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▲ EUFAR FP7 News

▲ Ongoing personnel changes in the EUFAR Office

Bob Wells, the scientific assistant, is definitely retired since end of June 2012!! Yannick Letraublou, the web developer assistant, left mid-July 2012. He did a great job on the fleet planning system which will be available very soon on the website. Since the EUFAR FP7b proposal has not been selected, the contracts of Niamh Burke, the technical assistant, and Matt Freer, the N6SP engineer, ended at the end of September 2012. They have both returned to their native countries.

The EUFAR Office is now made up of:

- ▶ Jean-Louis Brenguier, EUFAR Project Coordinator
- ▶ Elisabeth Gérard, EUFAR Project Manager
- ▶ Sabrina Bekhat, EUFAR Secretary
- ▶ Marion Ciaï, EUFAR Webmaster and N8EC Activity Leader

▲ RP2 report

The RP2 technical and financial reporting to the European Commission has been electronically submitted on 19th June 2012. Original Forms C and Certificates on the Financial Statements (CFS) when required were sent to the European Commission on 27th August 2012. The costs reimbursement to the partners will be made after approval of the whole report (both technical and financial) by the European Commission.

▲ Future of EUFAR

EUFAR's (FP7b) bid for funding from 2013 was unsuccessful. The Coordinator has therefore proposed a no-cost extension to the current FP7 contract to allow the network to continue after September 2012 at minimal level (i.e. secretariat, website, Expert Working Groups but no Transnational Access, Education and Training, Standards and Protocols or Joint Research Activities). As approved by the General Assembly via an electronic vote on 29th June 2012, the necessary amendment for a one year extension has been submitted to the European Commission on 16th August 2012 and will soon be approved.

A key objective is to bring EUFAR to a better position to get European funding in 2015 under FP8. But a prerequisite step is to ensure that airborne research is on the list of topics to be addressed in Horizon 2020 calls for tender. As an expression of interest for airborne research call for tender, a response to the consultation on research infrastructures was circulated amongst the networking activity leaders and submitted to the European Commission on 22nd October 2012.

▲ Change of Scientific Coordinator

As approved by the EUFAR General Assembly via an electronic vote on 26th November 2012, a Scientific Coordination position is created and this responsibility held up to now by Jean-Louis Brenguier (MF-CNRM) is transferred to Phil Brown (MetOffice) for two years from 01/03/2013 onwards with the overlap transition starting on 26th November 2012. MF-CNRM remains the Project Coordinator

as the intermediary for any communication related to the management and the coordination between the Consortium and the European Commission, i.e. the EUFAR Office remains as of old.

▲ Call for Expressions of Interest in the use of an Airbus A340 for research

This [call](#), which has already received some interesting responses, remains open. If you have a good proposal to exploit this large payload and long duration aircraft then let us know.

▲ EUFAR meetings

All meeting reports are available at <http://www.eufar.net> (From top menu, select "Search", then "Meetings/Events" or "Documents" and select "Meeting" in the "Links with specific subject" section and choose your meeting). Some documents may be restricted to EUFAR members only, please login first to view all the documents.

▲ Meetings since the last newsletter

- ▶ **Webconference on the Future of EUFAR**, was held on 25th June 2012.
The objectives were to have an open discussion on the future of EUFAR and examine the change of focus and the options to keep on going. The 24 attendees were partners of the FP7 proposal.
- ▶ **Meeting on the Future of EUFAR**, was held on 26th October 2012 in Toulouse (France) hosted by Météo-France.
The objectives were to discuss the transition of EUFAR from FP7 to Horizon 2020 starting in 2014 with FP8. The 18 attendees were partners of the FP7b EUFAR proposal, networking activity leaders and aircraft/instrument operators. Partners involved in JRAs only were not invited since the JRA projects to be submitted in the next call for tender have not been selected yet.

▲ Next meetings

None

▲ The current status of Transnational Access and the new Open Access process

All of the Transnational Access (TA) funding within the present EUFAR contract has been committed and all of the approved flight projects have now been completed. We believe that **the program has been very successful in introducing new users to airborne research**. Unfortunately, the proposal that was submitted for a further contract was not approved and so there is **no prospect of further TA activity at the present time**. EUFAR is, however, seeking to continue its activities and to develop further integration between the present network of research aircraft operators and the funding agencies that support research across the whole of Europe with a view to bidding for further EC funding in the future.

We are now **promoting a scheme of Open Access** by which users can gain access to aircraft flight time independently of funding from the EC. This scheme will be supported by the provision of resources in-kind. For example, it is envisaged that a national funding agency may fund instrument scientists and engineers to work at the research flight facility of one of the present EUFAR aircraft operators. In exchange for this, the national funding agency will be granted flight time of an equivalent value which it is free to allocate to any researchers that it would normally support by means of an open peer-reviewed application process. Alternative forms of resource contribution that might be exchanged include the development of new instruments that could be used by the aircraft operator or the provision of the additional resources needed to support an airborne field campaign. A number of the existing aircraft operators and funding agencies involved in EUFAR have signed a Memorandum of Understanding to implement this scheme, which represents a new and exciting possibility for the development of airborne research in Europe.

There are a number of existing **Expressions of Interest (Eoi) in future TA** that we have kept on file and we would be happy to **continue** to receive others. This will assist EUFAR in demonstrating the continued demand for research aircraft facilities across Europe. In order to ensure that these projects have the maximum chance of going ahead, we would be happy to discuss with the authors of these Eois, or any other researchers interested in gaining access to flight time, whether there might be options to achieve their aims through this new Open Access process. Please contact either the EUFAR Office or Phil Brown, the Transnational Access coordinator.

Education & Training

EU FAR Upcoming Training Courses:

None

EU FAR Completed Training Courses:

- ▶ **1st EU FAR FP7 Training Course on "Advanced Digital Remote sensing in Ecology and earth Sciences Summer School" (ADDRESS)**: this training course was organized by the Balaton Limnological Research Institute (BLRI) from August 19th to 28th 2010, in Tihany (Hungary). 20 students have participated to this training course.
Aircraft: DO228 - NERC-ARSF
- ▶ **2nd EU FAR FP7 Training Course on "Training & Education for Turbulence Research via Airborne Data" (TETRAD)**: this training course was organized by the CNR ISAC Institute for Atmospheric Sciences and Climate from September 10th to 18th in Hyères (France). 20 students have participated to this training course.
Aircraft: ATR42 - SAFIRE
- ▶ **3rd EU FAR FP7 Training Course on "Quality of Airborne Data" (QAD)**: this training course was organized by the Stockholm University from October 26th to November 5th 2010 in Toulouse (France). 20 students have participated to this training course.
Aircraft: Several aircraft displayed during ICARE-2010 exhibition
- ▶ **4th EU FAR FP7 Training Course, "School ON Aircraft Techniques for the studies of Atmospheric chemistry (SONATA)"**: this training course was organized by CETEMPS-University L'Aquila from August 17th to 28th 2011, Pescara (Italy). 20 students have participated to this training course.
Aircraft: BAe146 - FAAM
- ▶ **5th EU FAR FP7- EUROSPEC Training Course On "Regional Experiments For Land-Atmosphere EXchanges (REFLEX)"**: this training course financed by both EU FAR and EUROSPEC projects and also by ESA has been organized by the Faculty of Geo-Information Science and Earth Observation of the University of Twente (UT-ITC) from July 18th to 28th 2012, at Albacete, Spain.
Aircraft: CASA-212-200 RS - INTA



Some statistics:

- ▶ **Join an existing campaign:**
20 applications have been received. 15 have been accepted and 5 refused.
- ▶ **Visit an Operator:**
5 application received. 1 application has been accepted and 4 rejected because of budget limitations.

EU FAR Dissemination

EU FAR posters and leaflets have been sent and displayed during the following conferences since the last newsletter:

- ▶ EGU2012 (22nd-27th April 2012, Vienna, Austria)
- ▶ ISPRS 2012 (25th August -1st September, Melbourne, Australia)
- ▶ La Nuit des Chercheurs organized by Météo-France (28-29th September 2012, Toulouse, France)

Do not hesitate to contact EUFAR Office at bureau@eufar.net if you want to receive EUFAR posters/leaflets in order to promote the project during conferences.



▲ COPAL NEWS

The COPAL project period ended on October 31st 2011. Elisabeth Gérard took over Nadège Nankou's position as the COPAL Project Manager when she left at the end of the COPAL project. Because of Elisabeth's primary involvement in the EUFAR project as Project Manager in a very busy period, the COPAL management remained in standby mode until summer 2012. An additional delay, mainly due to the late arrival of financial forms of some of the COPAL beneficiaries, led to a submission of the RP4 (or Year 4) report to the European Commission in November 2012. The final report should soon be submitted.

A Memorandum of Understanding MoU was signed by the partners in September 2011. It is a temporary, non legally binding understanding, entered into by the partners to achieve a common purpose: to continue promoting European Airborne Research through two separate projects managed under a "soft" governance scheme with two different Working Groups, and with the intention of each project to possibly evolve, in the medium/long term, into a self-standing project with its own defined scope, purpose, participants, legal structure, governance, and existence. Five partners have signed the Part TWO A (The Community Aircraft Project) and nine partners have signed the Part TWO B (The Open Access Scheme).

▲ COPAL Meetings

- ▶ None

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