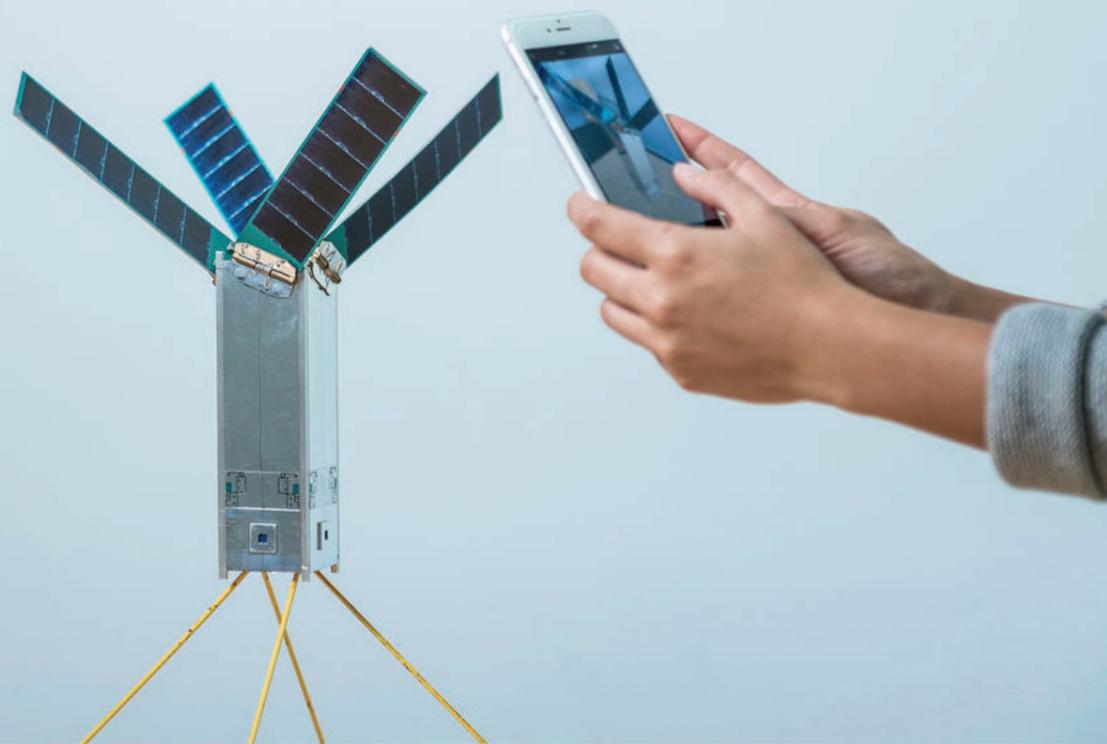
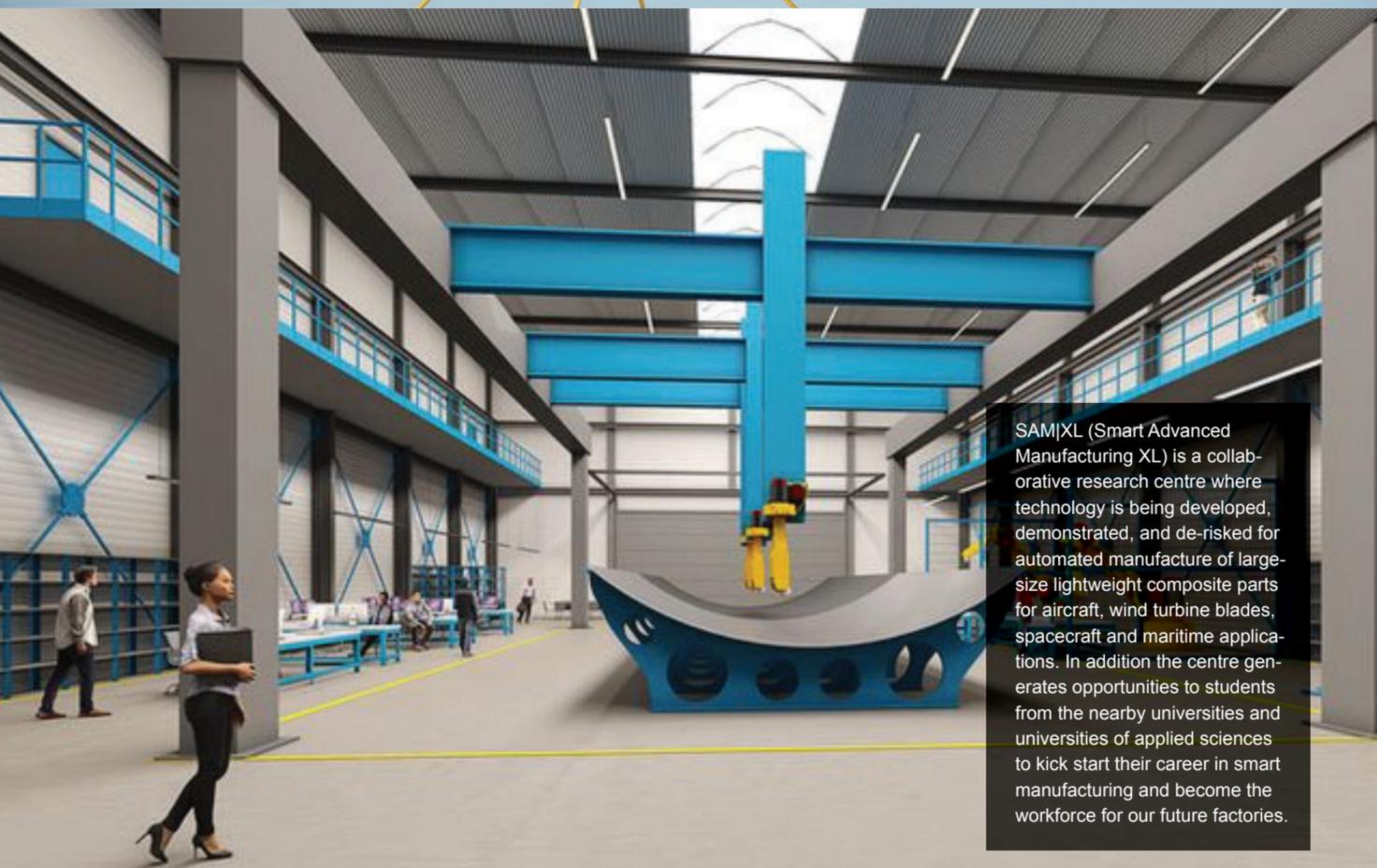


Space is no longer only accessible to governments. Nevertheless, developers of small satellites, such as universities and businesses, depend on the unused space in large rockets to launch them. This means that they have no control over the timing of the launch and that their choice is limited when it comes to the satellite's orbit. The commercial development of rockets, specifically designed for smaller amounts of cargo, offers a solution. For his graduation project, Nigel Drenthe improved and validated a cost estimation model for this that won the first Heinz Stoewer Space Award.



# Snapshot Faculty of Aerospace Engineering

Connecting people is the essence of Aerospace Engineering - whether it's connecting people through flight or through communications facilitated by satellites in space. However, the world's growing need for connectivity is under pressure from increasingly high demands with regard to sustainability, safety and cost efficiency. AE takes on this seemingly contradictory challenge by educating top-class engineers (on-campus and online) and PhDs, and by means of scientific research and the development of pioneering innovations. AE is one of the largest, most multifaceted scientific communities in the world focusing on aerospace and related areas, such as wind energy.



SAM|XL (Smart Advanced Manufacturing XL) is a collaborative research centre where technology is being developed, demonstrated, and de-risked for automated manufacture of large-size lightweight composite parts for aircraft, wind turbine blades, spacecraft and maritime applications. In addition the centre generates opportunities to students from the nearby universities and universities of applied sciences to kick start their career in smart manufacturing and become the workforce for our future factories.



The Centreline Project asks how are we going to fly into the year 2035? Together with nine partners from six countries, researchers at TU Delft are exploring a propulsion method to reduce fuel use and greenhouse gas emissions. The prototype features an electrically driven propulsive device located in the back of the fuselage to deal more efficiently with the effects of drag caused by the flow of air around the aircraft.

