrRIAT and Antonov remitted their proposals regarding possible participation in SARISTU project.**

**In June, 2010 UkrRIAT sent to Ivchenko-Progress information regarding LEMCOTEC and ACTUATION 2015 projects.**

**Proposals of Antonov and UkrRIAT were considered by SARISTU coordinators and scenario leaders.**

## Why the proposal of UkrRIAT was not accepted?

As a level 2 proposal, SARISTU builds on previous RTD experience, in part also from previous level 1 projects. Existing RTD networks existed where good results were obtained. UkrRIAT unfortunately was not well known by the majority of Scenario Leaders and as a result was considered primarily as a partner only for testing activities. However, testing capabilities are best not spread too thinly so the individual Scenarios focused on the existing RTD networks. This resulted in only very few Scenario Leaders to consider UkrRIAT in their developments. Lack of common experience meant that in the end insufficient budget would have been allocated to UkrRIAT.

This chronology of events basically highlights the need for long term working relationships in aerospace RTD. In particular partners such as EADS IW, DLR, Onera, CIRA, Tecnalina, etc will be able to help UkrRIAT in future initiatives if they have the opportunity of making good experiences with UkrRIAT. In particular level 1 projects are a good place to build common experience which can then lead to further level 2 work.

## **What are the lessons UkrRIAT has learned from its participation in preparation of proposals for SARISTU?**

1. We need to be included into the FP7 system as a legal entity with a certain status (research center, SME etc.).

That is done. UkrRIAT has obtained LEAR status.

2. We have to prepare proposals for the FP7 Call 5 Level 1 research projects.

Aero Ukraine could become a tool to help joining of UkrRIAT and other Ukrainian companies to Call 5, 6, 7 and 8 of FP7.



## Ukraine is a country of the list of International Cooperation Partner Countries (ICPC) on two reasons:

- ❑ Signed an AGREEMENT on cooperation in science and technology between the European Community and Ukraine of July 4<sup>th</sup>, 2002
- ❑ Part of the European Neighborhood Policy (ENP)

# Visa support

New Schengen Rules have been put into practice  
(on April 5, 2010)

To provide visa support from Aero Ukraine to simplify  
visa formalities for Ukrainian representatives of  
companies participating in FP7

## Conclusion

To prolong the revised Aero Ukraine Project life for a period of FP7 at least.

Aero Ukraine should be concentrated on assisting Ukrainian entities to join FP7 research projects

**THANK YOU FOR YOUR ATTENTION!**

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