

Results of Competition: UK Aerospace Research and Technology Programme: Batch 27

Competition Code: 1309_SPEC_TRA_ATI_BATCH27

Total available funding is £62,101,998 from BEIS

Note: These proposals have succeeded in the assessment stage of this competition. All are subject to grant offer and conditions being met.

Participant organisation names	Project title	Proposed project costs	Proposed project grant
ROLLS-ROYCE PLC	High-Integrity, Complex, Large, Software and Electronic Systems – HICLASS	£8,060,000	£3,465,800
ADACORE LTD		£1,300,000	£676,000
ALTRAN UK LIMITED		£2,200,000	£946,000
BAE SYSTEMS (OPERATIONS) LIMITED		£830,000	£356,900
CALLEN-LENZ ASSOCIATES LIMITED		£3,185,333	£1,847,493
COCOTEC LIMITED		£1,199,999	£731,999
DRISQ LTD		£860,000	£524,600
FLIGHT REFUELLING LIMITED		£2,402,400	£1,033,032

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GE AVIATION SYSTEMS LIMITED	£3,347,583	£1,439,461
GENERAL DYNAMICS UNITED KINGDOM LIMITED	£1,400,000	£602,000
RAPITA SYSTEMS LIMITED	£2,647,083	£1,138,246
THALES HOLDINGS UK PLC	£2,000,000	£880,000
ULTRA ELECTRONICS LIMITED	£250,000	£107,500
University of Oxford	£654,337	£654,337
University of Southampton	£470,000	£470,000
University of York	£975,347	£975,347

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Project description - provided by applicants

HICLASS is a project to enable the delivery of the most complex software-intensive, safe and cyber-secure systems in the world. It is a strategic initiative to drive new technologies and best-practice throughout the UK aerospace supply chain, enabling the UK to affordably develop systems for the growing aircraft and avionics market expected over the next decades. It includes key primes, system suppliers, software companies and universities working together to meet the challenge of growing system complexity and size. HICLASS will allow development of new, complex, intelligent and internet-connected electronic products, safe and secure from cyber-attack that can be affordably certified.

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ROLLS-ROYCE PLC	RUCOSS (Realising UltraFan® Capability Of Software intensive Systems)	£29,186,040	£14,593,020

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Project description - provided by applicants

RUCOSS (Realising UltraFan(r) Capability Of Software intensive Systems) enables Rolls-Royce Control Systems to transform the development of safety critical engine systems through development of new tools, processes and technologies for the first implementation of a Systems and Software 'factory' aimed at delivering a step change in engineering efficiency, productivity and quality. It has as its central theme a product-line-based re-use approach to deliver improvement in cost, lead-time and quality and taking advantage of automation wherever possible. There is unique opportunity to demonstrate the tools, processes and technologies by applying them to the UltraFan(r) engine demonstrator.

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CROMPTON TECHNOLOGY GROUP LIMITED	Next Generation Transmission	£8,643,736	£4,062,556
CYTEC ENGINEERED MATERIALS LIMITED		£43,474	£21,737
Manufacturing Technology Centre		£139,984	£139,984
The University of Manchester		£375,977	£375,977

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Project description - provided by applicants

CTG was first to market with composite shafts and fuel pipes. No composite manufacturer has been able to replicate CTG's success; high volume production, high quality with high customer satisfaction. The NGT WPs are the natural evolution to enable CTG to develop new manufacturing techniques to enable higher volume and lower cost manufacture in the UK, vital to secure work on new aircraft programmes.

This includes the development of future state shafts which are lighter and more cost efficient than anything in the market place. CTG together with partners, will continue to lead the next generation of transmission shafts technology.

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ROLLS-ROYCE PLC	POPCOT (POwerPlant COmpatibility Testing)	£30,035,951	£14,717,616
Cranfield University		£359,895	£359,895

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Project description - provided by applicants

POPCOT (POwerPlant COmpatibility Testing) project seeks to validate the novel UltraFan architecture through confirming the aeromechanics responses of a large diameter low speed composite fan system technology.

This will be achieved through performing indoor and the first ever outdoor testing of the UltraFan architecture to confirm predicted performance and noise reduction benefits of the new composite fan system technology encased within a novel low drag nacelle.

New transportation tooling will be developed to relocate an instrumented UltraFan demonstrator vehicle to an outdoor facility and test stand.

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