

FIA 2026 - ATI Project Details:

- The Advanced Wings Enabling Ultra Efficient Propulsion (AVIATION_1) project – led by AIRBUS, with project partners National Composites Centre, the University of the West of England, the University of Bristol, and iCOMAT Ltd. aims to flight-test fixed wing extensions to study aerodynamic behaviour of high-span folding wings. Total Project cost of £16.6 million.
- The Advanced Wings Enabling Ultra Efficient Propulsion 2 (AVIATION_2) project – led by AIRBUS, with project partners the University of Sheffield, the University of Bristol, Imperial College, BAE Systems, LMAT Ltd, GKN, iCOMAT, Queens University of Belfast, WAAM3D, Materion UK Ltd, Albany Engineered composites, Moyola Precision Engineering Ltd, N.1 Precision Ltd. The project aims to develop next-generation composite wings and integration technologies for single-aisle aircraft, reducing fuel burn. Total project cost of £89 million.
- The AIRBUS led Wing IntegRATE_1 (IntegRATE_1) project, with partners Atlas Copco Ltd, Electoimpact UK, Dassault Systems UK, Capgemini UK, Experts Tooling & Automation Ltd, the University of Sheffield Advanced Manufacturing Research Centre (AMRC), Manufacturing Technology Centre, Centre for Modelling & Simulation (CFMS), UKRI STFC Hartree Centre, Cranfield University, Loughborough University, and University College London aims to develop wing assembly technologies for high-rate automated wing production of next-generation aircraft. Total project cost of £34.4 million.
- Airbus is leading the Liquid Hydrogen for More Electric aviation (LHyME) project, with partners Parker Meggit, SABB, Trelleborg, MOOG, Cranfield University, HSE, CFMS, Actuation Lab, Tokamak Energy, Parker Hannifin Manufacturing Ltd., Atout Process Ltd., Imperial College, the Universities of Glasgow, Strathclyde, Bath, Nottingham, and Warwick. The project aims to develop liquid hydrogen storage, distribution and electric propulsion technologies for future zero-emission aircraft. Total project cost of £48.9 million.
- The System Optimisation of Non-propulsive energy in Aircraft Technologies and Architectures (SONATA) – led by AIRBUS, with partners Drive Systems Design, the University of Southampton, Compound Semiconductor Applications Catapult Limited, Evolito, DePe Gear Company, Magnomatics, – Denchi Group Limited aims to develop on-aircraft electric wheel taxi system with energy recovery and reuse. Total project cost of £33.3 million.
- The Centre for Advanced Manufacturing Innovation in Narrow Composites (CAMINO) project – led by HEXCEL COMPOSITES LIMITED. The project aims to establish a pilot facility for narrow carbon prepregs enabling high rate, lower waste manufacture of primary structures. Total project cost of £6.2 million.

- The Advanced Gas-Turbine Endurance Near Term (AGENT) – led by ROLLS-ROYCE PLC, aims to test upgraded Trent XWB-97 technologies to improve durability and de-risk next-generation UltraFan engines. Total project cost of £34.1 million.
- The Aerospace Composite Engineering for New Technologies (ASCENT) – led by ROLLS-ROYCE PLC, with partners Imperial College, the University of Oxford, and the University of Bristol, aims to advance composite fan blades and cases, maturing the UltraFan fan system technology for future civil engines. Total project cost of £32.3 million.
- The Hybrid Electric Research in Machines for Efficient Propulsion (HERMEP) project – led by ROLLS-ROYCE PLC, with partners MTC, the Universities of Warwick, Strathclyde, Bristol, and Cambridge, aim to develop systems & electrical machines for intensive hybridisation, improving efficiency & decarbonisation of large airliners. Total project cost of £22.5 million.
- The Maturing Optimised Solutions For Electrification Technology (MOSFET) project – led by ROLLS-ROYCE PLC, with partners the University of Sheffield, the University of Manchester, the University of Nottingham, the University of Oxford and Aero Stanrew Ltd. – aims to develop advanced electrical systems, machines and drives enabling more-electric and hybrid-electric UltraFan architectures. Total project cost of £30.2 million.
- The Digital Design Transformation (NENE) project – led by ROLLS-ROYCE PLC, with partners the Universities of Sheffield, Cranfield, Manchester, Oxford, Southampton, Surrey, Queens University Belfast, Norton Straw Consultants and BLOC Digital aims to create digital design systems to streamline engine design, optimisation and product decisions for future programmes. Total project cost of £33.8 million.
- The Propelling RR1073 Implementation and Methods Augmentation (PRIMA) project – led by ROLLS-ROYCE PLC, with partners ODCS Ltd, the University of Birmingham, and Cranfield University aims to validate RR1073 alloy to improve UltraFan(r) performance, sustainability, lifing methods and its incorporation into Trent engines. Total project cost of £18.9 million.
- The Research Underpinning Future Universal/Unified Systems (RUFUS) – led by ROLLS-ROYCE PLC, with partners, the Universities of Nottingham, Oxford, Cranfield, and Sheffield, Meggit Aerospace, and SAAB Technologies UK Ltd. The aim is to develop integrated system technologies for UltraFan engines, improving fuel burn, reliability and time-on-wing. Total project cost of £29.8 million.
- The large Scale ultrafan Operability technology Demonstration & leaRning (SODOR) project – led by ROLLS-ROYCE PLC, aims to demonstrate the UltraFan engine's efficiency, structure and handling across the full operating envelope for civil aircraft. Total project cost of £34.9 million.

- The System Optimisation for Noise using Advanced Technology Acoustics (SONATA) project – led by ROLLS-ROYCE PLC, with partner the University of Southampton, aims to develop whole-engine noise design methods for next-generation efficient engines, supporting quieter narrowbody and widebody aircraft. Total project cost of £3.0 million.
- The Turbofan Utilisation for Narrowbody Engines (TUNE) project – led by ROLLS-ROYCE PLC, with partners Queens University of Belfast, and Cranfield University – aim to shape the UltraFan single-aisle engine demonstrator, optimising technology scaling, manufacturability and reliability for future aircraft. Total project cost of £19.0 million.
- The Generation Equipment Research Flight Trial (GENEQUIP) project – led by SAFRAN ELECTRICAL & POWER UK LTD., with partner the University of Bristol, aim to mature high efficiency aircraft electrical generation, including X66 flight trial, enabling lighter, more efficient large airliners. Total project cost of £18.3 million.
- The Advanced Research in Control of Hydrogen Electric Engines (ARCHEE) project – led by ZEROAVIA LTD., with partner the University of Bath aims to develop advanced control systems and a digital twin for the hydrogen-electric ZA600 engine, enabling safe certification. Total project cost of £5.2 million.