



# KTH – Centre for Sustainable aviation

## Research grants for 2016

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Call opens	1/3
Call closes	30/4
Announcement of grants	6/6
Available funds	23,5 MSEK

### Background and Aim

KTH has, together with the Swedish Transport Administration created a Center for Sustainable Aviation (CSA) and hereby invites applications for project funding in the area. The aim is, through targeted research grants, to develop ways to reduce the noise and other environmental effects from air traffic. In addition, the centre will contribute to the promotion of innovation, skills development and dissemination of expertise within and outside the centre partners and to strengthen the partners cooperation through joint activities such as cooperation projects, seminars, conferences and courses. Also projects for adapting existing technology to air and noise pollution can be considered.

*The direction and scope of the centre research is not static but is determined annually by the board. Of importance here is the industry's needs and priorities and the extent of already approved projects.*

### Description of the call

Applications should be based on a clear question and include a description of the project relevance to sustainable aviation especially noise reduction. Solutions should also be described.

It should be made clear that the project:

- Aims at research and innovation in the **core and complementary research areas** and that the results will be published.
- Considers **all stakeholder groups**.
- Results can be translated into **applicable processes and tools**.

The **core areas** of research include:

- Air traffic control and flight paths.
- Sound propagation.
- Measures in the surrounding environment.

In order to realize these core areas in accordance with the centre objectives, a number of **complementary research areas** have been identified. These areas include:

- Technical Acoustics.
- Meteorology.
- Aviation system changes (development and implementation).
- Psychoacoustics.
- Medicine.
- Sustainability aspects including flight safety.

Research in a complementary area should to link to one or more core areas. The centre board of directors is aware of that research can have different applications and a research project can therefore specify one

or more future applications. The connection between the applications and aircraft noise should, however, be made clear.

## Applicants

Both companies, public organisations and universities are welcome to apply. Each application must have a main applicant who is responsible and receives the grant. **Only the members in the centre can be main applicant but anyone can be a partner.**

## Application procedure

A complete application is submitted according to the instructions under the heading “**Application documentation for KTH-Centre for Sustainable Aviation**” below. All applications will be evaluated according to the same procedure.

## Funding and project length

Funds can be applied for the actual project cost including over-head and equipment and travel. For PhD projects a fixed cost model is applied based on 900 kSEK/year including over-head. Beyond this a maximum of 400 kSEK can be applied for measurement equipment or large computations. All extra costs beyond salaries must be explained and motivated. The allowed project time is maximum 2 years except for PhD projects where 4 years can be granted. For a PhD project the maximum allowed grant is 4 MSEK and for all other projects the maximum grant is 3 MSEK. The centre will aim at a balance between longer PhD type of projects and shorter more applied projects.

## Evaluation

The full applications will be assessed in two stages. First scientifically by a group of scientists and then by a group which represents the stakeholders. The output from these assessments is compiled by the centre's management team and submitted to the board for decision on the allocation. The reviewers will follow a pre-defined evaluation protocol where the main criteria are:

- Centre relevance (relative the core and complementary research areas)
- Quality
- Feasibility
- Utilization
- Dissimination

## Special conditions

The grant recipient must undertake to continuously during the contract period submit copies of the relevant published scientific articles and theses. In addition annual reports with a short description of the project progress and results during the last year should be submitted. A final report is due within six months after the end of the project period or earlier by a decision of the centre board of directors. Failing to submit reports can lead to that no more funds are paid to the main applicant.

## Payment of grants

An approved project will receive a decision letter from the Swedish Transport Administration detailing the payments and reporting required.

**Questions** Contact Mats Åbom, director CSA 08-790 7944 [matsabom@kth.se](mailto:matsabom@kth.se)

## **Application documentation for KTH-Centre for Sustainable Aviation**

*The documents below must be merged into a single pdf file with a first page with the text:*

”TRV 2016/15206 - KTH forskningsanslag 2016, Centrum för hållbar luftfart”

*and mailed to:* [diariet@trafikverket.se](mailto:diariet@trafikverket.se)

*stating ”TRV 2016/15206 ANSÖKAN CSA” as the subject.*

- One page with the project title, name and complete contact information for the main applicant, names of all other partners plus a summary (max 300 words).
- Appendix A. The research programme is restricted to 10 pages (“font size 12, single spaced”) including references.
- Appendix B. Budget. All the applied salary costs must be justified, and the research assignments of all persons in the project with a Doctoral degree for whom salary is applied for must be clearly described and their names must be stated. All other costs applied for in the project must also be clearly justified. The maximum length of appendix B is two pages.
- Appendix C. Brief CV for the main applicant and co-applicant/co-applicants (maximum two pages per person).
- Appendix D. Publication list for the main applicant and co-applicants for the last five years.
- Appendix E (figures, tables or other illustrations relating to the research programme in Appendix A) is optional. Maximum length: four pages.