



The Framework Document may be based on:

- a comparison of existing goals/objectives of its members and other relevant organisations/ institutions;
- an inventory of possible concepts or technologies which could be developed to accomplish certain objectives;

IFAR may also develop other views and recommendations, findings and reports as may be appropriate. Such documents may include the findings of IFAR Ad Hoc Committees or IFAR Technical Expert Groups.

5 Acknowledgements

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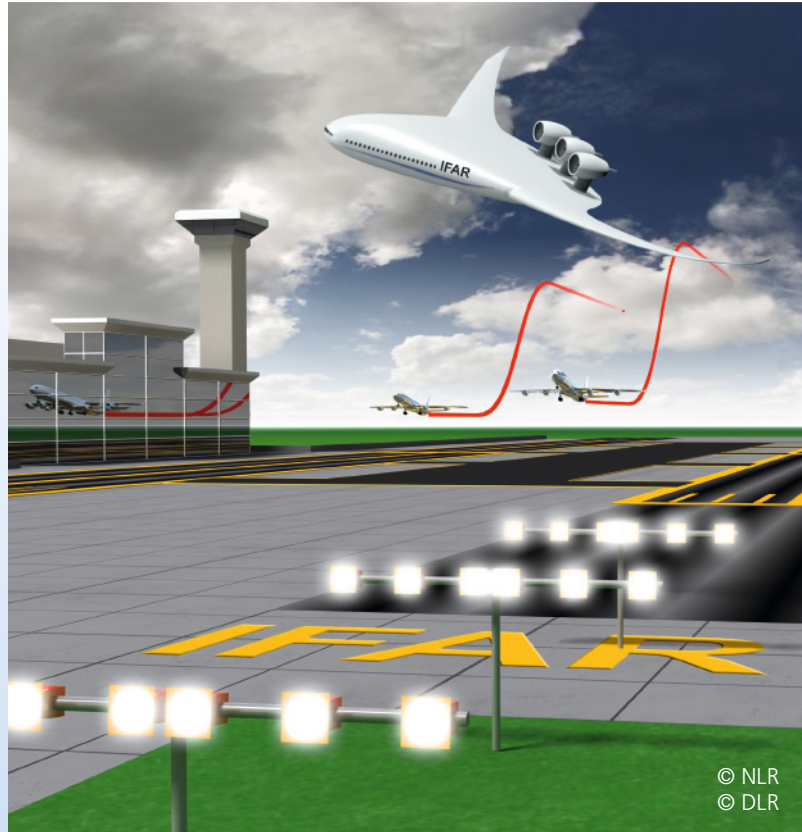
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IFAR, the International Forum for Aviation Research, is the world's only aviation research establishment network. IFAR was founded in 2010 and operates on a voluntary, non-binding basis.

1 IFAR objectives

IFAR aims to realise the following activities (cf. Figure 1):

- connecting the aviation research community worldwide;
- Serving as a venue for information exchange and communication, e.g. by its Summits, by conducting meetings, workshops and conferences, hosting internet forums, etc.;
- Developing among its members a shared understanding on a common set of key challenges faced by the global aviation research community;
- Developing the IFAR Framework Document (cf. Chapter 5), to inform on future research strategies and – where appropriate – to develop a combined research strategy for the future;
- Publishing and disseminating information (e.g. via webpage, flyers, publications, conferences);
- Issuing IFAR views and recommendations and give advice on aviation topics; the purpose of defining trends in aeronautics research and/or inform authorities concerning emerging regulations; views and recommendations are not meant as binding guidance to individual IFAR members.

Within IFAR, the members aim also to identify and evaluate options for new opportunities for cooperation and applying the results of aviation research.

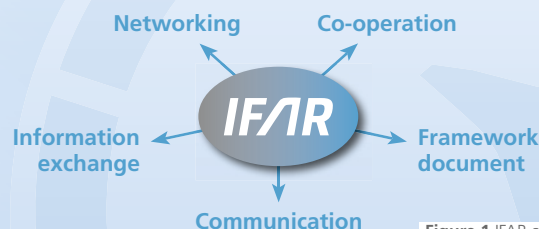


Figure 1 IFAR activities

2 IFAR organisation / members

IFAR operates on the basis of consensus among its members. Annually, principals from IFAR members convene at an IFAR Summit meeting. This event sets the IFAR goals and activities for the coming year and may establish special temporary committees or technical expert groups for IFAR activities of high interest. IFAR activities are supported by a secretariat. Membership in IFAR is open to national aviation research organizations, including universities active in aviation research, that are (1) non-profit, (2) owned or mainly funded by public govern-

ments, and (3) charged by the country or countries in which they are located to conduct such research activities on their behalf. One organisation per country is accepted for membership. Currently more than 20 aviation research organisations from all over the world are member of IFAR (see IFAR website www.ifar.aero). The current members represent more than 34,000 researchers working in aviation. Not counted yet are researchers of IFAR member countries belonging to different research organisations or universities.

3 IFAR history

IFAR evolved from discussions among leaders of international aeronautical research organizations beginning in 2008 regarding future aeronautical research challenges and policies. These leaders exchanged views on possible research contributions to address the climate and environmental challenges faced by the air transport community, as well as global aeronautical challenges such as security, safety and efficient operations. In 2010, leaders of aviation research organizations from 16 countries launched IFAR as common communication platform. In 2011, 21 research organizations agreed to formally establish IFAR through development of a common IFAR Charter and operating procedures, including regular leadership summits and technical exchanges on topics of global interest to participants.

4 IFAR Framework

IFAR aims at developing and maintaining a regularly updated IFAR Framework Document outlining global research objectives and technological opportunities for use by its members. The IFAR approach consists of 3 steps illustrated in Figure 2. Step 1 includes a comparison of visions and goals by the IFAR Members, and identification of common visions and goals relevant for IFAR consideration. Step 2 considers new and visionary breakthrough technologies which could fulfil the common visions and goals identified in Step 1, and could be further developed to improve the Air Transport System (ATS) in Step 3. Technologies are in this regard not only software or hardware but can also be improved operations or measures.



Figure 2 IFAR 3-Step Approach