

**Call for Proposals:**

**CLEAN AVIATION  
HORIZON EUROPE PROGRAMME  
HORIZON ACTION PROJECTS  
(CA-IA Projects):**

**Questions and Answers**

**Release 1**

**Issued on 17 February 2026**

**Call Identifier**

**HORIZON-JU-CLEAN-AVIATION-2026-01**

All questions regarding the call and the topics published can be addressed to:

**[CFP-2026-01@clean-aviation.eu](mailto:CFP-2026-01@clean-aviation.eu)**

Questions received from 17 February 2026 until 19th March 2026, 17:00 (Brussels Time) will be answered after analysis and published in a Q&A document where appropriate. In total, two publications of the Q&As are foreseen:

- A first Q&A document will be released on 17 February 2026.
- A second version of the Q&A document will be released 17 April 2026.

As stated in the call, all interested parties are recommended to consult periodically the Clean Aviation JU website and the Funding & Tender Opportunities Portal of the European Commission for updates to this document and any corresponding updates to the call.

## A. ADMINISTRATIVE QUESTIONS:

### I. PROGRAMME / PRACTICAL

#	Question / Answer
1	<p><b>The Clean Aviation total programme funding is €4.1bn, with €1.7bn coming from the public side and &gt;€2.4bn in private funding. How will the private funding be brought into the programme?</b></p> <p>The private members are set to provide &gt;€2.4bn in financial and in-kind contributions. 'In-kind contributions to operational activities [IKOP]' consist of the eligible costs incurred by the private members in implementing indirect actions minus the Union public funding, and 'in-kind contributions to additional activities [IKAA]' consist of costs incurred by the private members in implementing additional activities minus any contribution from the Union. The additional activities must contribute to the Clean Aviation objectives and may be directly linked to the uptake of results from projects.</p>
2	<p><b>How to get involved in future projects and to promote my interest on certain topics?</b></p> <p>Existing tools and established networks are made available for participants to look for partners for their proposals:</p> <ul style="list-style-type: none"> <li>- <b>CA JU States Representative Group (SRG).</b> Applicants can benefit from local support via the SRG: this group can guide applicants through the technical and administrative aspects of a Clean Aviation Call, as well as providing information on Info Days, areas of cooperation, and more. The list of representatives (incl. contact details) are published on our website: <a href="#">SRG members</a></li> <li>- <b>Partner search tools</b> available on the Funding &amp; Tenders portal. This tool offers applicants an outline to create a complete partner profile to be used for such searches. If an organisation wishes to encode their profile/partner search, they can do so by registering under 'my organisations': <a href="#">Partner search</a></li> <li>- <b>Network of National Contact Points (NCPs)</b> is the main structure to provide guidance, practical information and assistance on all aspects of participation in Horizon Europe. NCPs are also established in many non-EU and non-associated countries ("third countries"). For the relevant NCP, applicants should conduct their search under "Climate, Energy &amp; Mobility": <a href="#">Network of NCPs</a></li> <li>- <b>Informal Group of RTD Liaison Offices (IGLO).</b> This network is an informal association of Brussels-based non-profit R&amp;D Liaison Offices. The aim of IGLO is to facilitate and enhance the interaction, information exchange and co-operation between Members of IGLO, their national research systems and the European institutions on issues related to EU RTD, in particular, the Framework Programme. IGLO Group.</li> </ul> <p>Applicants are also advised to regularly check the Clean Aviation JU website as a <b>series of info days</b> are planned during the Call Opening phase. These are timely opportunities for participants (large industry, SMEs, Research Organizations, Academia, etc.) interested in participating in the Programme to obtain the latest information about the CA JU Calls and Horizon Europe, exchange with the Clean Aviation JU and, depending on the organization hosting the info day, brokerage sessions and face-to-face meetings may also be foreseen.</p> <p>More information on info days is available on the CA JU Call <a href="#">webpage</a>.</p>
3	<p><b>How can we get involved in Clean Aviation projects? How to participate in a proposal?</b></p>

#	Question / Answer
	<p>Clean Aviation publishes Calls via the EU Funding &amp; Tenders Portal. Please consult the open Calls in the Clean Aviation <a href="#">website</a> . Each call document specifies the scope, eligibility, budget, and deadlines.</p> <p>If you are a smaller organization, you may need to find complementary partners whose expertise matches the project objectives, you can refer to the "Partner search tools" available on the Funding &amp; Tenders portal, or the national contact points for additional support (please consult the "How to get involved" section of Clean Aviation <a href="#">website</a></p>
<b>4</b>	<p><b>Concerning the selection of experts for the Call evaluation, is there a percentage target of use of newly involved experts? Is this relevant for the published Q&amp;A?</b></p>
	<p>The experts for the Call evaluation are selected in according with Horizon Europe rules with due consideration to experts' rotation rules, gender balance, etc. and ensuring their relevant expertise to perform the evaluation of the proposals. For additional information, please consult the <a href="#">EU Funding &amp; Tenders Portal Online Manual</a> and the <a href="#">FAQs section</a>.</p>

## II. ADMIN & FINANCE

#	Question / Answer
1	<p><b>How do I get a PIC number?</b></p> <p>We invite applicants to refer to the EC Funding &amp; tender opportunities Portal - section “How to participate”- where all necessary information on how to register to receive a Participant Identification Code (PIC) can be found: <a href="#">Participant Register</a></p>
2	<p><b>What are the main financial aspects under Clean Aviation?</b></p> <p>Several key elements of Horizon 2020 remain applicable under Clean Aviation and Horizon Europe like for instance:</p> <ul style="list-style-type: none"> <li>- an applicable funding rate of 70% for profit entities and 100% for non-profit entities</li> <li>- a flat rate of 25% on indirect costs (with some exceptions)</li> <li>- the reporting of the costs in the EU Funding &amp; Tenders Portal and the related certificates (CFS)</li> </ul> <p>The Horizon Europe programme also includes some new aspects that have been developed with a view to further simplify the financial framework:</p> <ul style="list-style-type: none"> <li>- Personnel costs: introduction of fixed daily rate per calendar year and of days worked instead of hours worked</li> <li>- Certificates on financial statement (CFS): higher threshold (430 K€ instead of 325 K€), simpler calculation base, less CFS for low-risk beneficiaries with SPA (Systems and Processes audit)</li> <li>- Internal invoicing: wider reliance on beneficiary’s usual cost accounting practices for the unit cost calculation</li> <li>- Optional provisions addressing the specific case of assets under construction (e.g. prototype) and their related capitalised costs</li> <li>- Wider use of lump-sums and unit costs</li> <li>- IKOP based on total eligible costs, not total project costs</li> <li>- IKAA: enlarged definition of additional activities (ref. art. 62 of <a href="#">Single Basic Act</a>) and declaration of plans / reports via the portal</li> </ul>

#	Question / Answer
3	<p><b>Under Clean Aviation, is the financial capacity check still mandatory?</b></p> <p>The financial capacity assessment (FCA) will be requested:</p> <ul style="list-style-type: none"> <li>- only for the coordinators of the project AND</li> <li>- if the JU funding for the action is equal or exceeds 500 k€;</li> <li>- if the requested JU funding exceeds 750 k€: the coordinator must submit a full audit report that certifies the accounts of the last available financial year</li> </ul> <p>However, any participant will be checked if there are justified grounds to doubt its financial capacity.</p> <p>Exempted from FCA: public bodies, international organisations, higher or secondary education establishment and other specific cases.</p> <p>If the FCA must be checked, the entity will be contacted by the REA Central Validation Service during grant preparation to upload the necessary financial documents. This will be done via your PIC account in the Participant Register in the Funding &amp; Tenders Portal (My Organisations &gt; Actions &gt; Modify Organisation). The documents required will be listed in the notification you receive. In general, you will need to provide documents showing the financial situation for the last two closed financial years (profit and loss account and balance sheet, business plan, audit report produced by an approved external auditor, certifying the accounts for the last closed financial year, etc).</p> <p>The analysis is based on neutral financial indicators (liquidity, financial autonomy, solvency and profitability), but will also take into account other aspects, such as dependency on EU funding and deficit and revenue in previous years. The results of the financial capacity assessment will be taken into account when evaluating the ability of the entity to implement the project (and to take on the Coordinator role, if it is the case).</p> <p>You can check your financial capacity yourself by using the Financial capacity self-check simulator <a href="https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/guidance/rules-lev-lear-fca_en.pdf">LFV Simulation (europa.eu)</a>. However, it is only a simulation and does not constitute the final assessment. If a formal financial capacity assessment is required, you will have to go through the formal procedure.</p> <p>If the JU considers that your financial capacity is not satisfactory, we may require:</p> <ul style="list-style-type: none"> <li>- prefinancing paid in instalments (multiple/additional prefinancing)</li> <li>- propose no prefinancing or</li> <li>- request the change of coordinator or, if needed, reject the entire application</li> <li>- EU Funding &amp; Tenders Portal: <a href="#">Online Manual</a></li> <li>- <a href="https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/guidance/rules-lev-lear-fca_en.pdf">Rules for Legal Entity Validation, LEAR Appointment and Financial Capacity Assessment https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/guidance/rules-lev-lear-fca_en.pdf</a></li> </ul> <p>Risk-Based: the financial capacity assessment must in principle be done for <u>each new application</u> (unless the participant already has a valid financial capacity assessment performed by the Central Validation Service that is not older than 18 months).</p>
4	<p><b>What are the different payments which the project will receive from the JU?</b></p> <p>The JU funding is paid through the following instalments during the lifetime of the project:</p> <ul style="list-style-type: none"> <li>- the pre-financing</li> <li>- one or more interim payments</li> <li>- the final payment (payment of the balance)</li> </ul> <p><b>Pre-financing</b> takes place at the beginning of the project and serves to ensure the financial liquidity of the consortium. The amounts and payment dates are specified in the Grant Agreement Data</p>

#	Question / Answer
	<p>Sheet and will depend on the number of reporting period. At the same time as the pre-financing is paid out, 5% of the approved maximum funding amount is withheld as contribution to the <b>guarantee fund</b> (Mutual Insurance Mechanism). This guarantee fund replaces a joint and several liability of the consortium for any payment defaults of a beneficiary and provides cover for the financing gap in precisely these cases.</p> <p>During the project duration, <b>interim payments</b> will be made after the end of each reporting period. These are linked to the submission of the interim report and their amount is based on the eligible costs submitted in the report. A maximum of 90 % of the maximum grant amount can be paid out during the project.</p> <p>At the end of the project, the remaining eligible costs will be paid out in a <b>final payment</b>, but only up to the maximum grant amount. Like the interim payments, the final payment is also linked to the submission and approval of the final report. In addition, the contribution to the guarantee fund at the beginning of the project will be set free with the final payment.</p> <p>More information available via <a href="#">HE MGA</a></p>
5	<p><b>What are the main aspects with regard to the Members' declaration on In kind contribution (IKC)?</b></p> <p>Under Clean Aviation programme, the main aspects related to IKC (IKOP+IKAA) are the following:</p> <ul style="list-style-type: none"> <li>- the Members have to declare their IKC by 31 May each year;</li> <li>- the IKOP (In Kind contribution to operational activities) are calculated as a difference between Total Eligible Costs and JU funding;</li> <li>- consequently, the CFS is also applicable for IKOP certification (no need for additional certification on IKOP);</li> <li>- the IKAA (In Kind contribution to additional activities) are declared annually and certified on a bi-annual basis.</li> </ul> <p>The guidance on the IKC process is available on the CAJU Website: <a href="https://clean-aviation.eu/sites/default/files/2026-02/In-Kind-Contributions-2026.zip">https://clean-aviation.eu/sites/default/files/2026-02/In-Kind-Contributions-2026.zip</a></p>
6	<p><b>Which are the consortium partners required to provide in-kind contribution in Clean Aviation proposals?</b></p> <p>Clean Aviation Members (and their affiliated entities) are required to provide in-kind contributions.</p>
7	<p><b>Is EASA subject to Grant Agreement provisions such as the "Non profit rule", the eligible costs control or ex-post audits?</b></p> <p>For the LSP and ACI topics, the consortia are required to engage with EASA - technical contribution, where applicable, shall be in the form of third party giving in-kind contributions (Part B table 3.1.g) in the area of certification and other areas (Art. 71 SBA).</p> <p>EASA's contribution is paid under its "Fees &amp; Charges" while the BEN should claim costs in the action under Art. 6.2.C.3 of the HE MGA.</p>
8	<p><b>Is a legal entity that is a private member of CAJU allowed to declare research activities as IKAA linked to call 4 projects even if those were carried out under CAJU previous calls projects but for which the costs were not eligible for funding at the time?</b></p> <p>IKAA are eligible from the entry into force of the SBA on 30/11/2021 for the Founding members and their affiliates, and from the Letter of Commitment signature and GB approval decision for the</p>

#	Question / Answer
	<p>Associated Members and their affiliates (with no retroactive effect). In addition, in order for their IKAA to be eligible, each Member shall declare to CAJU its planned IKAA (and that of its Affiliated Entities) via the EC IKAA IT corporate tool in order to have it included in the IKAA plan annexed to the next CAJU Work programme (2026-2027).</p> <p>For more information, pls refer to CAJU guidance on the IKC process available here: <a href="https://clean-aviation.eu/sites/default/files/2026-02/In-Kind-Contributions-2026.zip">https://clean-aviation.eu/sites/default/files/2026-02/In-Kind-Contributions-2026.zip</a></p>



## III. LEGAL

#	Question / Answer
1	<p><b>What are the categories of participants implementing a project? Is there any significant different in comparison with H2020?</b></p> <p>There are following categories of participants implementing a project:</p> <ul style="list-style-type: none"> <li>- Beneficiary</li> <li>- Affiliated Entity</li> <li>- Associated Partner (entities that implement action tasks but without receiving EU funding)</li> <li>- Third Party giving in-kind contributions</li> <li>- Subcontractor</li> </ul> <p>The most significant difference between HE and H2020 programme with regard to the possible roles of participants in a project is the replacement of a "linked third party's" category (H2020) with the "affiliated entity" (HE).</p>
2	<p><b>What does it mean that CAJU actions will be connected? What is the Cooperation Agreement? What are the IPR implications?</b></p> <p>In order to achieve maximise results and impact, the Clean Aviation programme is designed with a strong emphasis on the connections between thrusts through the implementation of the individual actions selected under the relevant topics.</p> <p>In addition, the CAJU Executive Director has the additional task of boosting synergies across the whole programme. Thus, such programme connectedness should be achieved via a stable framework of exchanges of data on projects' results between all projects, with a special emphasis on the identified connections between topics in the call text.</p> <p>For this purpose, the CAJU will require all successful applicants to join a multilateral cooperation agreement framework through the accession to an existing Cooperation Agreement to foster the exchange of info/data across projects and access rights needed for implementation/integration of results in line with Technology Roadmap at the level of the projects (on a "need to know basis"). This requirement may not be applied to all successful applicants, depends on the relevant topic conditions.</p>

#	Question / Answer
3	<p><b>What kind of additional legal agreement a selected consortium of applicants can be asked to join and to sign beside a grant agreement?</b></p> <p>Beside the grant agreement applicant will/may be requested to sign the following agreements:</p> <ul style="list-style-type: none"> <li>- Consortium Agreement</li> <li>- Cooperation Agreement (exceptions apply; please, consult the specific topic conditions)</li> <li>- Collaboration Agreement for Linked Actions (if required by the specific topic conditions)</li> </ul>
4	<p><b>Can a proposal be submitted by a single applicant?</b></p> <p>As indicated in the chapter 2.4.3 "Conditions and management of the calls" of the CAJU Amended Work Programme 2026-2027, pursuant to Article 72 of the <a href="#">Single Basic Act</a> (Regulation (EU) 2021/2085), <u>where it is duly justified in the description of relevant topics in the CAJU Work Programme</u>, a single legal entity established in a Member State or Associated Country or consortia not meeting the condition laid down in Article 22(2) of the Horizon Europe Regulation shall be eligible to participate in indirect actions funded by the Clean Aviation Joint Undertaking. Please note this derogation does not apply to any of the topics under call 4.</p>
5	<p><b>Can a consortium consist of Associated Countries (e.g. UK, Canada, Switzerland entity)? Will the entity be eligible for funding?</b></p> <p>Legal entities established in the countries associated to the Horizon Europe are eligible to apply to the call and receive EU funding. For the complete List of Participating Countries in Horizon Europe, please check the EU Funding &amp; Tenders Portal <a href="#">here</a>.</p>
6	<p><b>Are there any special conditions for the participation of Israeli entities?</b></p> <p>Israel signed the Association Agreement to Horizon Europe on 6 December 2021. The <a href="#">European Commission Guidelines on eligibility of Israeli entities</a> remain fully applicable to EU Programmes under the current Multi-annual Financial Framework (Horizon Europe included).</p>
7	<p><b>By when may the consortium be requested to act on the proposal in case of non-signature of a Horizon Europe Association Agreement during the grant preparation stage?</b></p> <p>The responsible funding body (CAJU) will contact the relevant consortia in due time during the grant preparation stage and inform about the possible options to be considered and timeline for proposing any necessary modifications to the proposals. i.e., possible replacement of the affected entity/-ies with other entities, possible redistribution of the tasks amongst the participants, possible participation of the affected entities with alternative funding resources (own resources or national funding) thus without requesting EU funding in the proposal under the "Associated Partner" status (see the Horizon Europe Model Grant Agreement) and consequent modification, as appropriate, of the budget and EU funding awarded to the proposal.</p>
8	<p><b>Are there any restrictions applicable to Russian and Belarusian applicants including subcontractors willing to be part of consortium submitting a proposal in the CAJU's call?</b></p> <p>Yes, given the illegal invasion of Ukraine by Russia and the involvement of Belarus, legal entities established in Russia, Belarus or in any occupied territory of Ukraine are not eligible to participate in any capacity. Additionally, legal entities established outside Russia, but owned by 50% or more by a legal person, entity or body established in Russia are NOT eligible to participate in any capacity. Exceptions may be granted on a case-by-case basis for justified reasons, such as for humanitarian purposes, civil society support or people-to-people contacts.</p>
9	<p><b>What are the subcontracting rules in Horizon Europe?</b></p> <p>Subcontracts (tasks to be subcontracted and estimated costs; not necessarily the subcontractor, especially if not known yet) must be justified in the proposal and then reflected in Annex 1 to</p>

#	Question / Answer
	<p>the grant agreement.</p> <p>The beneficiaries are responsible for the proper implementation of the subcontracted action tasks by the subcontractors (proper quality, timely delivery, etc). They must moreover ensure that they comply with certain obligations:</p> <ul style="list-style-type: none"> <li>- Proper implementation</li> <li>- Avoiding conflict of interest</li> <li>- Confidentiality and security obligations</li> <li>- Ethics</li> <li>- Give visibility to the EU funding</li> <li>- Respect specific rules for the action implementation</li> <li>- Information obligations</li> <li>- Record-keeping</li> </ul>
10	<p><b>Which are the specific rules for JUs in the model GA?</b></p> <p>Any specific rules for JUs have been included in Annex V to the grant agreement.</p>
12	<p><b>Is it possible for a non-member to participate in a CAJU project without committing to become a member by the project end?</b></p> <p>Yes, funding may be allocated in the JU projects to both members and non-members participants following the evaluation and selection procedure.</p>
13	<p><b>Are legal entities established in China eligible to be partner?</b></p> <p>In accordance with the General Annexes to the Horizon Europe Work Programme 2026-2027, legal entities established in China are not eligible to participate in Horizon Europe Innovation Actions or Research and Innovation Actions. This includes participation as beneficiaries, affiliated entities, associated partners, third parties giving in-kind contributions, subcontractors or recipients of financial support to third parties (if any). For more information, please check the General Annexes to the Horizon Europe Work Programme 2026-2027.</p>
14	<p><b>Is it possible for the coordinator to have a subcontractor for the communication and dissemination activities? Is it possible that another consortium partner implements these activities?</b></p> <p>None of the Article 7 of the Horizon Europe Model Grant Agreement may be delegated nor subcontracted. These remain the sole responsibility of the coordinator, also regarding their implementation. When it comes to communication and dissemination activities. In addition, Article 17.1 of the Horizon Europe Model Grant Agreement established that unless otherwise agreed with the granting authority, the beneficiaries must promote the action and its results by providing targeted information to multiple audiences (including the media and the public), in accordance with Annex 1 and in a strategic, coherent and effective manner. The beneficiaries may seek support of third parties for the implementation of communication activities; these must meet the cost eligibility conditions of Article 6 of the Horizon Europe Model Grant Agreement.</p>
15	<p><b>For an SME to be eligible within the Clean Aviation Call, is it required that the corresponding Member State is part of Clean Aviation?</b></p> <p>Part B (Eligibility) of the General Annexes to the Horizon Europe Work Programme shall apply. Please, consult section 2.4.3 "Conditions and management of the calls" of the CAJU Amended Work Programme and Budget 2026-2027 for more information. Legal entities SMEs based in a Member</p>

#	Question / Answer
	State are able to participate and receive funding, as long as participation and eligibility call conditions are met.
16	<p><b>How should the following contribution of a US structure be formalised in the proposal (e.g., subcontracting, link third party): use of US based engine test facility as part of a proposal, being this US company part of the same group as a member of the consortium and with an existing framework agreement.</b></p> <p>Depending on the nature of the research activities and expected contribution to the project, as well as on participation and eligibility conditions (please, see General Annexes of the European Commission Work Programme 2026-2027 and the CAJU Work Programme chapter 2.4.3), a legal entity not based in a EU country or in an Associated Country to Horizon Europe may participate in the action bearing in mind that it will not be eligible to receive funding. For more information concerning the types of participation in a CAJU-funded project, please check Articles 7 to 10 of the Horizon Europe Model Grant Agreement.</p>
17	<p><b>Is it required that the consortium includes an already existing Clean Aviation member?</b></p> <p>Applicants should demonstrate ability to provide a total amount of in-kind contributions (IKC) no less than 1.5 times the funding request in aggregate for the proposal. Only Private Members of the CAJU can provide IKC, therefore, the proposed configuration of the consortium should be that which allows for the compliance with the IKC obligations.</p>
18	<p><b>For topics related to large-scale projects (LSP), proposals shall allocate a minimum of 15% of the total requested EU funding to SME, RTO and universities. At what stage applicants must comply with this obligation?</b></p> <p>As this is a special eligibility conditions, proposals shall comply with this minimum requirement of 15% of the total requested EU funding allocated to SME, RTO and universities at submission stage and once successfully selected, at the grant agreement preparation phase. Non-compliance will automatically result in the disqualification of the proposal from the evaluation or in the termination of the grant agreement preparation.</p>

## IV. TECHNICAL

1	<p><b>My proposal may involve dual use technologies. How should I address this aspect to ensure that my proposal is not disqualified?</b></p> <p>During EC proposal evaluation process and ethics evaluation is included. In the aeronautics sector, technology, item, etc. may have <b>dual use potential</b>, but this does not raise automatically an ethical issue, only in case of export (Dual-use items may be traded freely within EU, except for some particularly sensitive items). While dual-use does not automatically disqualify a proposal, applicants must transparently disclose this potential and demonstrate how the proposal has an <u>exclusive focus on civil applications</u></p>
2	<p><b>Should proposals submitted under Call 4 include references to projects from previous Call ?</b></p> <p>Where relevant, proposals submitted under Call 4 should clearly identify links with projects awarded under previous calls, including Gantt charts articulating tasks and interdependencies to demonstrate the contribution and alignment across projects. This will help present a fully integrated approach, offering a concise overview across ongoing projects and the new proposal. Applicants are thus encouraged to refer to the Gantt chart per thrust area and the projects information as outlined in the CAJU Work Programme.</p>

3	<b>In order to support the preparation of relevant and meaningful proposals aligned with Clean Aviation, how coordinators/consortia can be contacted in particular when applicants are requested to make contact with aircraft concept projects (AClandI and HERACLES)?</b>
	Information about projects is available on the Clean Aviation website, where each project has a dedicated section containing relevant details, including a link to the <a href="#">Cordis project page</a> . The project's representatives can be contacted through the Cordis page of each project.
4	<b>Is the programme limited to aircraft designs aligned with SRIA aircraft concepts or are other concepts considered valid? e.g., blended-wing/wing-only, UAVs (unmanned aerial vehicles), lighter-than-air aircraft, full 100% electric plane?</b>
	The programme focuses on technologies supporting Aircraft concepts described in the Clean Aviation SRIA, revised in 2024. No cargo UAV, nor lighter-than-air, nor blended wing concepts are part of this SRIA. The proposals shall support the SRIA concepts even if foreseen technologies could have spill-over applications on other aircraft platforms.
5	<b>Is this call supporting SAF /eSAF production?</b>
	Fuel production is not within the scope of the Clean Aviation Programme, which focuses on the maturation of aircraft-integrated technologies in line with the Strategic Research and Innovation Agenda (SRIA) as revised in 2024.
6	<b>How should applicants address cooperation with the project(s) funded under the Clean Hydrogen Joint Undertaking's topic "HORIZON-JU-CLEANH2-2026-03-02: Components Development and Experimental Testing for an Onboard Liquid Hydrogen Supply and Conditioning System in High-Power Fuel Cell Aviation Applications"?</b>
	Applicants are requested to clearly describe, as part of their proposal, the approach and related arrangements they intend to put in place to ensure efficient and effective cooperation with the project(s) funded under the Clean Hydrogen topic, in particular in the technical areas where close collaboration is deemed required.

## B. Fast Track Activities

#	Question / Answer
1	<b>Pls clarify which is the expected end-user role in fast-track topics (FTA).</b> <p>The end-users are industrial entities carrying out large demonstration projects e.g. owners of aircraft concepts (and potentially other industrial entities identified by the applicants) which contribute to the exploitation of the results generated by Fast Track Activities (FTA) projects.</p> <p>The end-user in the FTA is expected to:</p> <ul style="list-style-type: none"> <li>Analyse data for the project</li> <li>Monitor and/or evaluate R&amp;I results</li> <li>Testing &amp; experimenting with innovative R&amp;I solutions</li> <li>Debating R&amp;I findings and implications for them</li> <li>Others (to be specified by the applicant).</li> </ul> <p>It is expected that the end-user(s) joins the consortium with a status of an "Associated Partner" with zero requested funding.</p>
2	<b>For FTA, the involvement of EASA is not foreseen. How should we treat the involvement of EASA in our proposal?</b>

#	Question / Answer
	EASA's participation in FTA projects is not mandatory. Note that the contribution of the topic to the certification aspects will be handled by the industrial end-user of the project and, where appropriate, with the support of the consortium members.
3	<p><b>Is it mandatory to involve an end-user in the consortium? What is their role, and what does it mean to join as an Associated Partner? Is this the same as an Associated Member of CAJU? What are their obligations during project implementation? Is it necessary a letter of support from end-user?</b></p> <p>It is mandatory to include, as part of the proposal, the planned exploitation of the FTA project and to list the expected end-user. The end-user's role is to support the integration and exploitation of results from the Fast Track Activities (FTAs), helping to accelerate the maturation of relevant technologies.</p> <p>For the sake of ensuring FTA project contribution to the Clean Aviation programme, the end-users are the industrial entities expected to carry out the large demonstration projects in Clean Aviation phase 2, note that the aircraft concepts are listed under chapter 2.3 of the CAJU Work Programme 2026/2027 (ANNEX to Amended Work Programme and Budget 2026-2027). These legal entities should be listed as preferred end-users in the proposal.</p> <p>A letter of support by the preferred "end-user" is not required at proposal submission. In line with the topic conditions, It is required that the preferred "end-user" shall be listed in the proposal with a description of the envisaged exploitation contribution to the aircraft concept.</p> <p>Following evaluation and possible selection of the project, the end-user named in the selected proposal should confirm its interest in and "end-user" role as to the project's results before grant agreement signature. End-users are expected to formalize their role and involvement in the projects through the Consortium Agreement and by joining the consortium as an Associated Partner, without requesting EU funding.</p> <p>In terms of legal status, an Associated Partner is regulated under Article 9.1 of the model Grant Agreement. The Associated Partner participates actively in the project but does not become part of the Grant Agreement (does not sign the accession form).</p> <p>With regards to the Associated Partner's obligations, the consortium (or, if applicable, the specific beneficiary with whom the Associated Partner cooperates, as defined in Article 9.1 of the Horizon Europe Model Grant Agreement) remains responsible towards the granting authority for the work performed by the Associated Partner. The following obligations must be extended to Associated Partners:</p> <ul style="list-style-type: none"> <li>• Proper implementation of their tasks, including compliance with call conditions (Art. 11 HE MGA)</li> <li>• Avoiding conflict of interest (Art. 12)</li> <li>• Confidentiality and security obligations (Art. 13)</li> <li>• Compliance with ethics requirements (Art. 14)</li> <li>• Visibility of EU funding in all communication and dissemination (Art. 17.2)</li> <li>• Respect for specific rules of action implementation, including those in Annex 5 (Art. 18)</li> <li>• Information obligations (Art. 19)</li> <li>• Record-keeping obligations (Art. 20)</li> </ul> <p>It is the responsibility of the beneficiaries to ensure that these obligations are accepted by the Associated Partners, typically via the Consortium Agreement or other contractual arrangements. This is not the same as an Associated Member of CAJU, which refers to a legal entity formally accessing the Clean Aviation Joint Undertaking Membership through a Letter of Commitment, in</p>



#	Question / Answer
	accordance with Articles 6.3 and 7 of the <a href="#">Single Basic Act</a> , and subject to the CAJU Governing Board approval.
4	<p><b>What is meant by “European-based aircraft manufacturer/integrator”?</b></p> <p>A European based aircraft manufacturer/integrator is a legal entity based in the EU aiming at designing, developing, manufacturing and certifying regional or short-medium range aircraft.</p>
5	<p><b>Are the end-users expected to exploit the project results in an exclusive manner?</b></p> <p>The call does not require end-users to exploit the project results exclusively. The exploitation of results generated by the project is governed by the Grant Agreement obligations, which apply to the beneficiaries of the FTA project. Beneficiaries own the results they generate and must, for up to ten years after the end of the action, use their best efforts to exploit these results, either directly or indirectly, for example through transfer or licensing to another entity, including on an exclusive basis, provided this complies with the relevant rules of the Grant Agreement (particularly, Annex V clauses). CAJU recommends that intellectual property matters involving all participants, including end-users acting as Associated Partners, are clearly addressed in the relevant sections of the FTA consortium agreement.</p>
6	<p><b>For FTA, is a consortium required to submit a proposal? Are there minimum consortium requirements? e.g., number of entities, number of countries, type of entities to be involved.</b></p> <p>Part B (Eligibility) of the General Annexes to the Horizon Europe Work Programme shall apply. Please, consult section 2.4.3 "Conditions and management of the calls" of the CAJU Amended Work Programme and Budget 2026-2027 for more information. Legal entities forming a consortium are eligible to participate in actions provided that the consortium includes: at least one independent legal entity established in a Member State; at least two other independent legal entities, each established in different Member States or Associated Countries. For the FTAs topics, an additional eligibility condition concerning the legal status and the role of the coordinator, as specified in the call topic conditions namely, the coordinator role shall be limited to legal entities having the following type of organisation:</p> <ul style="list-style-type: none"> <li>• University,</li> <li>• Research and Technology Organisation (RTO) or</li> <li>• SME (legal entities are advised to confirm their SME status)</li> </ul> <p>Given the nature of the FTA research activities, it would expected an adequate diversity of participants providing the required capabilities for the successful implementation of the project.</p>
7	<p><b>Concerning the Special eligibility condition – limitation of the types of legal entities eligible to coordinate the project.</b></p> <p><b>In the case of an SME applying as coordinator for which the ownership control is currently under evolution, when shall the confirmed SME status be effective?</b></p> <ul style="list-style-type: none"> <li>- At proposal stage</li> <li>- At Grant Agreement Preparation stage</li> <li>- At both stages</li> </ul> <p>At proposal stage, before submitting an application, all participants involved in the proposal must first be registered in the Portal Participant Register and have their 9-digit Participant Identification Code (PIC number). After completing a new registration, you will receive the 9-digit Participant Identification Code (PIC) — to be used in your online application form and further correspondence with the EU services. The newly created PIC will be provisional (declared/non-valid status) until it is formally validated at a later stage.</p>

#	Question / Answer
	<p>If your proposal is successful, at Grant Agreement Preparation stage the validation of your organisation will be carried out and you will be contacted for the validation of your PIC registration data.</p> <p>In addition to the standard validation, a SME self-assessment is needed if you apply for a call where SME status is an eligibility criterion, which is the case for all FTA call topics. If the SME status is not validated at GAP stage, the granting authority will have to take measures: either GAP termination procedure or ask the consortium to replace the participant. Note that the eligibility conditions must be fulfilled not only at grant signature, but also throughout the project duration.</p>

## C. LIST OF ACRONYMS

<b>ACI</b>	Aircraft Concept Integration
<b>CfP</b>	Call for Proposals
<b>CAJU</b>	Clean Aviation Joint Undertaking
<b>CFS</b>	Certificate of Financial Statements
<b>CSA</b>	Coordination and support actions
<b>EC</b>	European Commission
<b>FCA</b>	Financial capacity assessment
<b>FTA</b>	Fast Track Areas
<b>LFV</b>	Legal and Financial Verification (aka Financial Capacity Self-Check)
<b>LSP</b>	Large scale projects
<b>HER</b>	Hybrid Electric Regional Aircraft
<b>HLO</b>	High Level Objectives
<b>HPA</b>	Hydrogen Powered Aircraft
<b>IKC</b>	In Kind Contribution
<b>IKOP</b>	In-kind contributions to operational activities
<b>IKAA</b>	in-kind contributions to additional activities
<b>NCP</b>	National Contact Points
<b>PIC</b>	Participant Identification Code
<b>SBA</b>	Single Basic Act
<b>SMR</b>	Short and Medium Range aircraft
<b>SRIA</b>	Strategic Research and Innovation Agenda
<b>SRG</b>	States Representative Group
<b>TRA</b>	Transversal Areas