

# Proposal Evaluation Form



**EUROPEAN COMMISSION**

Horizon Europe (HORIZON)

**Evaluation Summary  
Report - Research and  
innovation actions**

**Call:** HORIZON-SESAR-2025-DES-ER-03  
**Type of action:** HORIZON-JU-RIA  
**Proposal number:** 101290642  
**Proposal acronym:** STRATUS  
**Duration (months):** 30  
**Proposal title:** STRATUS — Safety & Transformed Resilience for high-Altitude Traffic Unified Services  
**Activity:** ER-03-WA2

N.	Proposer name	Country	Total eligible costs	%	Grant Requested	%
1	EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION	BE	0	0.00%	0	0.00%
2	DFS DEUTSCHE FLUGSICHERUNG GMBH	DE	73,235	3.56%	73,235	3.56%
3	ENAV SPA	IT	73,924.08	3.60%	73,924.08	3.60%
4	LUFTFARTSVERKET	SE	180,375	8.78%	180,375	8.78%
5	NATS (EN ROUTE) PUBLIC LIMITED COMPANY	UK	119,684.75	5.82%	119,684.75	5.82%
6	ENAIRES	ES	95,975	4.67%	95,975	4.67%
7	ENTE NAZIONALE PER L'AVIAZIONE CIVILE - ENAC ITALIAN CIVIL AVIATION AUTHORITY	IT	102,268.75	4.98%	102,268.75	4.98%
8	CONSORCIO AERODROMO AEROPUERTO DE TERUEL	ES	88,000	4.28%	88,000	4.28%
9	SkyNav Europe	BE	253,269.75	12.32%	253,269.75	12.32%
10	ECOLE NATIONALE DE L AVIATION CIVILE	FR	78,250	3.81%	78,250	3.81%
11	C.I.R.A. CENTRO ITALIANO RICERCHE AEROSPAZIALI SCPA	IT	53,907.5	2.62%	53,907.5	2.62%
12	STICHTING KONINKLIJK NEDERLANDS LUCHT - EN RUIMTEVAARTCENTRUM	NL	157,795.25	7.68%	157,795.25	7.68%
13	INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS ASSOCIATIONS	CA	63,125	3.07%	63,125	3.07%
14	INGENIERIA Y ECONOMIA DEL TRANSPORTE SME MP SA	ES	97,575	4.75%	97,575	4.75%
15	CENTRO DE REFERENCIA INVESTIGACION DESARROLLO E INNOVACION ATM, A.I.E.	ES	59,250	2.88%	59,250	2.88%
16	INSTITUUT VOOR INFRASTRUCTUUR, MILIEU EN INNOVATIE	BE	33,462.5	1.63%	33,462.5	1.63%
17	OpenUTM Ltd.	IE	7,237.5	0.35%	7,237.5	0.35%
18	DEUTSCHES ZENTRUM FUR LUFT - UND RAUMFAHRT EV	DE	153,000	7.44%	153,000	7.44%
19	SCEYE SPAIN S.L.	ES	280,175	13.63%	280,175	13.63%
20	ANRA TECHNOLOGIES OU	EE	84,656.25	4.12%	84,656.25	4.12%
21	HAPS Alliance	US	0	0.00%	0	0.00%

22	UDARAS EITLIOCHTA NA HEIREANN THE IRISH AVIATION AUTHORITY	IE	0	0.00%	0	0.00%
Total:			2,055,166.33		2,055,166.33	

**Abstract:**

STRATUS (Safety and Transformed Resilience for High-Altitude Traffic Unified Services) will define a modular and scalable framework for integrating Higher Airspace Operations (HAO) and Space Transport Operations (STO) into the European ATM framework. The focus is on the low-density airspace above conventional traffic, generally above flight level FL550. This is where high-performance supersonic and hypersonic aircraft, automated High Altitude Platform Systems (HAPS) fleets, and sub-orbital operations are expected to multiply in the coming decade.

Building on the exploratory CONOPS produced in the ECHO project, and taking into account the work now underway in ECHO2, STRATUS will expand the scope to cover a wider set of operational scenarios, vehicle types and service models. It will address the operational, functional, technical and regulatory foundations required for integration, in line with the priorities of the European ATM Master Plan for higher-airspace operations, dynamic airspace configuration, service-oriented architectures and cyber-secure digitalisation. Concentrating on the higher airspace, where traffic density is relatively low, provides the opportunity to mature and validate innovative concepts and technologies while limiting operational risk to existing ATM.

The objectives of STRATUS follow a logical progression from establishing operational demand in higher airspace, through the development of concepts and supporting frameworks, to the consideration of regulatory and other relevant implications that may influence successful implementation.

## Evaluation Summary Report

### Evaluation Result

**Total score: 10.40 (Threshold: 10 )**

### Criterion 1 - Excellence

**Score: 4.00 (Threshold: 3 / 5.00 , Weight: - )**

The following aspects will be taken into account, to the extent that the proposed work corresponds to the description in the work programme:

- **Clarity and pertinence of the proposal:** degree to which the objectives, scope and requirements set out in the call material are well understood and fully addressed.
- **Soundness of the proposed methodology for developing the SESAR solutions, including the underlying concepts, models, assumptions and interdisciplinary approaches.** This criterion also includes appropriate consideration of the integration of a gender dimension into R&I content and the quality of open science practices, including sharing and management of research outputs and engagement of citizens, civil society and end users where appropriate.
- **Level of awareness of the state of the art:** degree to which the proposal demonstrates knowledge of current operations and relevant previous R&D work (both within and outside SESAR), explains how the proposed work will go beyond the state of the art and demonstrates innovation potential.

*The proposal's objectives are pertinent to the scope of the work programme responding to the identified R&I need 10. "Innovative methodologies for ATM safety, security, and resilience." The proposal is focused on developing methods that will integrate higher airspace operations (HAO) and space transport operations (STO) into the European ATM framework. However, the objectives of the proposal are only briefly described. This is a shortcoming.*

*The proposal's discussion of automation focuses only on the service architecture framework rather than automation level 4 functions. The targeted automation levels of the proposed service architecture are not adequately specified. This is a shortcoming.*

*The proposal includes considering and assessing the potential impact of the proposed regulatory evolutions on military aviation, in particular military operations and training.*

*The methodology is well-structured and coherent, following logical progression from problem definition and concept development to assurance and regulatory analysis. It demonstrates awareness of SESAR's expectations for Exploratory Research at TRL 2, with appropriate reliance on expert review and desk-based validation rather than prototypes or flight trials.*

*The proposal initiates at less comprehensive TRL2 than the target TRL. So, the initial TRL is unclear lying between 1 and 2. This is a minor shortcoming.*

*Research data management is briefly described and appropriately built into the methodology. The data management plan (DMP) is planned early (M3) with an update at M12 and is embedded in the Project Management Plan (PMP), ensuring findable, accessible, interoperable and reusable (FAIR) data, repository use and open formats for primarily textual/desk-study outputs in line with open science practices. The gender dimension is considered: there is no gender dimension in the research content.*

*There is a clear awareness of the state of the art, and the proposal builds on prior research in the area - SEC-AIRSPACE on cyber security, FARO on resilience metrics, and FCDI.*

### Criterion 2 - Impact

**Score: 3.00 (Threshold: 3 / 5.00 , Weight: - )**

The following aspects will be taken into account, to the extent that the proposed work corresponds to the description in the work programme:

- Credibility of the pathways to achieve the expected outcomes and impacts specified in the call material.
- Suitability and quality of the measures in terms of maximising expected outcomes and impacts, as set out in the dissemination and exploitation (D&E) plan, including communication activities.

*The proposal does not demonstrate methodological depth for ensuring credible, transferable, and measurable results within the SESAR Performance Framework. This is a shortcoming.*

*There is insufficient indication of which Key Performance Areas (KPA) the proposed activities address. The performance metrics and assessment methods are not adequately defined. This is a shortcoming.*

*As a result, it is not clear how the project's outcomes will contribute to measurable improvements in ATM performance or align with SESAR's overarching performance ambitions. This hampers the credibility of the expected impact and the traceability of results within the SESAR Innovation Pipeline. This is a shortcoming.*

*Broader societal and economic impacts are clearly articulated, even if brief.*

*The proposal provides only a general outline of the dissemination, communication, and exploitation (DCE) plan. Beyond listing a project website, workshops, and participation in relevant events, there are insufficient details on objectives, target audiences, key messages, communication channels, or timelines. This is a minor shortcoming.*

*The exploitation activities are not adequately described. The strategy for identifying or engaging potential users or for translating project results in concrete uptake pathways is unclear. The limited level of detail hampers the project's capacity to maximise visibility, stakeholder engagement, and long-term impact. This is a shortcoming.*

### Criterion 3 - Quality and efficiency of the implementation

Score: **3.40** (Threshold: 3 / 5.00 , Weight: - )

The following aspects will be taken into account, to the extent that the proposed work corresponds to the description in the work programme:

- Quality and effectiveness of the work plan and assessment of risks, and appropriateness of the effort assigned to work packages, and the resources overall.
- Capacity and role of each participant, and the extent to which the consortium as a whole brings together the necessary expertise.

*The proposal's work plan deliverables and target dates are consistent with the SESAR 3 JU Project Handbook requirements.*

*The work packages themselves do not sufficiently include any defined tasks or sub-tasks, which does not provide sufficient details on how the work will be organised and implemented in practice, who will be responsible for specific activities, and how effort will be distributed among partners. This is a shortcoming.*

*The insufficiently described tasks hamper the traceability between objectives, activities, and expected outputs, reducing the overall credibility of the implementation plan and the ability to monitor progress effectively. This is a shortcoming.*

*The exit maturity gate is specified at M22 with the production of the Exploratory Research Report (ERR, D4.3), although no explicit Exit Maturity Gate is identified at TRL-2. This is a shortcoming.*

*Some of the participants have already worked together on relevant projects (i.e., ECHO and ECHO2) - this is evidence of a consortium that has the ingredients to collaborate well and have the necessary expertise to achieve the proposal objectives.*

### Scope of the application

Status: **Yes**

Comments (in case the proposal is out of scope)

*Not provided*

### Exceptional funding

*A third country participant/international organisation not listed in [the General Annex to the Main Work Programme](#) may exceptionally receive funding if their participation is essential for carrying out the project (for instance due to outstanding expertise, access to unique know-how, access to research infrastructure, access to particular geographical environments, possibility to involve key partners in emerging markets, access to data, etc.). (For more information, see the [HE programme guide](#))*

Please list the concerned applicants and requested grant amount and explain the reasons why.

Based on the information provided, the following participants should receive exceptional funding:

*Not provided*

Based on the information provided, the following participants should NOT receive exceptional funding:

*Not provided*

### Use of human embryonic stem cells (hESC)

Status: **No**

If YES, please state whether the use of hESC is, or is not, in your opinion, necessary to achieve the scientific objectives of the proposal and the reasons why. Alternatively, please state if it cannot be assessed whether the use of hESC is necessary or not, because of a lack of information.

*Not provided*

#### Use of human embryos

Status: No

If YES, please explain how the human embryos will be used in the project.

*Not provided*

#### Activities excluded from funding

Status: No

If YES, please explain.

*Not provided*

#### Do no significant harm principle

Status: Yes

If Partially/No/Cannot be assessed please explain

*Not provided*

#### Exclusive focus on civil applications

Status: Yes

If NO, please explain.

*Not provided*

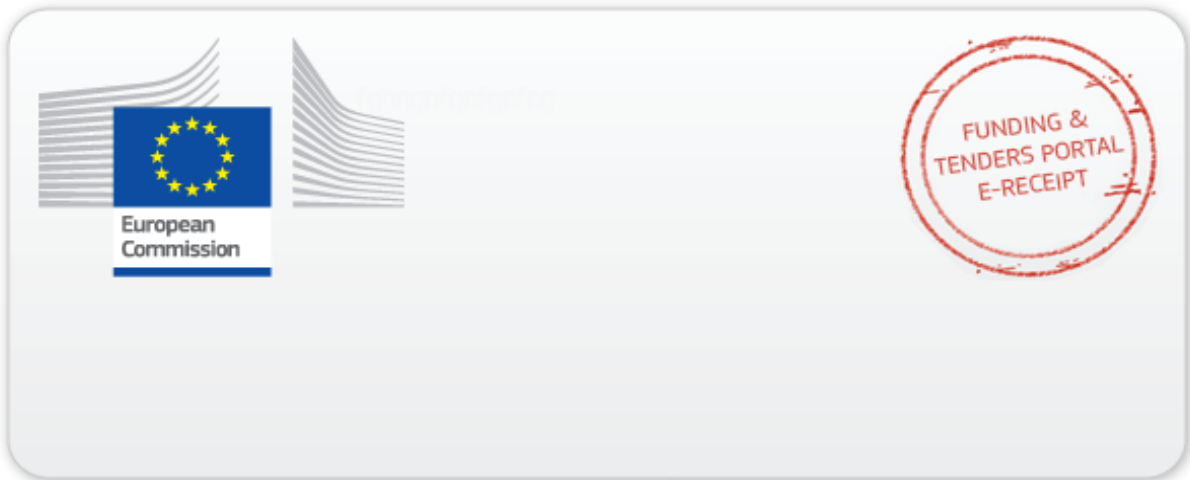
#### Artificial Intelligence

Status: No

If YES, the technical robustness of the proposed system must be evaluated under the appropriate criterion.

#### Overall comments

*Not provided*



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