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CALL 4 PROPOSALS INFO DAY

18 February 2026, Online Event

#CAJUcall4

We’d like to hear from you !
Submit your questions via QR code (SLIDO):

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Key Points to ensure a smooth event

- Technical Considerations

  - Mute Your Microphone: please make sure to mute your microphone to avoid background noise and disruptions.
  - Switch off your camera.
  - If you encounter any issues with SLIDO application in your computer, we recommend using your phone to submit your questions.

CAJU Call 4 Info Day - 18 February 2026, 10.00-13.00

#	Agenda Items	Presenter(s)
1	**Programme Overview (15 min)**	**Sébastien Dubois** - Head of Unit, Programme and Communications
2	**Practical Aspects (35 min)**	**María Calvo** - Head of Unit Project Management
3	**Legal Aspects (15 min)**	**Pablo Ballesteros Pelaez** - Legal Officer
4	**Financial Aspects (15 min)**	**Nina Vincent** - Team Leader Finance
	Short Coffee Break (15 min)	
5	**EASA Involvement (20 min)**	**Emmanuel Isambert** - Programme Coordinator, EASA
6	**Q&A (60 min)**	**Sébastien Dubois** - Head of Unit, Programme and Communications **María Calvo** - Head of Unit Project Management **Pablo Ballesteros** - Legal Officer **Nina Vincent** - Team Leader Finance

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Clean Aviation Programme
Goals & Objectives

Sebastien Dubois
Head of Programme Development & Communications, Clean Aviation

Clean Aviation: an impact-driven programme [2021–2030]

Achieve
-30%
GHG reduction

SAF

H2

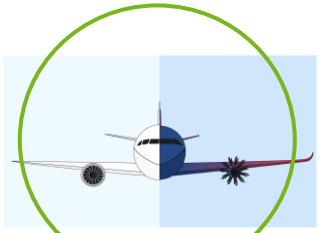
Support
Entry-into-Service
of new aircraft by
2035

Enable
75%
fleet replacement
by 2050

EU Funding:
€1.7B
Private Funding:
> €2.4B

Ultra-efficient **Regional** aircraft

Hydrogen powered aircraft



Ultra-efficient **Short and Medium Range** aircraft

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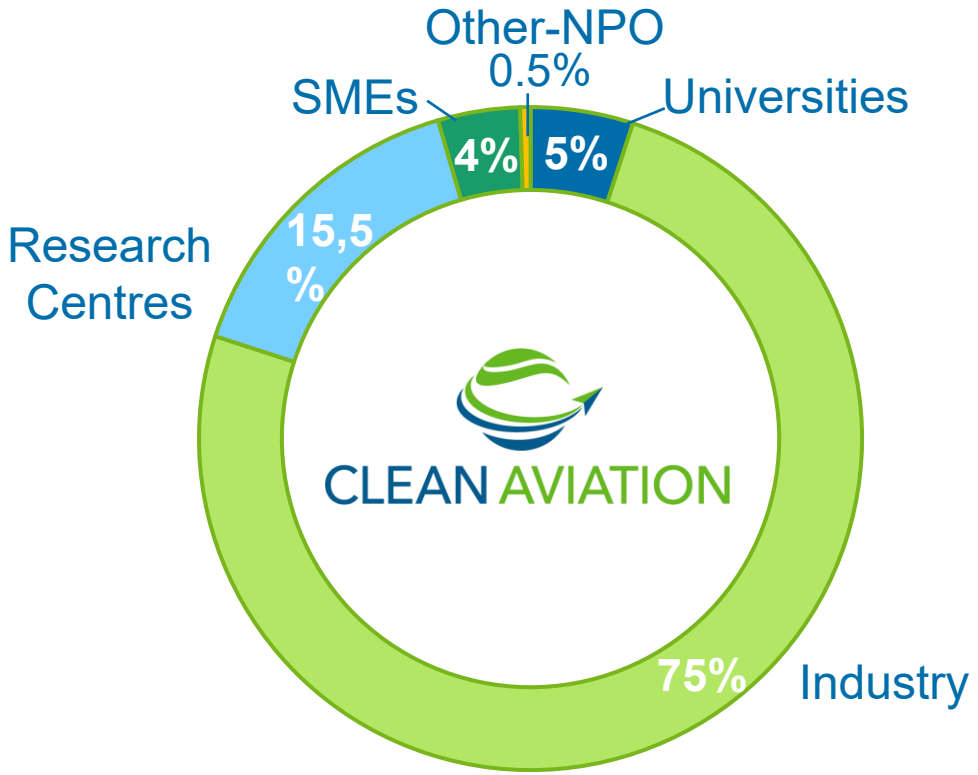
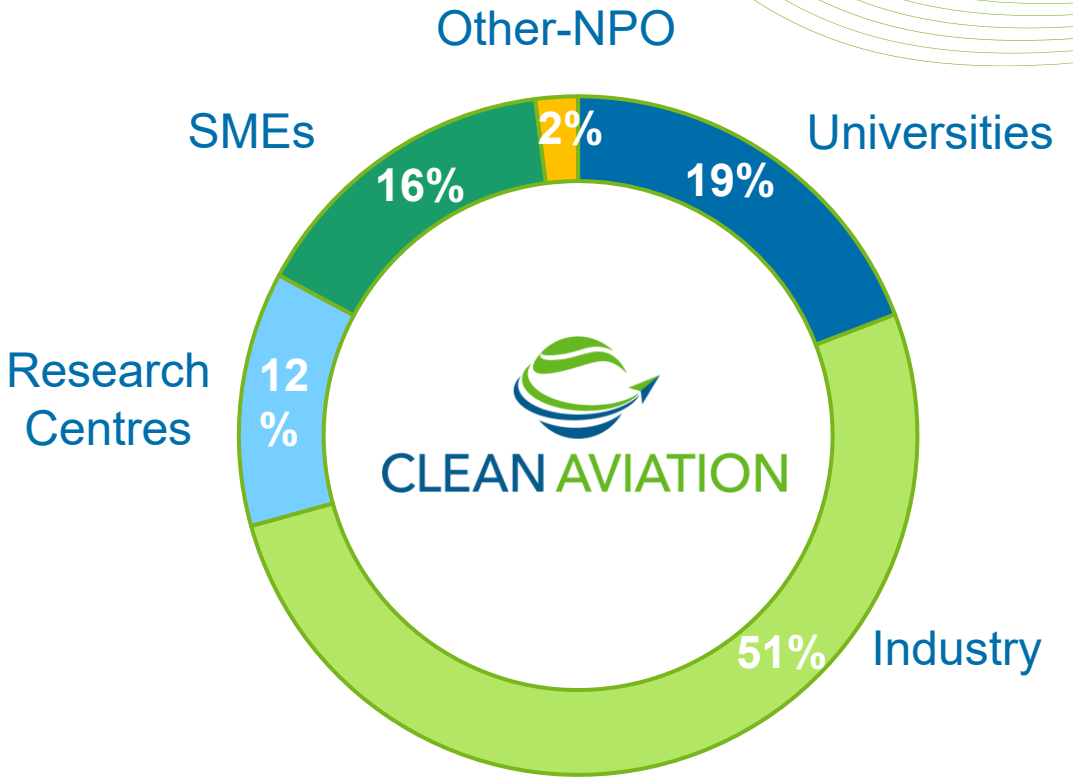
Performance objectives** and **maturity of critical technologies** to be **demonstrated by 2030

Participation in Clean Aviation's Call 1, 2 and 3



Share of budget for all participations

EU funding: €1.2 billion



319 individual participating entities

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Accelerating maturation & demonstration

EU funding 800M

EU Funding: €1.7B
Private Funding: > €2.4B

Phase 1
Develop concepts & technology options

Phase 2
Accelerate technology maturation through integrated demonstration

2022 — CALL 1 — CALL 2 — 2024 — CALL 3 — CALL 4 — CALL 5 — 2028 — 2030 — Entry into Service

2025 2026 2027

TRL 4

TRL 6

CRL 6

End of Phase 2

329.5M EU funding

>750M total effort

Clean Sky 2 Projects

2014 — 2024

Clean Sky 2

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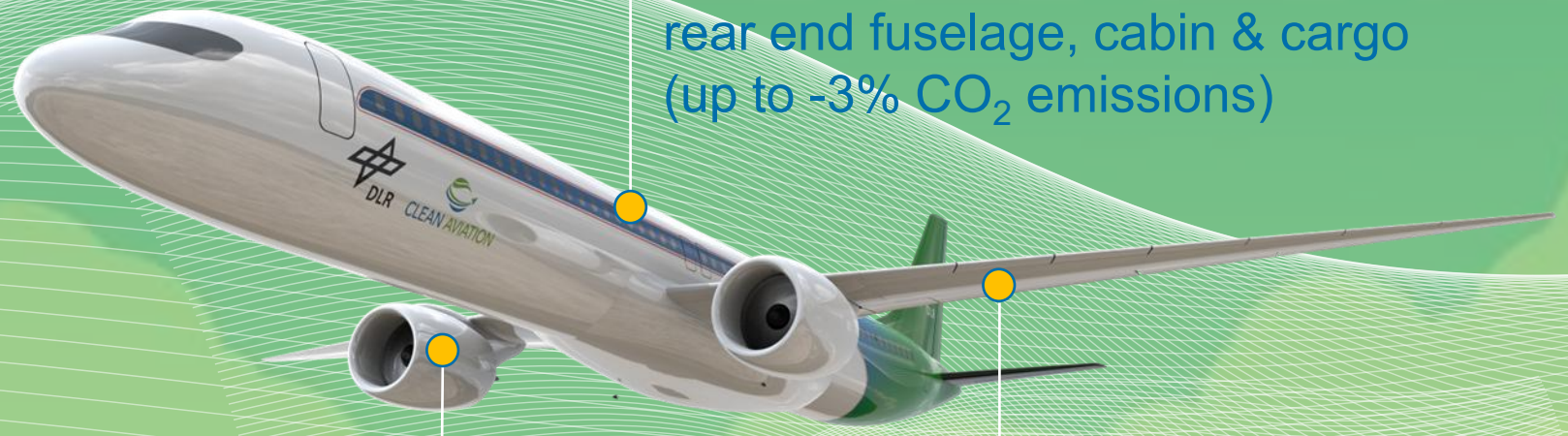
SMR Aircraft:
Main tech challenges

SHORT-MEDIUM RANGE

- Demonstration of an **Optimized System Platform** for Ultra-efficient SMR Aircraft
- Demonstration of an **Ultra-Efficient Rear Fuselage** and Empennage and Its Integrated Industrial System enabling EIS2035 for the SMR Aircraft
- Ground Demonstration of **Hybrid-Electric Propulsion Architectures** for the Ultra-efficient SMR aircraft

€ 130 M



Integrated fuselage and rear end fuselage, cabin & cargo (up to -3% CO_2 emissions)

Ultra Efficient Propulsion & Propulsion Integration (up to -20% CO_2 emissions)

Ultra performing wing with high aspect ratio (up to -15% CO_2 emissions)

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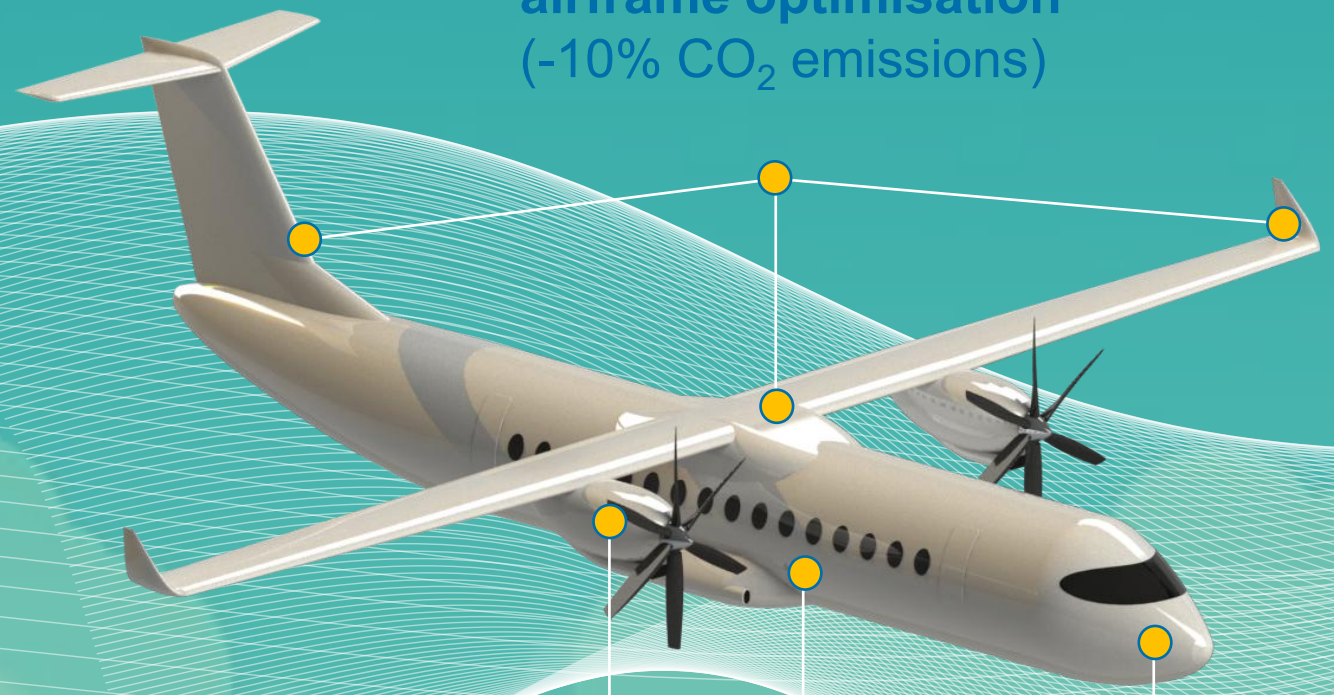
Regional Aircraft: Main tech challenges

REGIONAL

- Demonstration of an **advanced airframe** for ultra-efficient regional aircraft

€ 40 M



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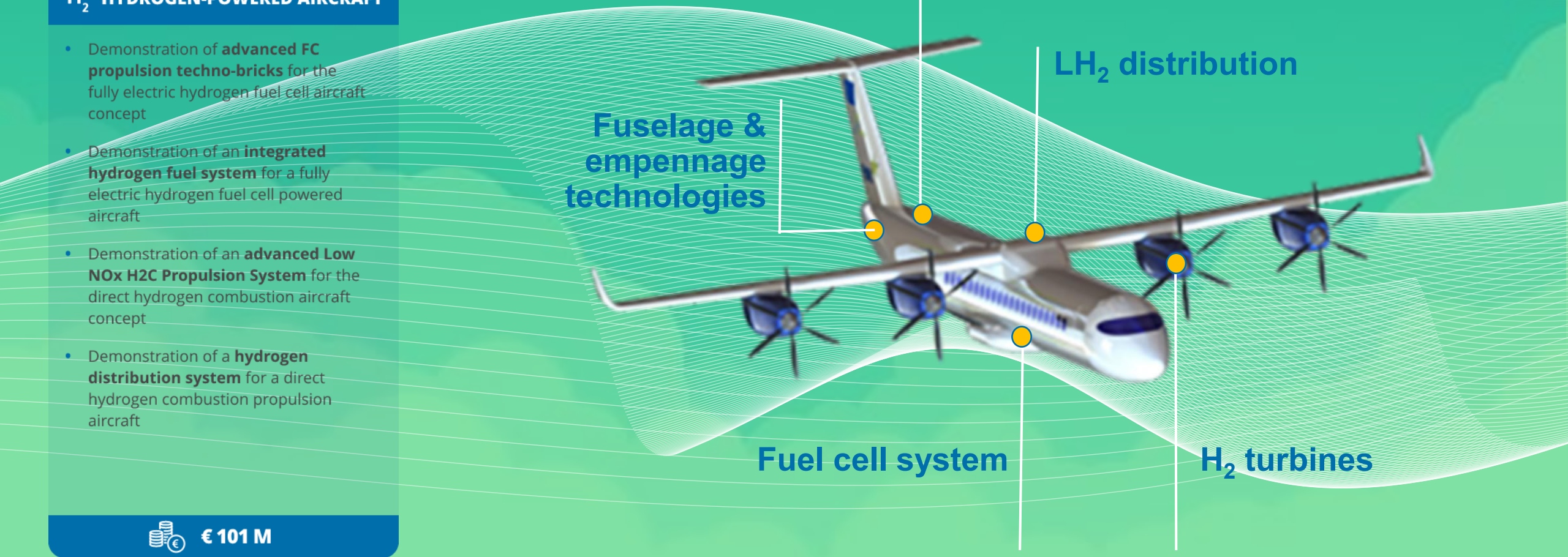
Hydrogen aircraft:
Main tech challenges

H2

H_2 HYDROGEN-POWERED AIRCRAFT

- Demonstration of **advanced FC propulsion techno-bricks** for the fully electric hydrogen fuel cell aircraft concept
- Demonstration of an **integrated hydrogen fuel system** for a fully electric hydrogen fuel cell powered aircraft
- Demonstration of an **advanced Low NOx H2C Propulsion System** for the direct hydrogen combustion aircraft concept
- Demonstration of a **hydrogen distribution system** for a direct hydrogen combustion propulsion aircraft

€ 101 M



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Call 4: 7 topics on FTAs plus Transverse activities

TRANSVERSE ACTIVITIES

- **Hydrogen powered aircraft concept** and key technologies integration and impact assessment
- Demonstration and Validation of **icing Certification Methodologies** compatible with EIS2035 for the SMR and REG Aircraft
- **Operational stakeholders' group** to support the deployment of Clean Aviation aircraft concepts and technologies

€ 18.5 M

FAST TRACK AREAS

- Demonstration of **low power Ice Protection** System technology
- Demonstration of **cabin acoustic optimization** technology

Regional Aircraft

- **Advanced noise-reducing technologies** for propulsion systems of next generation Ultra-efficient SMR aircraft
- **Key Technologies for Loads Control Lidar** for Ultra-efficient SMR aircraft

SMR Aircraft

- **Cryo-cooled power electronics** for a fully electric hydrogen powered aircraft
- **Superconducting motor windings** for a fully electric hydrogen fuel cell powered aircraft
- Innovative light weight and reliable **liquid hydrogen tank**

Hydrogen aircraft

€ 40 M

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Thank you

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Clean Aviation Call 4
Practical Guidance

Maria Calvo
Head of Unit Project Management, Clean Aviation

Call 4 Opening Phase – Key Milestones

Milestones	Standard Topics
▪ **Call Launch *via EC F&T Portal***	17 February 2026
▪ **Submission System open (by the latest) *via EC F&T Portal***	31 March 2026
▪ **Call Closure *via EC F&T Portal***	19 May 2026
▪ **Q&A opens until***	26 March 2026
▪ **Evaluation Phase**	June-July 2025
▪ **Results outcomes**	August 2026
▪ **Grant Signature**	October 2026 (FTA) Mid-December 2026 (LSP/ACI/CSA)
**A second and last Q&A release will be published mid-April at the latest*	

The Call 4 **contains 18 Topics** with an indicative total funding of **~€329.5 million**

Questions to: CFP-2026-01@clean-aviation.eu

*Q&A final version release 17-April

Find out more:

- **Clean Aviation JU** website: Calls for Proposals
- **Funding and Tenders Opportunities Portal**: Link

- **9 Large Scale Project (LSP) Topics** ~€283 million.
- **1 Aircraft Concept Integration (ACI) Topic** ~€6 million.
- **7 Fast Track Activities (FTA) Topics** ~€40 million.
- **1 Coordination and Support Action (CSA)** ~€0.5 million.

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Not legally binding

Call 4 Topic Overview

Identification Code HORIZON-JU-CLEAN-AVIATION-2026-04-…	Title	Type of Action	Ind. Value (Funding in M€)
Aircraft Concept Integration (ACI)			
ACI-01	Hydrogen powered aircraft concepts and key technologies integration and impact assessment	IA	6

Large Scale Projects (LSP)			
Transverse Activities (TRA)			
TRA-01	Demonstration and Validation of icing Certification Methodologies compatible with EIS2035 for the SMR and REG Aircraft	IA	12
Ultra-efficient regional aircraft topic (REG)			
REG-01	Demonstration of advanced airframe for ultra-efficient regional aircraft	IA	40
Short and medium-range aircraft topics (SMR)			
SMR-01	Demonstration of an Optimized System Platform for Ultra-efficient SMR Aircraft	IA	30
SMR-02	Demonstration of an Ultra-Efficient Rear Fuselage and Empennage and Its Integrated Industrial System enabling EIS2035 for the SMR Aircraft	IA	40
SMR-03	Ground Demonstration of Hybrid-Electric Propulsion Architectures for the Ultra-efficient SMR aircraft	IA	60
Hydrogen Powered aircraft topics (HPA)			
HPA-01	Demonstration of advanced FC propulsion techno-bricks for a fully electric hydrogen fuel cell powered aircraft	IA	50
HPA-02	Demonstration of an integrated hydrogen fuel system for a fully electric hydrogen fuel cell powered aircraft	IA	18
HPA-03	Demonstration of Advanced Low NOx H2C Propulsion System for a direct hydrogen combustion propulsion aircraft	IA	15
HPA-04	Demonstration of a hydrogen distribution system for a direct hydrogen combustion propulsion aircraft	IA	18

Call 4 Topic Overview

Call Topic Reference: *HORIZON-JU-CLEAN-AVIATION-2026-04-…*	Topic Title	Type of Action	Ind. Value (Funding in M€)
Coordination and Support Action (CSA)			
CSA-01	Operational stakeholders' group to support the deployment of Clean Aviation aircraft concepts and technologies	CSA	0.5
Fast Track Activities (FTA)			
FTA-01	Demonstration of low power Ice Protection System technology	RIA	5
FTA-02	Demonstration of cabin acoustic optimization technology	RIA	5
FTA-03	Advanced noise-reducing technologies for propulsion systems of next generation Ultra-efficient SMR aircraft	RIA	5
FTA-04	Key Technologies for Loads Control Lidar for Ultra-efficient SMR aircraft	RIA	5
FTA-05	Cryo-cooled power electronics for a fully electric hydrogen fuel cell powered aircraft	RIA	5
FTA-06	Superconducting motor windings for a fully electric hydrogen fuel cell powered aircraft	RIA	5
FTA-07	Innovative light weight and reliable liquid hydrogen tank	RIA	5

TOTAL	329.5 M€* 18 topics

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**One project per topic for Fast track activities,*

with funding reserved for an additional one based on the outcome of the evaluation.

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Topic Description

Call Topic descriptions

WHERE?

- **CAJU Amended Work Programme 2026-2027** (link) :
- Annex - Call Topics Description (Link)

LSP

LARGE SCALE PROJECTS

TRA
SMR
REG
HPA

TRANSVERSE ACTIVITIES (TRA)

HORIZON-JU-CLEAN-AVIATION-2026-04-TRA-01 Demonstration and Validation of icing Certification Methodologies compatible with EIS2035 for the SMR and REG Aircraft

Description of the call topic and topic specific conditions	
Chapter 2.4.3 of the Amended Work Programme and Budget 2026-2027 and the General Annexes to the HE Work Programme define the rules applicable to this call topic as complemented by the specific conditions listed below.	
Special eligibility condition - maximum EU contribution per topic	The maximum EU contribution for the topic is EUR 12 million. The Clean Aviation Joint Undertaking may award up to 1 project with funding depending on the outcome of the evaluation and the complementarity of the proposed actions.
Special eligibility condition - maximum EU contribution per project	The maximum EU contribution per project funded under this topic is EUR 12 million. Proposals requesting an EU contribution above the maximum amount specified above will be declared non-eligible and will not be evaluated.
Special eligibility condition - minimum EU contribution to SMEs, RTOs and universities	A minimum of 15% of the total EU contribution shall be allocated per proposal to Small-Medium Enterprises (SMEs) [12], Research and Technology Organisations (RTOs) and/or Universities having a beneficiary status. Proposals not meeting this condition will be declared non-eligible and will not be evaluated. The condition should be met by involving entities under such a legal status in the meaning of Horizon Europe rules across EU Member States and countries associated to Horizon Europe.
Indicative project duration	Maximum 36 months.
Type of Action	Innovation Action.
Technology Readiness Level	A minimum TRL4 shall be justified at project start for the considered technologies based on synergies with activities from Clean Aviation, Clean Sky 2, and other national, regional, and European programmes. Activities are expected to achieve TRL 6 at numerical prediction tools level

ACI

AIRCRAFT CONCEPT INTEGRATION (ACI)

HORIZON-JU-CLEAN-AVIATION-2026-04-ACI-01: Hydrogen powered aircraft concepts and key technologies integration and impact assessment

Description of the call topic and topic specific conditions	
Chapter 2.4.3 of the Amended Work Programme and Budget 2026-2027 and the General Annexes to the HE Work Programme define the rules applicable to this call topic as complemented by the specific conditions listed below.	
Special eligibility condition - maximum EU contribution per topic	The maximum EU contribution for the topic is EUR 6 million. The Clean Aviation Joint Undertaking may award up to 2 projects with funding depending on the outcome of the evaluation and the alignment of the proposed actions. In the selection of projects to be retained for funding, strong consideration will be given to the comprehensiveness and complementarity of the proposed actions, ensuring the broadest coverage of aircraft types and their payload/range capability. The project may address one or more aircraft concepts for either a fully electric hydrogen powered aircraft or for a direct hydrogen combustion propulsion hydrogen aircraft as identified in the Clean Aviation Strategic Research and Innovation Agenda.
Special eligibility condition - maximum EU contribution per project	The maximum EU contribution for each of the projects is EUR 3 million. Proposals requesting an EU contribution above the maximum amount specified above will be declared non-eligible and will not be evaluated.
Special eligibility condition applicable to the coordinator	Considering the outcome expected from the topic requiring capabilities to integrate, to perform assessment and to support certification of aircraft technologies on to aircraft concepts as described in the Amended Work Programme and Budget 2026-2027 and Clean Aviation SRIA, the coordinator's role shall be performed by an European based aircraft integrator aiming at designing, developing, manufacturing and certifying regional or short-medium range aircraft.
Indicative project duration	Maximum 48 months.
Type of Action	Innovation Action.
Technology Readiness Level	In the second phase of the programme, a second design iteration of the critical systems will be performed, supporting both the fuel cell-based propulsion aircraft concept and the hydrogen combustion powered aircraft concept defined in the SRIA. The EIS of these aircraft concepts is expected to be in 2040s (instead of 2035 as previously indicated in the SRIA) due to the shift of the ambition announced in 2025 linked to the lack of maturity of the whole ecosystem. In this context, activities in this call for proposals are expected to achieve TRL4 for critical technologies for the aircraft concepts considered, as indicated in section 'Expected Outcome', and will aim to expand and strengthen the ecosystem, fostering innovation and collaboration across the entire value chain. A minimum TRL3 shall be justified at project start for the considered technologies based on synergies with activities from Clean Aviation, and other national, regional, and

FTA

FAST-TRACK ACTIVITIES (FTA)

HORIZON-JU-CLEAN-AVIATION-2026-04-FTA-01: Demonstration of low power Ice Protection System technology

Description of the call topic and topic specific conditions	
Chapter 2.4.3 of the Amended Work Programme and Budget 2026-2027 and the General Annexes to the HE Work Programme define the rules applicable to this call topic as complemented by the specific conditions listed below.	
Indicative budget	The total indicative funding budget for the topic is EUR 5 million. The Clean Aviation Joint Undertaking may award up to 1 project with funding depending on the outcome of the evaluation and the complementarity of the proposed actions.
Expected EU contribution per project	The Clean Aviation Joint Undertaking estimates that an EU contribution up to EUR 5 million would allow these outcomes to be addressed appropriately.
Special eligibility condition – limitation of the types of legal entities eligible to coordinate the project	The coordinator role shall be limited to legal entities having the following type of organisation: • University, • Research and Technology Organisation (RTO) or • SME (legal entities are advised to confirm their SME status[120]).
Indicative project duration	Maximum 24 months.
Type of Action	Research and Innovation Actions.
Technology Readiness Level	A minimum TRL4 shall be justified at project start for the contributing technologies. Activities are expected to achieve TRL 5 at system level at project completion, as indicated in section 'Expected Outcome'. Applicants must provide a detailed plan of the TRL steps and a roadmap that can deliver the technology maturity needed by the end of Clean Aviation for the results of their project to be included in new aircraft with an entry into service by 2035. See General Annex B of Horizon Europe for a guide to the TRL definitions and criteria to be used.

CSA

COORDINATION AND SUPPORT ACTION

HORIZON-JU-CLEAN-AVIATION-2026-04-CSA-01: Operational stakeholders' group to support the deployment of Clean Aviation aircraft concepts and technologies.

Description of the call topic and topic specific conditions	
Chapter 2.4.3 of the Amended Work Programme and Budget 2026-2027 and the General Annexes to the HE Work Programme define the rules applicable to this call topic as complemented by the specific conditions listed below.	
Special eligibility condition - maximum EU contribution per topic	The maximum EU contribution for the topic is EUR 0.5 million. The Clean Aviation Joint Undertaking may award up to 1 project with funding depending on the outcome of the evaluation and the complementarity of the proposed actions.
Special eligibility condition - maximum EU contribution per project	The maximum EU contribution per project funded under this topic is EUR 0.5 million. Proposals requesting an EU contribution above the maximum amount specified above will be declared non-eligible and will not be evaluated.
Indicative project duration	Maximum 36 months.
Type of Action	Coordination and Support Action.
Special skills and/or capabilities expected from the Applicant(s)	The Clean Aviation Joint Undertaking expects proposals to be submitted by consortia that include aircraft operators, research and technology organisations, universities, with a proven track record and extended knowledge in aircraft operations and deployment of novel technologies in the aviation ecosystem. Involvement and cooperation with key industry players from Clean Aviation projects, including aircraft and engine manufacturers should be considered as detailed in *Other relevant projects* specific condition below. The consortium configuration should ensure that the appropriate type of operators (such as Airlines, Airports and Ground Operators, Maintenance Repair and Overhaul, Air Traffic Control, referred to as "operational stakeholders" or "operators" in the rest of the topic) are represented in the project to aim at facilitating the transition from research and product innovation to market deployment from 2035. Applicant(s) should be able to manage and facilitate efficient and structured exchanges between a wide range of aviation stakeholders. Applicants should ensure their proposal and consortium reflect all necessary expertise and capabilities. Applicants should identify and include the additional expertise needed to complement the traditional aeronautical domain, in order to effectively address the market

CALL 4 TOPICS – SPECIFIC TOPIC CONDITIONS

Non-legally binding

Legal aspects	LSP (TRA, REG, SMR, HPA)	ACI	FTA	CSA
Special eligibility condition - minimum 15% of the total EU contribution to SMEs, RTOs and universities	✓	N/A	N/A	N/A
Special eligibility condition applicable to the coordinator	N/A	✓ European based aircraft integrator	✓ SME, University or RTO	N/A
Topic condition - Special role – "End-user" – Associated Partner	N/A	N/A	✓ European based aircraft integrator	N/A
In-kind contributions (IKC) - total IKC at least 1.5 times the proposal funding request in aggregate	✓	✓	N/A	N/A
Cooperation Agreement for phase 2 to ensure connection and transfer of results from phase 1 projects to phase 2	✓	✓	N/A	✓
Involvement of EASA - Third Party providing IKC	✓	✓	N/A	N/A
Award criteria	As in Calls 1 to 3	As in Calls 1 to 3	Simplified	Simplified
Scoring – weight factor	Score for 'Impact' = weight of 1.5	Score for 'Impact' = weight of 1.5	Equal weight	Equal weight

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Topic Description

Large Scale Projects (LSP)
& Aircraft Concept Integration (ACI)

Topic description structure (LSP and ACI)

Description of the call topic and topic specific conditions

Eligibility

- Special eligibility condition - maximum EU contribution per topic
- Special eligibility condition - maximum EU contribution per project
- Special eligibility condition applicable to the coordinator
- **LSP only:** Special eligibility condition - minimum 15% of funding allocation to SMEs, RTOs, and UNIs as beneficiaries
- **ACI only:** Special eligibility condition applicable to the coordinator
- Indicative project duration
- Type of Action: **Innovation Actions**
- Technology Readiness Level
- Certification Readiness Level
- Special skills and/or capabilities expected from the Applicant(s)
- Membership/ Consortium agreement
- Cooperation Agreement(s)
- Enhanced cooperation – linked actions
- Impact Monitoring
- Project Monitoring
- In-kind contributions (IKOP/IKAA by JU Members; co-funding by other applicants)
- Other relevant projects
- Involvement of EASA

Expected Outcome

Scope

Performance targets

Not legally binding

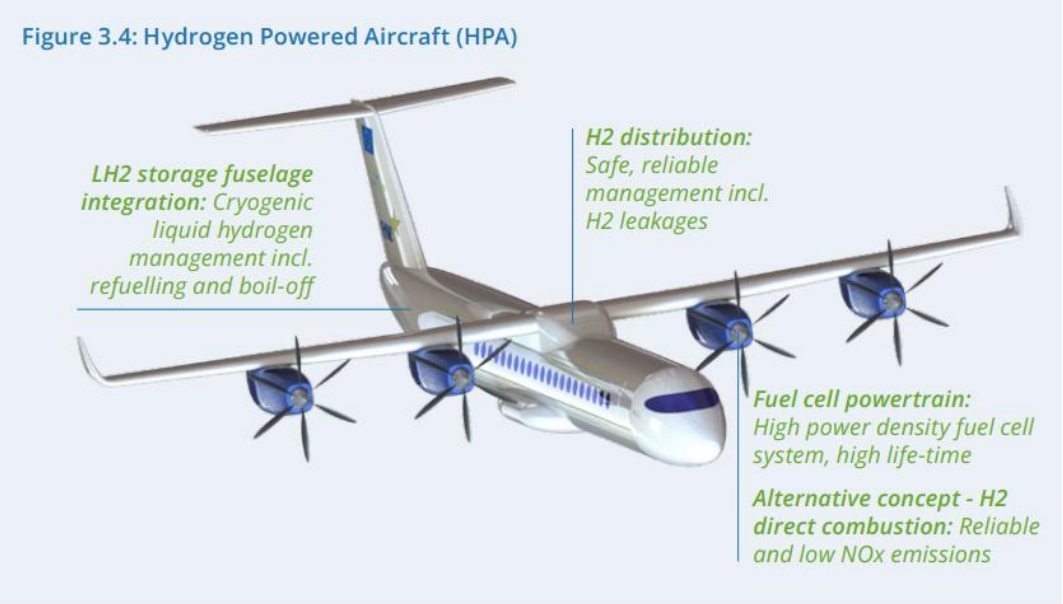
⚠ LSP: special eligibility condition on funding distribution

- To foster participation in the programme technical activities of SMEs, RTOs and universities, and to widen participation across EU countries, in line with the objectives of the Single Basic Act that govern Clean Aviation's activities, the topic conditions for Call 4 have been revised to introduce **an eligibility condition** (i.e. **requiring a minimum 15% of funding allocation to SMEs, RTOs, and universities** as beneficiaries at proposal level) in the **Large-Scale Topics.**

⚠ ACI-Special eligibility condition applicable to the coordinator

Considering the outcome expected from the topic **requiring capabilities to integrate, to perform assessment and to support certification of aircraft technologies** on to **aircraft concepts** as described in the Amended Work Programme and Budget 2026-2027 and Clean Aviation SRIA, the coordinator's role shall be performed by an European based aircraft integrator aiming at designing, developing, manufacturing and certifying regional or short-medium range aircraft.

SRIA 2024
A/C concept



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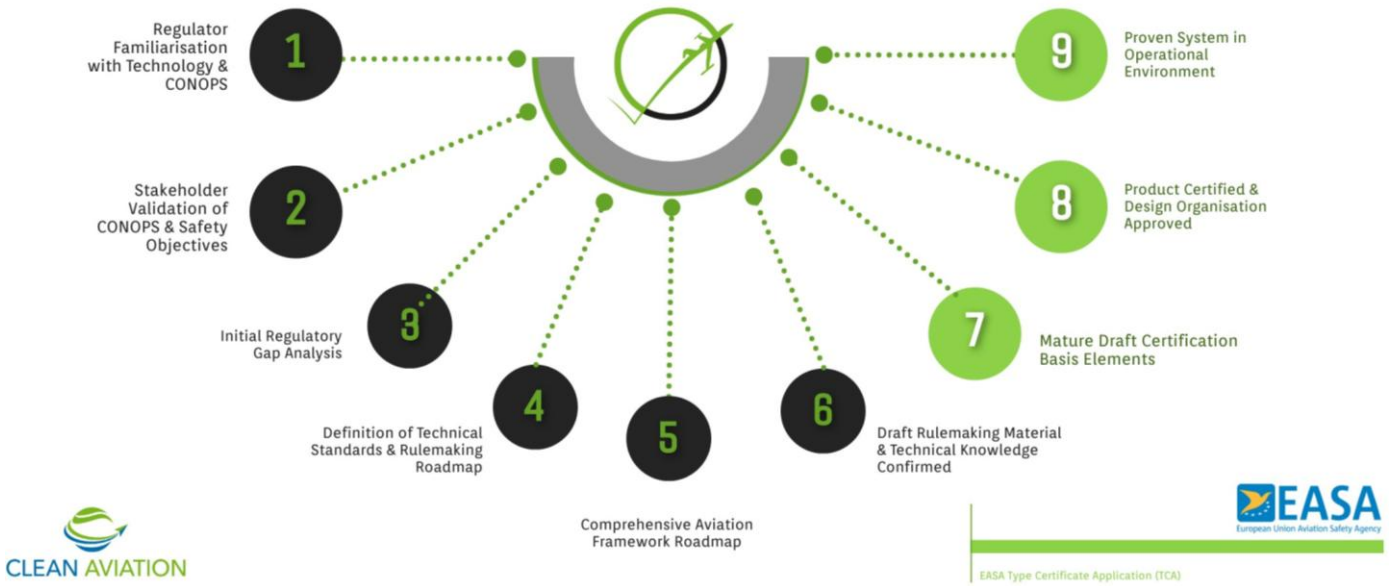
Certification Readiness Level

concerto

Construction Of Novel CERTification methOds and means of compliance for disruptive technologies

CRL Scale

CERTIFICATION READINESS LEVEL SCALE



CRL	Description
1	Safety regulator familiarization with technology and Concept of Operations (ConOps)
2	Confirmation of the ConOps assumptions and safety objectives by all stakeholders
3	Initial regulatory gap analysis: identification of key regulations that would be mainly affected along with an identification of those that would need to be amended/developed in priority
4	Definition of technical standards & rulemaking roadmap: identification of the main principles for technical standards and roadmap for overall necessary rulemaking and/or recommended industry standard activities associated to the novelties/specificities of the design
5	Identification of the roadmap for a comprehensive aviation framework readiness
6	Confirmation of necessary technical knowledge and availability of first draft of rulemaking material
7	Mature generic elements of a certification basis
8	Product (integrating the technology) certified
9	Actual system (design, operation, maintenance) proven in operational environment

https://www.concertoproject.eu/crl-scale

Involvement of EASA

In line with the topic conditions, proposals submitted should have a plan to include EASA Participation (e.g. certification, exploitation route) to de-risk and secure the certification of aircraft concepts embodying novel technologies:

- The **scope of work** and specific activities involving EASA, whether tentative or pre-agreed, should be clearly outlined, along with the corresponding **allocation of funding**.
- **Reference to existing contracts** (if already in place) should be included in the proposal

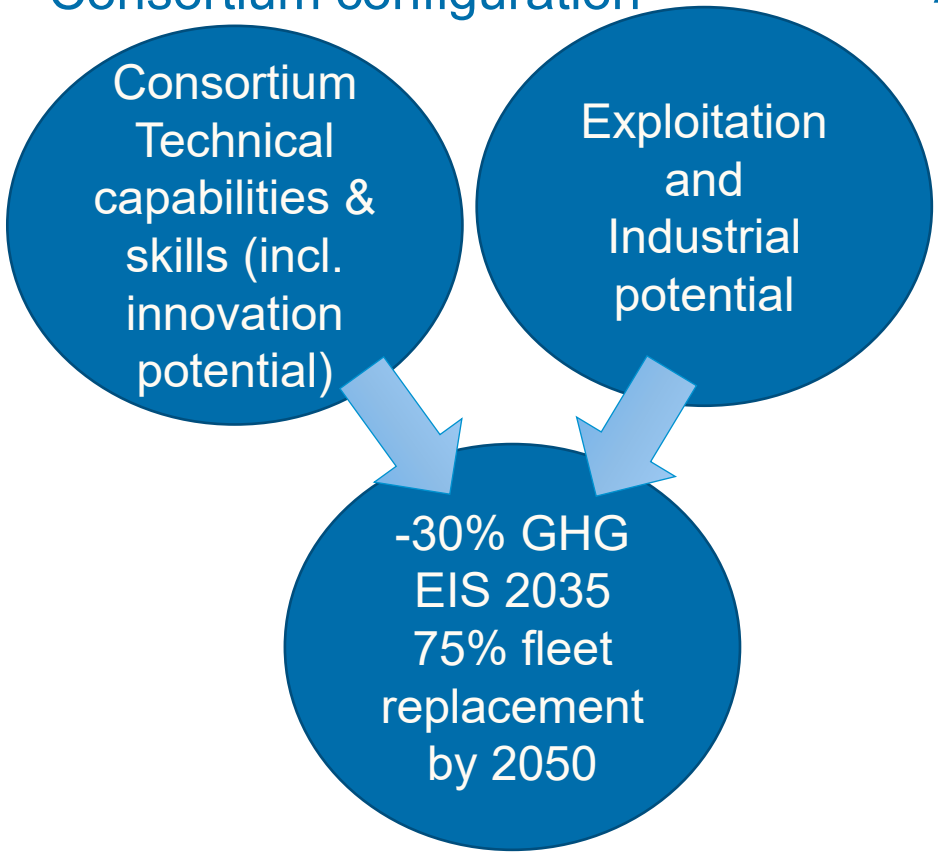
If the proposal successfully passed the evaluation, the grant preparation phase should further specify EASA's involvement. EASA's participation in projects will:

- Follow the EASA **service contract** unless other contractual arrangements are already in place to support the proposal ;
- Include the allocated funding for EASA activities **within the project budget** (no additional funding will be granted for EASA participation after project award).

→ EASA financing of activities should be implemented within the EU max grant amount and in alignment with the description as defined in the project.

Special skills / capabilities expected from the applicant(s)/ consortium

Consortium configuration



Applicants should:

- Ensure their proposal and consortium reflect all **necessary expertise and capabilities**;
- Identify and include the **additional expertise** needed to complement the traditional aeronautical domain, in order to effectively address the incorporation of new/disruptive technologies;
- Where appropriate, **include newcomers to the field of aeronautics** and in particular SMEs, start-ups and/or knowledge centres that can bring disruptive innovation to the project as proposed

Consortia capabilities, skills and expertise to deliver the expected impact

In-Kind Contribution and Synergies

In-Kind Contribution (IKC) to the Programme

- Members vs. Non-Members
- Two types of IKC:
  - IKC to operation activities (IKOP)
  - IKC to additional activities (IKAA)
- Required min. level of in-kind contributions: 1.5 times the funding request in aggregate for the proposal

Ref. Art. 61 of the Council Regulation (EU) 2021/2085

The proposal should include:

- the level of IKC envisaged to be provided by the Members (IKOP + IKAA); Table 3.1.f

Members in successful proposals must declare IKA plan aligned with Grant and send Official confirmation of no overlap of Additional Activities among projects.

Integrated Planning

- The applicants should ensure their proposal **is aligned with the Gantt chart(s) of the relevant thrust(s)** as published in the applicable Clean Aviation Work Programme, duly considers **interfaces and interdependencies** therein, in order to ensure a consistent and coordinated approach with the selected other relevant projects selected under this call and previous CAJU CfPs.
- **The Gantt Chart for each Thrust (ref. latest CAJU Work Programme)**

SMR

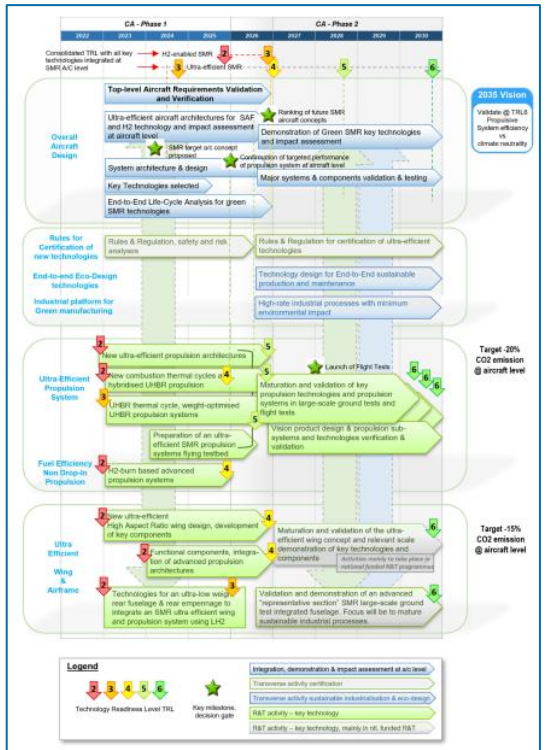


Figure: The Short/Medium-Range Aircraft High level planning

REG

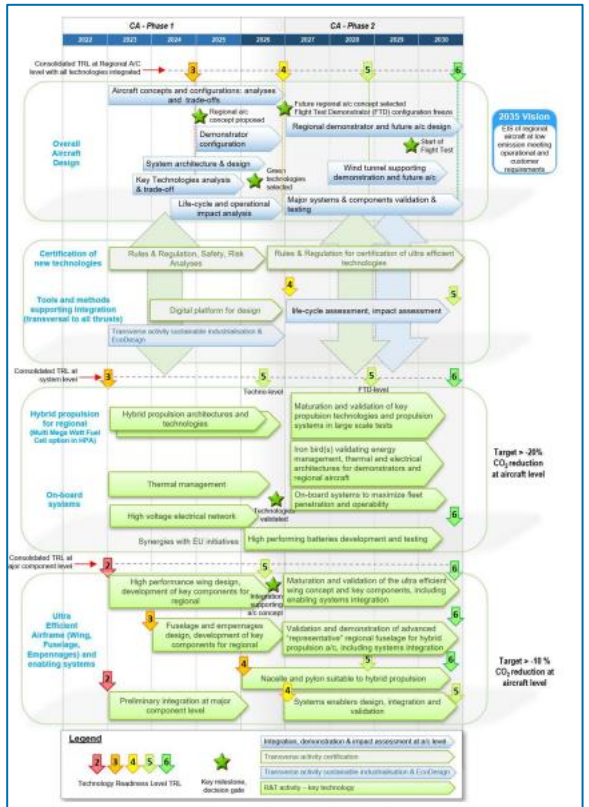
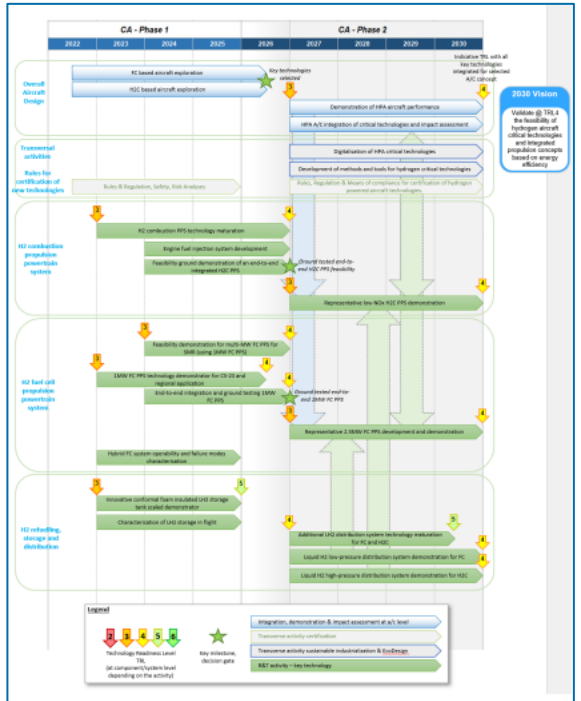


Figure: The Regional Aircraft High level planning

HPA



gure: Hydrogen powered aircraft High level planning

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Integrated Planning

➢ Cooperation Agreement & Cooperation Plan

The applicants should :

- draw up in their proposal **a list of topics published in this call, from which other relevant projects may be selected** and with which cooperation and an exchange of information will be needed in order to achieve the proposal's objectives.

Successful applicants, after the Grant signature, will have to **accede the existing Cooperation agreement (between CAJU projects):**

- Defines the modalities to exchange data and information
- Foster the impact monitoring exchanges as set in CAJU Work Programme, with a Cooperation Matrix.

The **Cooperation Plan** (between linked projects), due at M6, sets out the key interfaces and joint activities/milestones, aligns project milestones and deliverables, and ensures consistency with the relevant Thrust Gantt chart(s) by addressing interfaces and interdependencies with other CAJU projects.

Impact Monitoring (IM)

Impact and contribution to Clean Aviation High-Level Goals (HLGs): Alignment of results and progress towards the contribution to the SRIA High-Level Objectives (performance targets and industrial readiness towards EIS2035*) will be regularly assessed (by consortia and the CAJU) against Key performance indicators defined across projects.

- Continuous monitoring: Ensure relevant exchanges of information and data:
  - **At aircraft concepts** (a/c) SMR ACAP/HERA/ACIandI/HERACLES project(s): Collection of data from the other relevant project(s) contributing to the aircraft architecture **on a yearly basis**
  - **At sub-systems areas/key technologies/demonstration level:** Delivery data to the other relevant project(s) on aircraft architecture **on a yearly basis**
- **Impact Monitoring Project deliverables** : Issue an annual impact/performance assessment including a **TRL & path to CRL** assessment supported by evidence, in order monitor and assess the progress of the activity towards the targeted impact and performance.

Impact Monitoring Framework

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** For HPA, EIS 2040*

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Topic Description

Fast Track Activities (FTA)

Topic description/structure (FTA)

Description of the call topic and topic specific conditions

- Indicative budget
- Expected EU contribution per project
- Special eligibility condition – limitation of the types of legal entities eligible to coordinate the project (Eligibility)
- Indicative project duration
- Type of Action: **Research and Innovation Actions**
- Technology Readiness Level
- Special skills and/or capabilities expected from the Applicant(s)
- Consortium agreement
- Additional topic condition – special role in the project as “end-user” with possible participation as Associated Partner
- End-user’s role
- Project Monitoring

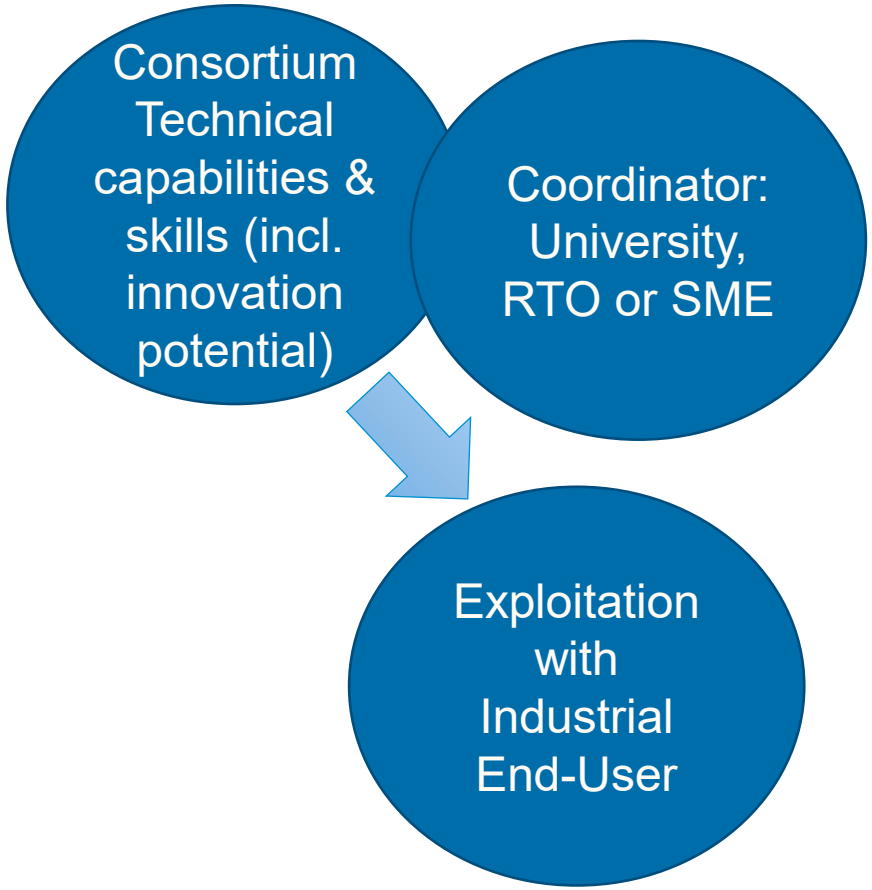
Expected Outcome
Scope
Performance targets

FTA: Special skills and/or capabilities expected from the Applicant(s)

- Similar as in LSP, to foster participation in the programme technical activities of SMEs, RTOs and universities, and to widen participation across EU countries, in line with the objectives of the Single Basic Act that govern Clean Aviation's activities, **the FTA call conditions limit funding allocation to industry**: *Industrial entities (except SMEs) are expected to join the consortium as Associated Partners with zero requested EU funding. Any form of participation… should be duly justified… and should be limited to 10% in terms of funding allocation.*
- This is not an eligibility condition.

FTA: Special skills / capabilities expected from the Applicant(s)/ consortium

- Consortium configuration



Applicants should:

- Ensure their proposal and consortium reflect all **necessary expertise and capabilities**;
- Identify and include the **additional expertise** needed to complement the traditional aeronautical domain, in order to effectively address the incorporation of new/disruptive technologies;
- Where appropriate, **include newcomers to the field of aeronautics** and in particular SMEs, start-ups and/or knowledge centres that can bring disruptive innovation to the project as proposed
- The **industrial "end-user"** of the project shall be capable to integrate and mature the aircraft concept as addressed and described in the applicable Amended Work Programme and Budget 2026-2027 and Clean Aviation SRIA.

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Topic Description

Coordination and Support Action (CSA)

Topic description structure (CSA action): content, objectives and conditions (example)

Description of the call topic and topic specific conditions

- Special eligibility condition - maximum EU contribution per topic (0.5M€)
- Indicative project duration
- Indicative budget
- Type of Action: **Coordination and Support Action**
- Special skills and/or capabilities expected from the Applicant(s)
- Membership/consortium agreement
- Cooperation Agreement
- Project Monitoring
- Other relevant projects

Expected Outcome

Scope

Topic description structure (CSA action): content, objectives and conditions (extract)

Description of the call topic and topic specific conditions	
Chapter 2.4.3 of the Amended Work Programme and Budget 2026-2027 and the General Annexes to the HE Work Programme define the rules applicable to this call topic as complemented by the specific conditions listed below.	
Special eligibility condition - maximum EU contribution per topic	The maximum EU contribution for the topic is EUR 0.5 million. The Clean Aviation Joint Undertaking may award up to 1 project with funding depending on the outcome of the evaluation and the complementarity of the proposed actions.
Special eligibility condition - maximum EU contribution per project	The maximum EU contribution per project funded under this topic is EUR 0.5 million. Proposals requesting an EU contribution above the maximum amount specified above will be declared non-eligible and will not be evaluated.
Indicative project duration	Maximum 36 months.
Type of Action	Coordination and Support Action.
Special skills and/or capabilities expected from the Applicant(s)	The Clean Aviation Joint Undertaking expects proposals to be submitted by consortia that include aircraft operators, research and technology organisations, universities, with a proven track record and extended knowledge in aircraft operations and deployment of novel technologies in the aviation ecosystem. Involvement and cooperation with key industry players from Clean Aviation projects, including aircraft and engine manufacturers should be considered as detailed in *Other relevant projects* specific condition below. The consortium configuration should ensure that the appropriate type of operators (such as Airlines, Airports and Ground Operators, Maintenance Repair and Overhaul, Air Traffic Control, referred to as “operational stakeholders” or “operators” in the rest of the topic) are represented in the project to aim at facilitating the transition from research and product innovation to market deployment from 2035. Applicant(s) should be able to manage and facilitate efficient and structured exchanges between a wide range of aviation stakeholders. Applicants should ensure their proposal and consortium reflect all necessary expertise and capabilities. Applicants should identify and include the additional expertise needed to complement the traditional aeronautical domain, in order to effectively address the market

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Application Form
LSP, ACI, FTA, CSA

LSP/ACI - CAJU Application Form / Proposal Template: structure

The applicants will submit a proposal, divided in several parts:

- **Part A:** the administrative information about the proposal and the participants.
- **Part B**: **the technical description of the proposal** (main aspects of the proposal to be evaluated i.e. summary budget, timeline, effort, work breakdown structure, risks according to the evaluation criteria (excellence, impact, evaluation). PART B is subject to a **120-page limitation (excluding the annexes).**
- **Annexes to Part B** including information:
  - Work packages: detailed description of tasks, related efforts and cost breakdown per beneficiary
  - detailing the consortium configuration (e.g., consortium members, subcontractors, affiliated entities, core competences, operational capacity)
  - any ethics and/or security aspects flagged in Part A.

→ Applicant(s) should ensure coherence / consistency between Part A, Part B and Annexes.
All these parts are necessary to validate the proposal application.

FTA - CAJU Application Form / Proposal Template: structure

The applicants will submit a proposal, divided in several parts:

- **Part A:** the administrative information about the proposal and the participants.
- **Part B**: **the technical description of the proposal** (main aspects of the proposal to be evaluated i.e. summary budget, timeline, effort, work breakdown structure, risks according to the evaluation criteria (excellence, impact, evaluation). PART B is subject to a **50-page limitation (excluding the annexes).**
- **Annexes to Part B** including information:
  - ~~Work packages: detailed description of tasks, related efforts and cost breakdown per beneficiary~~
  - detailing the consortium configuration (e.g., consortium members, subcontractors, affiliated entities, core competences, operational capacity)
  - any ethics and/or security aspects flagged in Part A.

→ Applicant(s) should ensure coherence / consistency between Part A, Part B and Annexes.
All these parts are necessary to validate the proposal application.

CSA - CAJU Application Form / Proposal Template: structure

The applicants will submit a proposal, divided in several parts:

- **Part A:** the administrative information about the proposal and the participants.
- **Part B**: **the technical description of the proposal** (main aspects of the proposal to be evaluated i.e. summary budget, timeline, effort, work breakdown structure, risks according to the evaluation criteria (excellence, impact, evaluation). PART B is subject to a **30-page limitation (excluding the annexes).**
- **Annexes to Part B** including information:
  - ~~Work packages: detailed description of tasks, related efforts and cost breakdown per beneficiary~~
  - detailing the consortium configuration (e.g., consortium members, subcontractors, affiliated entities, core competences, operational capacity)
  - any ethics and/or security aspects flagged in Part A.

→ Applicant(s) should ensure coherence / consistency between Part A, Part B and Annexes.
All these parts are necessary to validate the proposal application.

ALL - CAJU Application Form - Part B: Format & Page Rules

Non-compliance may lead to inadmissibility or parts not being evaluated

REMINDER

Applicants MUST ensure that proposals:

- Follow the **mandatory application form structure**: Sections 1-3 must align with evaluation criteria as set out in the applicable CAJU Work Programme 2026-2027;
- Respect the **max. page limit** (title, list of participants and Sections 1–3 incl. tables/figures/references). Annexes are excluded, unless otherwise specified.
- Use the **required page format:** Page size: A4 - Margins: ≥ 15 mm on all sides (excluding headers/footers)
- Use the **required font settings** (body text): Times New Roman / Times / Nimbus Roman No. 9 L - Minimum font size: 11 pt (incl. tables)
- **Ensure legibility**: figures, tables, formulas must be readable and remain within margins
- **Submit a proper PDF version:** convert directly from Word **to PDF** (do not submit scanned documents)

CAJU Application Form: example

A.1. Objectives and ambition

This section should be presented as a narrative. The detailed tasks and work packages are described below under 'Implementation'.

A.1.1. Clarity and pertinence of the project's objectives

[a. 1] Describe the S.M.A.R.T objectives of the proposed action and their pertinence to the work programme topic. Proposed objectives must be Specific (target a specific area for improvement), Measurable (define an indicator of progress), Achievable (demonstrate that these can be accomplished during the project timeframe), Realistic (state relevant results can realistically be achieved, given available resources), Time-related (specify when the results can be achieved). Objectives must be consistent with the expected exploitation and impact of the project (section 2 "Impact").

[Your text]

A.1.2. Relevance vs the SRIA/topic objectives

[a. 2] Explain the relevance of the project' ambition with respect to the topic objectives and then, their contribution to the Clean Aviation Strategic Research and Innovation Agenda. Specifically, the proposal should explain the envisaged contributions and benefits of the proposed actions to the next generation of aircraft.

[Your text]

Text Box in each section are introduced to respect the margins.
Include *[Your Text]* in the applicable area

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Rules of Submission, evaluation, selection of proposals
LSP, ACI, FTA, CSA

LSP/ACI: Rules of submission, evaluation, selection of proposals in the open calls

Main elements:

- **Submission of proposals under the open calls, procedural steps (in line with HE rules)**
- **Eligibility, evaluation *vs* award criteria and selection process (in line with HE rules)**

1) Experts' individual assessment
2) Consensus Phase (including possible hearings)
3) Topic Panel Review – cross reading of final reports (Evaluation Summary Reports)
4) Call Panel Review (optional)

- ❑ **Establishment by the ED of the list of proposals selected for funding to be sent to the GB for approval**
- ❑ **Mechanisms to prioritise proposals and to steer budget flexibility where needed**

- **GA preparation phase leading to grant signature – technical and financial adjustments of proposals may be requested based on Evaluation summary reports**

NB: Rules for Submission must be read in combination with the applicable CAJU Work Programme (eligibility rules, award criteria, weightings, criteria for "ex aequo" etc) and the call text (topics description, requirements and additional conditions applicable at call or specific topic level)

FTA - Rules of submission, evaluation, selection of proposals in the open calls

Main elements:

- **Submission of proposals under the open calls, procedural steps (in line with HE rules)**
- **Eligibility, evaluation *vs* award criteria and selection process (in line with HE rules)**

1) Experts' individual assessment
2) Consensus Phase ~~(including possible hearings)~~
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- ❑ **Establishment by the ED of the list of proposals selected for funding to be sent to the GB for approval**
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CSA - Rules of submission, evaluation, selection of proposals in the open calls

Main elements:

- **Submission of proposals under the open calls, procedural steps (in line with HE rules)**
- **Eligibility, evaluation *vs* award criteria and selection process (in line with HE rules)**

1) Experts' individual assessment
2) Consensus Phase (including possible hearings)
3) Topic Panel Review – cross reading of final reports (Evaluation Summary Reports)
~~4) Call Panel Review (optional)~~

- ❑ **Establishment by the ED of the list of proposals selected for funding to be sent to the GB for approval**
- ❑ **Mechanisms to prioritise proposals ~~and to steer budget flexibility where needed~~**

- **GA preparation phase leading to grant signature – ~~technical and financial adjustments of proposals may be requested~~ based on Evaluation summary reports**

NB: Rules for Submission must be read in combination with the applicable CAJU Work Programme (eligibility rules, award criteria, weightings, criteria for "ex aequo" etc) and the call text (topics description, requirements and additional conditions applicable at call or specific topic level)

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Evaluation Criteria
LSP, ACI, FTA, CSA

LSP/ACI: Evaluation criteria: Excellence, Impact, Implementation

The CAJU application form is structured to address all the sub-criteria composing each of the 3 evaluation criteria. These will be used during the evaluation to set up the scoring and the ranking.

The following aspects will be considered, to the extent that the proposed work corresponds to the description in the applicable CAJU Work Programme:

[A] EXCELLENCE
i. Relevance vs the SRIA/topic objectives
ii. Clarity and pertinence of the project's objectives (SMART objectives)
iii. Soundness of the proposed overall methodology
iv. High level of innovation and associated performance objectives.

Make sure you are using the **CAJU templates** (Part B and Annexes) available on the Portal for this Call!

The evaluation criteria are elaborated and implemented as specified in the applicable CAJU Work Programme and Rules for Participation. More details are provided in the CAJU Application Form Template (Part B and Annexes).

FTA - Evaluation criteria: Excellence, Impact, Implementation

The CAJU application form is structured to address all the sub-criteria composing each of the 3 evaluation criteria. These will be used during the evaluation to set up the scoring and the ranking.

The following aspects will be considered, to the extent that the proposed work corresponds to the description in the applicable CAJU Work Programme:

[A] EXCELLENCE
~~i. Relevance vs the SRIA/topic objectives~~
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[A] EXCELLENCE
~~i. Relevance vs the SRIA/topic objectives~~
ii. Clarity and pertinence of the project's objectives (SMART objectives)
iii. Soundness of the proposed overall methodology
~~iv. High level of innovation and associated performance objectives.~~

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The evaluation criteria are elaborated and implemented as specified in the applicable CAJU Work Programme and Rules for Participation. More details are provided in the CA JU Application Form Template (Part B and Annexes).

LSP/ACI: Evaluation criteria: Excellence, Impact, Implementation

[B] IMPACT
i. **Credibility of the pathways to achieve the expected outcomes and impacts** (quantitative measurement/assessment and performance monitoring strategy)
ii. **Measures to maximize expected outcomes and impacts**
iii. **Credible plan for a potential market uptake**
iv. **Industrial strategy of the consortium as a whole** describing the possible **supply chain** approach, the envisaged **knowledge transfer** if any and the **industrial capabilities** and **objectives of participants**, etc.
v. **Existing synergies with Programmes** (EU, national, regional)

Make sure you are using the **CAJU templates** (Part B and Annexes) available on the Portal for this Call!

The evaluation criteria are elaborated and implemented as specified in the applicable CAJU Work Programme and Rules for Participation. More details are provided in the CAJU Application Form template (Part B and Annexes).

FTA - Evaluation criteria: Excellence, Impact, Implementation

[B] IMPACT
i. **Credibility of the pathways to achieve the expected outcomes and impacts** (quantitative measurement/assessment and performance monitoring strategy)
ii. **Measures to maximize expected outcomes and impacts**
~~iii. **Credible plan for a potential market uptake**~~
~~iv. **Industrial strategy of the consortium as a whole** describing the possible **supply chain** approach, the envisaged **knowledge transfer** if any and the **industrial capabilities** and **objectives of participants**, etc.~~
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CSA - Evaluation criteria: Excellence, Impact, Implementation

[B] IMPACT
i. **Credibility of the pathways to achieve the expected outcomes and impacts** (quantitative measurement/assessment and performance monitoring strategy)
ii. **Measures to maximize expected outcomes and impacts**
~~iii. **Credible plan for a potential market uptake**~~
~~iv. **Industrial strategy of the consortium as a whole** describing the possible **supply chain** approach, the envisaged **knowledge transfer** if any and the **industrial capabilities** and **objectives of participants**, etc.~~
~~v. **Existing synergies with Programmes** (EU, national, regional)~~

Make sure you are using the **CAJU templates** (Part B and Annexes) available on the Portal for this Call!

The evaluation criteria are elaborated and implemented as specified in the applicable CAJU Work Programme and Rules for Participation. More details are provided in the CAJU Application Form template (Part B and Annexes).

LSP/ACI: Evaluation criteria: Excellence, Impact, Implementation

[C] IMPLEMENTATION
i. **Quality and effectiveness of the proposed project work plan, appropriateness of the effort assigned to work packages, major / key milestones and deliverables consistent with final targets/objectives sought in the topic**;
ii. Appropriateness of the **financial plan and budget in line with the topics' indicative value;**
iii. **Consortium configuration and the necessary expertise to meet the objectives and mitigate technical risks**;
iv. Match of **technical capabilities and skills with the Topic Area and congruent with the programme objectives** embodied in the topic;
v. Ability to involve **supply chain** and into an **equal or higher tier industrial organisation;**
vi. Ability to ensure an **adequate level of in-kind contribution to the CA JU** as defined in the calls/topics.

Make sure you are using the **CAJU templates** (Part B and Annexes) available on the Portal for this Call!

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The evaluation criteria are elaborated and implemented as specified in the applicable CAJU Work Programme and Rules for Participation. More details are provided in the CAJU Application Form template (Part B and Annexes).

Not legally binding

FTA - Evaluation criteria: Excellence, Impact, Implementation

[C] IMPLEMENTATION
i. Quality and effectiveness of the proposed project work plan, appropriateness of the effort assigned to work packages, major / key milestones and deliverables consistent with final targets/objectives sought in the topic;
ii. Appropriateness of the **financial plan and budget in line with the topics' indicative value;**
iii. Consortium configuration and the necessary expertise to meet the objectives and mitigate technical risks;
iv. Match of **technical capabilities and skills with the Topic Area and congruent with the programme objectives** embodied in the topic;
~~v. Ability to involve **supply chain** and into an **equal or higher tier industrial organisation;**~~
~~vi. Ability to ensure an **adequate level of in-kind contribution to the CA JU** as defined in the calls/topics.~~

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Not legally binding

CSA - Evaluation criteria: Excellence, Impact, Implementation

[C] IMPLEMENTATION
i. Quality and effectiveness of the proposed project work plan, appropriateness of the effort assigned to work packages, major / key milestones and deliverables consistent with final targets/objectives sought in the topic;
~~ii. Appropriateness of the **financial plan and budget in line with the topics' indicative value;**~~
iii. Consortium configuration and the necessary expertise to meet the objectives and mitigate technical risks;
~~iv. Match of **technical capabilities and skills with the Topic Area and congruent with the programme objectives** embodied in the topic;~~
~~v. Ability to involve **supply chain** and into an **equal or higher tier industrial organisation;**~~
~~vi. Ability to ensure an **adequate level of in-kind contribution to the CA JU** as defined in the calls/topics.~~

Make sure you are using the **CAJU templates** (Part B and Annexes) available on the Portal for this Call!

The evaluation criteria are elaborated and implemented as specified in the applicable CAJU Work Programme and Rules for Participation. More details are provided in the CAJU Application Form template (Part B and Annexes).

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Clean Aviation Call 4
Legal Guidance

CALL 4 DOCUMENTS – NAVIGATION THROUGH LEGAL CONDITIONS

SUGGESTED READING ORDER

1. **CAJU Amended Work Programme 2026-2027**:
    1. Call Topics Description (Annex) – CAJU Work Programme
    2. Section 2.4.3– "2.4.3 Conditions and management of the calls"

2. Strategic Research and Innovation Agenda

3. General Annexes of the European Commission Work Programme 2026-2027

4. CAJU Rules for submission, evaluation, selection, award and review procedures of Calls for Proposals

5. Application forms published under the call page (Funding and Tenders Portal)

6. Q&A call page updates

CALL 4 TOPICS – European Commission Work Programme 2026-2027 - General Annexes

Non-legally binding

Type	Condition	Description
Admissibility	Submission, content	• Submission before call deadline, electronically and complete • Readable, accessible and printable (formatting rules) • Page limits • Plan for exploitation and dissemination of results (+ comms activities)
Participation	Types of participants	Beneficiaries, Affiliated Entities, Associated Partners, Third Parties providing in-kind contributions, Subcontractors
Participation	Restrictions	Application of Horizon Europe Regulation Art. 22(6) – see slide 6
Participation	Minimum consortium composition (3 legal entities)	• At least **one** independent legal entity established in a Member State **and** • At least **two** other independent legal entities, each established in different Member States or Associated Countries.
Funding eligibility	Place of establishment	Slide 5 (List of participating countries (V3.7 – 01.01.2026)
Funding eligibility	Gender equality plans	Must have the moment of grant signature and during the duration of the grant
Capacity	Financial, operational & exclusion	Demonstrate they have the staff, systems and legal standing to deliver the work (operational capacity) and sufficient financial strength/resources to support the project (financial capacity) to be eligible for funding – and not being in (disqualifying) exclusion situation.

CALL 4 TOPICS – SPECIFIC TOPIC CONDITIONS

Non-legally binding

Legal aspects	LSP (TRA, REG, SMR, HPA)	ACI	FTA	CSA
EU contribution per proposal *Special eligibility condition - Maximum* or *expected*	Eligibility - **Maximum**	Eligibility - **Maximum**	Expected	Eligibility - **Maximum**
Special eligibility condition - minimum 15% of the total EU contribution to SMEs, RTOs and universities	✓	N/A	N/A	N/A
Special eligibility condition applicable to the coordinator	N/A	✓ European based aircraft integrator	✓ SME, University or RTO	N/A
Topic condition - Special role – "End-user" – Associated Partner	N/A	N/A	✓ European based aircraft integrator	N/A
In-kind contributions (IKC) - total IKC at least 1.5 times the proposal funding request in aggregate	✓	✓	N/A	N/A
Cooperation Agreement for phase 2 to ensure connection and transfer of results from phase 1 projects to phase 2	✓	✓	N/A	✓
Involvement of EASA - Third Party providing IKC	✓	✓	N/A	N/A
Award criteria	As in Calls 1 to 3	As in Calls 1 to 3	Simplified	Simplified
Scoring – weight factor	Score for 'Impact' = weight of 1.5	Score for 'Impact' = weight of 1.5	Equal weight	Equal weight

ELIGIBILITY FOR FUNDING (Associated Countries)

Non-legally binding

1. Albania
2. Armenia
3. Bosnia and Herzegovina
4. Canada
5. Faroe Islands
6. Georgia
7. Iceland
8. Israel
9. Kosovo
10. Moldova
11. Montenegro
12. New Zealand
13. North Macedonia
14. Norway
15. **Republic of Korea**
16. Serbia
17. **Switzerland**
18. Tunisia
19. Türkiye
20. Ukraine
21. United Kingdom

"Transitional Arrangements" apply as by HE Work Programme

1. Egypt (applicable to the entire Programme for award procedures implementing Union budget for the year 2025 and onwards)
2. Japan (applicable to Pillar II 'Global Challenges and European Industrial Competitiveness', including for the institutionalised European partnerships, for award procedures implementing Union budget for the year 2026 and onwards)
3. Morocco (applicable for the entire Programme).

List of participating countries (V3.7 – 01.01.2026)

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HORIZON EUROPE RESTRICTION MEASURES

General Annexes to the HE WP 2026-2027

The COUNCIL IMPLEMENTING DECISION (EU) 2022/2506 on measures for the protection of the Union budget against breaches of the principles of the rule of law in Hungary that took effect on 16 December 2022.

As from 16 December 2022, *Article 2(2) of this Decision provides that* ***no legal commitments*** *can be entered into with Hungarian public interest trusts established under the Hungarian Act IX of 2021 or any entity maintained by such a public interest trust. The prohibition to sign legal commitments involving Union funding applies to the entire chain of financing that involves Union funding.*

For additional information HU restrictions, please consult your coordinator or check FAQs published on the F&T portal

Legal entities established in China are **NOT eligible to participate** in:

- **Horizon Europe Innovation Actions** in any capacity
- **Research & Innovation Actions** – cluster 5 *Destinations* (1 exception)

Chinese universities linked to the Ministry of Industry and Information Technology (MIIT) **NOT eligible to participate** in any actions

Legal entities established in Russia and Belarus or in any occupied territory of Ukraine are **NOT eligible to participate in any capacity.**

Legal entities established outside Russia, but **owned by 50%** or more by a legal person, entity or body established in Russia **NOT eligible to participate in any capacity.**

EASA PARTICIPATION IN CAJU ACTIONS

For the **LSP and ACI**, the consortia are required to engage with EASA - technical contribution, where applicable, shall be in the form of in-kind contributions in the area of certification and other areas (Art. 71 SBA)

THIRD PARTY PROVIDING IKC (Art. 9.2 MGA) – EASA's contribution is paid under its "Fees & Charges" while the BEN should claim costs in the action under Art. 6.2.C.3 of the HE MGA

A "Model Service Contract" agreed by CAJU&EASA is available to support this cooperation model and costs classification

EASA's **contribution** and **related beneficiary's budget** must be described in Annex 1

The involvement of EASA in the proposal as **third party** shall be **complemented**, where applicable, by **other possible agreements** already in place between EASA and the consortium partner in charge of the certification aspects and which is relevant for the project execution

NOT MANDATORY
FOR FAST-TRACK ACTIVITIES ACTIONS & CSA

COOPERATION AGREEMENT

LEGAL BASIS

Legal condition applicable to the relevant call topics and to the funded projects - Part of the HE MGA Annex V

PURPOSE

- ❑ Set out a **framework** for the exchange of information and/or data among CAJU-funded actions
- ❑ **Foster integration of results** from different projects towards programme downstream exploitation
- ❑ **Support JU impact monitoring and boost synergies** across the whole programme

HOW

Stakeholders' cooperation across the JU projects

WHO

There is a Cooperation Agreement currently in force between the participants of projects selected in previous CA calls to which **call 4 participants will be requested to accede** once the GA are signed (except for FTA Grant Agreements participants).

WHEN

For Call 4: submit proof of accession to the Cooperation Agreement **within 3 months from GA signature** (if not acceded already via call 1-3 projects)

WHERE

Operationalization at action level: special project *deliverable* → **Cooperation Plan** (to be submitted by month 6)

CLEAN AVIATION

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Clean Aviation Call 4
Financial aspects

18 February 2026

Nina VINCENT
Team Leader Finance
Clean Aviation

CLEAN AVIATION

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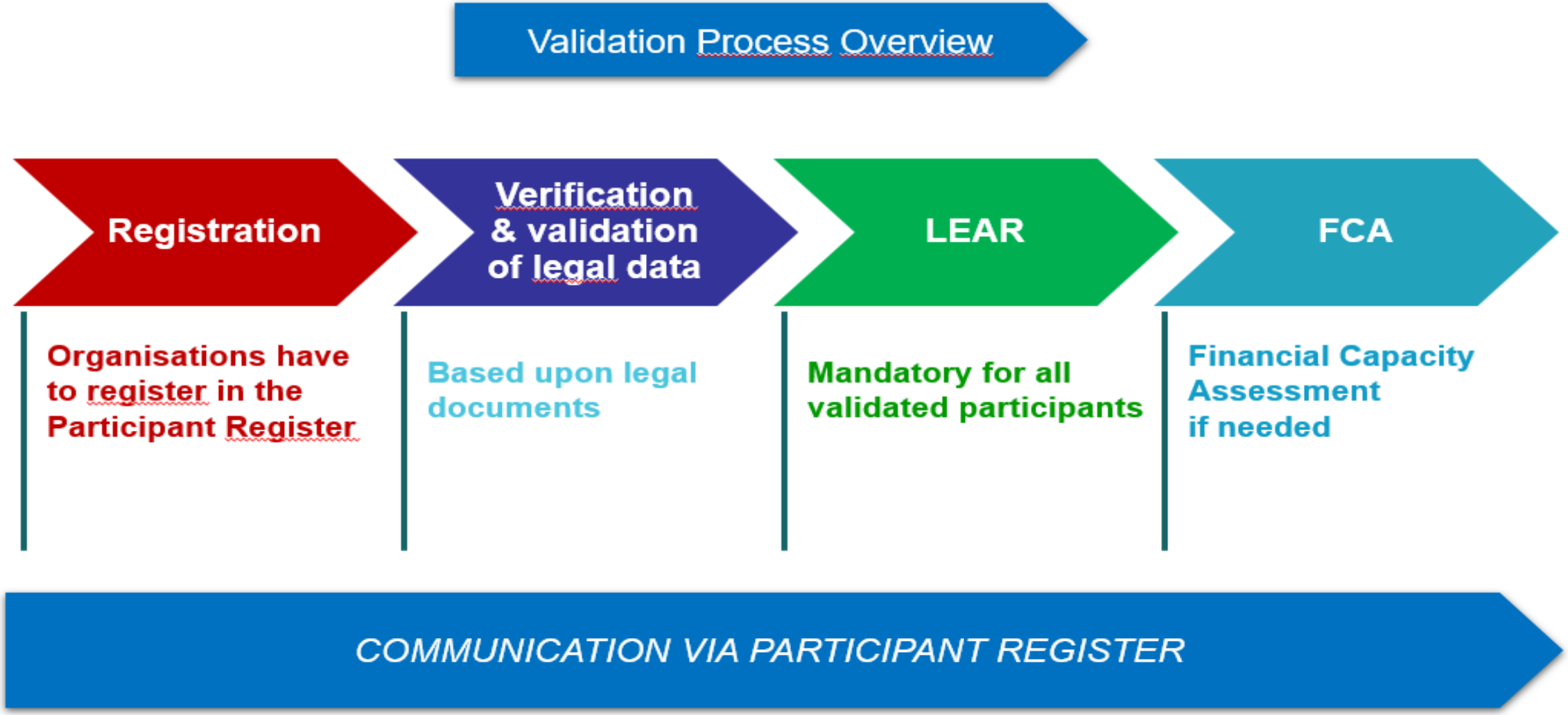
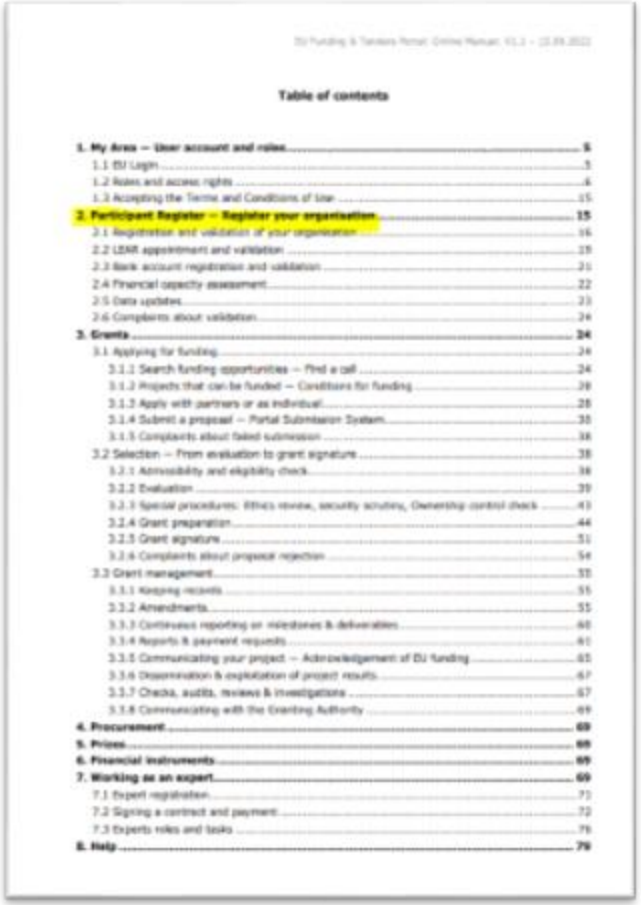
REGISTRATION AND VALIDATION OF LEGAL ENTITY

Registration and validation



Registration and validation

Reference materials



Horizon Europe Online Manual
For comprehensive guidance, please refer to HE online manual: om_en.pdf

How to register in the participant register

Identification (duplicate check)
(e.g. Legal name, VAT number)

↓

Organisation data

↓

Legal information

↓

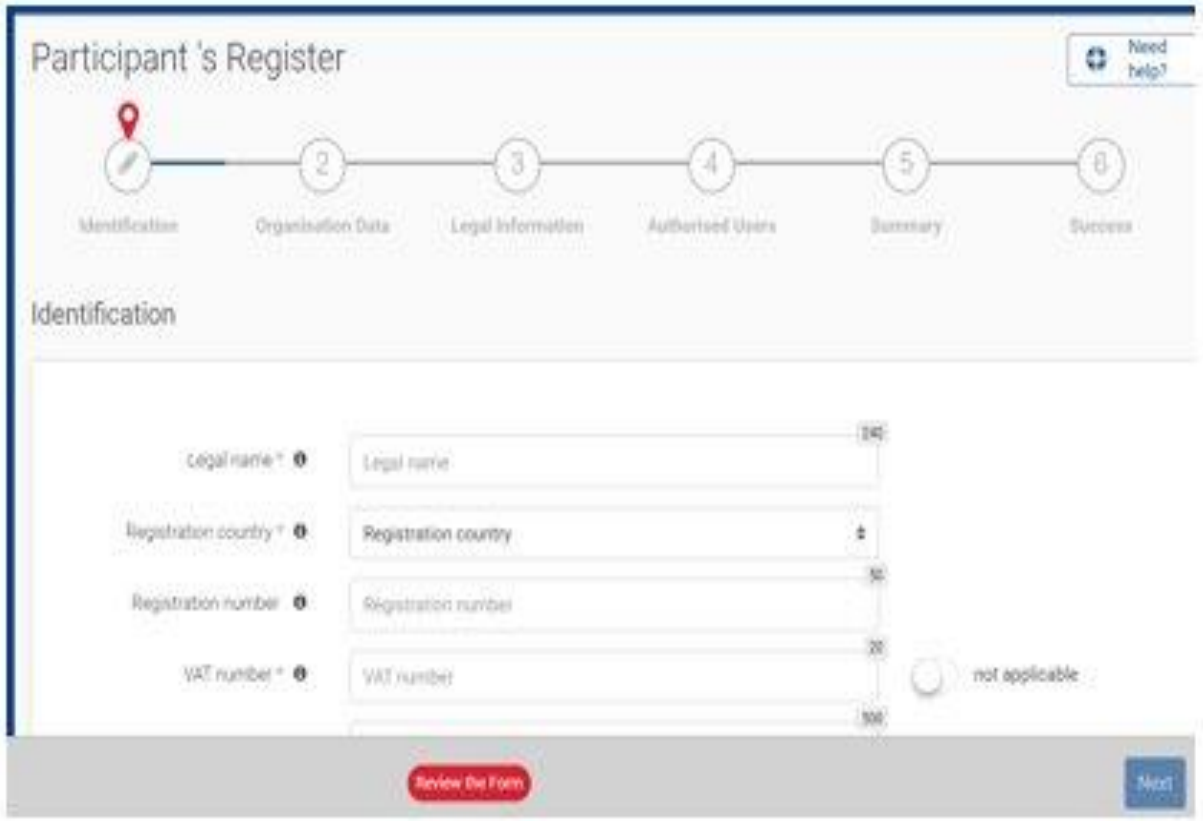
Authorised users
(e.g. Name, e-mail address of the self-registrant and the back-up)

↓

Registration completed

↓

New Participant Identification Code (PIC) in a "declared" status



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The registration process is completed through the Funding & Tenders Portal. Follow the visual guides above to navigate through the registration system efficiently.

Registration and validation

Key points on registration:

1	**Participant Identification Code (PIC)** Before submitting an application, **all participants** in the proposal must **first be registered** in the Portal Participant Register and have their 9-digit PIC.
2	**Information required** To register, the organisation will need to provide **basic administrative and legal information**, in addition to contact details.
3	**Receiving your PIC** After completing a new registration, the organisation will receive the 9-digit PIC that is to be **used in the online application form** and any correspondence with the EU services.
4	**Provisional status** The newly created PIC will be **provisional** (declared/non-valid status) until it is formally validated at a later stage.
5	**Await validation** **Nothing else is expected from the organisation after the generation of the PIC**. The Central Validation Services will contact the organisation later, to initiate the validation process.

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PROPOSAL PREPARATION – FINANCIAL TABLES

MAIN FINANCIAL ASPECTS UNDER CLEAN AVIATION

HORIZON EUROPE PROGRAMME

Funding rate

70 %/100 %

Personnel Costs

Corporate daily rate

CFS Thresholds

Higher thresholds

Unit costs and lump sums

Wider use

Indirect Costs

25 % flat-rate

Overall continuity with exceptions

IKOP reporting

Simplified calculation based on total eligible costs

IKAA reporting

Enlarged definition of AA (ref. SBA Art. 62)

Other provisions
including assets under construction, in-kind contributions.

Internal invoicing
Actual indirect costs

Main differences: FTA vs Large-scale projects (LSP) & ACI

The financial documentation requirements vary significantly between FTA topics and Large-scale projects & ACI topics.

FTA TOPICS

- **Simplified** tables on budget and costs according to standard HE proposal template
- **No** table on **in-kind contributions**

LARGE-SCALE PROJECTS & ACI TOPICS

- **Detailed** financial tables
- **In-kind contributions** tables

Important: The numbering of financial tables differs in Part B for FTA and Large-scale projects topics. Please, ensure you are following the correct template structure for your topic type.

CAJU Proposal Template: structure and financial tables

The applicants will submit a proposal, divided in several parts:

	FTA	LSP & ACI Topics
Part A: The administrative information about the proposal and participants	**Summary Budget Table** (**No** IKC information)	**Summary Budget Table** (**Including** IKC information)
Part B: The technical description of the proposal	**Summary financial tables** according to HE templates	**Summary financial tables** - detailed tables specific to CAJU
Annexes to Part B	**Annex 1** - Consortium description	**Annex 1** - Consortium description **Annex 2** - Technical and Financial management; Work packages (detailed description of tasks and efforts > **Annexes 2.1, 2.2 and 2.3**

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Critical requirement: Applicants should ensure coherence and consistency between Part A, Part B and Annexes. All three components must be completed to validate the application.

Budget presentation in Part A

Automated generation

Part A is **generated automatically** whilst entering the data into the Submission System of the Funding & Tenders Portal.

Flat rate
25 %

3 - Budget

No.	Name of beneficiary	Country	Role	Personnel costs/€	Subcontracting costs/€	Purchase costs - Travel and substistence /€	Purchase costs - Equipment/€	Purchase costs - Other goods, works and services/€	Internally invoiced goods and services/€ (Unit costs- usual accounting practices)	Indirect costs/€	Total eligible costs	Funding rate	Maximum EU contribution to eligible costs	Requested EU contribution to eligible costs/€	Max grant amount	Income generated by the action	Financial contributions	Other sources of funding - IKOP	Own resources	Total estimated income	IKAA

Partner-Level budgets
Budget in Part A presents the figures for each partner for the entire project duration

Flat rate Application
The standard 25 % flat rate for indirect costs is automatically applied to eligible direct costs

Not for FTA

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FTA Topics – Part B

Part B – Summary tables requested under section 3 “Implementation”

Table 3.1a : a list of work packages
Table 3.1b : a description of each work package
Table 3.1c : a list of deliverables

Common with LSP topic

Table 3.1d : a list of milestones
Table 3.1e : a list of critical risks
Table 3.1f : a table showing number of person months required
Table 3.1g : a table showing description and justification of subcontracting costs for each participant
Table 3.1h : a table showing justifications for ‘purchase costs’
Table 3.1i : if applicable, a table showing justifications for ‘other costs categories’
Table 3.1j : if applicable, a table showing in-kind contributions from third party

For FTA => standard HE tables

LSP & ACI Topics – Part B

The budget is more elaborated in Part B section 3.1

- Tables 3.1 a and 3.1 b detailed information provided in the "Description of work" in each workpackage
- Info in these work packages is the main justification text for the budget request
- This info is complemented by the data provided in the summary tables

- *Table 3.1a - List of Work Packages;*
- *Table 3.1b - Work Package Descriptions (summary);*
- *Table 3.1c - Critical Risks for Implementation;*
- *Table 3.1d - Work Package Effort (summary);*
- ***Table 3.1e - Budget Summary - Total Per Applicant and Work Package – Reconciliation*;***
- ***Table 3.1f - 'In-Kind Contributions'*;***
- ***Table 3.1g - 'In-Kind Contributions' provided by Third Parties***

Annex 2 to Part B - Cost breakdown per beneficiary.

FINANCIAL AND BUDGET ASPECTS

LSP & ACI topics - Part B

Table 3.1e - Budget Summary - Total Direct costs Per Applicant and Work Package – Reconciliation

BUDGET SUMMARY - CLEAN AVIATION
TOTAL PER APPLICANT AND WORK PACKAGE - RECONCILIATION

CALL TOPIC ID Code:	
PROPOSAL ACRONYM:	
Company Name of Coordinator: (i.e. Applicant 1)	

Duraction of the activity from:		to:	

In Euros

APPLICANT							ELIGIBLE DIRECT COSTS								
n°	Short Name	Type of membership to CAJU	Organisation	Organisation PIC	Non profit entity (Y / N)	Funding rate 70% / 100%	A. PERSONNEL	B. SUBCONTRACTING	C. PURCHASE COSTS	D. OTHER COSTS CATEGORIES	TOTAL (4)	E. INDIRECT COSTS 25% flat rate (5)=(4-D-B)*25%	TOTAL ELIGIBLE COSTS (6)=(4+5)	MAX JU CONTRIBUTION (7)=(6)*Fundig rate	IKOP (in Kind contribution to operational activities)
1			APPLICANT 1		N	70%	100.000	0	50.000	0	150.000	37.500	187.500	131.250	56.250
2			APPLICANT 2		N	70%	0	100.000		0	100.000	0	100.000	70.000	30.000
3			APPLICANT 3		Y	100%	0	0	100.000	100.000	200.000	25.000	225.000	225.000	0
4			APPLICANT 4		N	70%	100.000	0		100.000	200.000	25.000	225.000	157.500	67.500
5			APPLICANT 5		N	70%	100.000	100.000		100.000	300.000	25.000	325.000	227.500	97.500
6			APPLICANT 6		N	70%	100.000	0		100.000	200.000	25.000	225.000	157.500	67.500
7			APPLICANT 7		N	70%	100.000	0		0	100.000	25.000	125.000	87.500	37.500
8			APPLICANT 8		N	70%	100.000	0		0	100.000	25.000	125.000	87.500	37.500
9			APPLICANT 9		N	70%	50.000	0		0	50.000	12.500	62.500	43.750	18.750
10			APPLICANT 10		N	70%	50.000	0		0	50.000	12.500	62.500	43.750	18.750
											0				
TOTAL							700.000	200.000	150.000	400.000	1.450.000	212.500	1.662.500	1.231.250	431.250

WORK PACKAGE (AS DEFINED IN Part A)		ELIGIBLE DIRECT COSTS				
WP ref. N°	WP title	A. PERSONNEL	B. SUBCONTRACTING	C. PURCHASE COSTS	D. OTHER COSTS CATEGORIES	TOTAL (4)
WP x	xxxxx	500.000	0	25.000	100.000	625.000
WP y	xxxxx	50.000	200.000		100.000	350.000
WP z	yyyy	50.000	0	25.000	100.000	175.000
WP a	zzzz	100.000	0	100.000	100.000	300.000
		0	0		0	0
		0	0		0	0
		0	0		0	0
		0	0		0	0
		0	0		0	0
		0	0		0	0
						0
TOTAL		700.000	200.000	150.000	400.000	1.450.000
CONTROL BOX		OK	OK	OK	OK	OK
Diff.		0	0	0	0	0

LSP & ACI topics - Part B

Table 3.1f - In-Kind Contributions

CLEAN AVIATION - IN KIND CONTRIBUTIONS (IKC)

This table should describe the IKC provided by the Members and their affiliated entities (IKOP + IKAA).

CALL TOPIC ID Code:	
PROPOSAL ACRONYM:	

#	Organisation PIC	Organisation Full Legal Name	Type of membership to CAJU	IKOP value (from table 3.1.d)	TOTAL IKAA (Intrinsic and extrinsic)	TOTAL IKC
				in €	in €	in €
1				56.250	100.000	156.250
2				30.000	50.000	80.000
3				0	100.000	100.000
4				67.500		67.500
5				97.500		97.500
6				67.500		67.500
7				37.500		37.500
8				37.500		37.500
9				18.750		18.750
10				18.750		18.750
				431.250	250.000	681.250
					Total JU funding	1.231.250
					ratio IKC / JU funding	55%

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LSP & ACI topics - Part B

Table 3.1g - In-Kind Contributions provided by Third Parties (also for EASA Third contributions)

Participant Number/Short Name			
Third party name	**Category**	**Cost (€)**	**Justification**
	Select between Seconded personnel Travel and subsistence Equipment Other goods, works and services Internally invoiced goods and services		
	Select between Seconded personnel Travel and subsistence Equipment Other goods, works and services Internally invoiced goods and services		

LSP & ACI topics - Part B

Annex 2 to Part B - Annex 2.1 "Work Package Description (detailed)"

WORK PACKAGE DESCRIPTION (detailed) - CLEAN AVIATION

CALL TOPIC ID Code:	
PROPOSAL ACRONYM:	

WP Leader *Short name of the Member (company) leading the activity:*		WP Ref. n°:		WP TITLE:	

Duration of the activity - from:		to:

NAME OF APPLICANTS *(FULL LEGAL NAME)* :	Applicant 1	Applicant 2	Applicant 3	Applicant 4	Applicant 5	Applicant 6	Applicant 7	Applicant 8	Applicant 9	Applicant 10
NAME OF APPLICANTS *(Short name)*	Applicant 1	Applicant 2	Applicant 3	Applicant 4	Applicant 5	Applicant 6	Applicant 7	Applicant 8	Applicant 9	Applicant 10
APPLICANT PIC number:	Applicant 1 PIC number	Applicant 2 PIC number	Applicant 3 PIC number	Applicant 4 PIC number	Applicant 5 PIC number	Applicant 6 PIC number	Applicant 7 PIC number	Applicant 8 PIC number	Applicant 9 PIC number	Applicant 10 PIC number

GENERAL OBJECTIVE OF THE WORK PACKAGE

WP description as provided in the proposal Part B - section 3 IMPLEMENTATION (ref. Table 3.1.b – Work Package Descriptions (summary))

TASKS TO BE EXECUTED

TASK REF NUMBER	Responsible Applicant	Contributing Benefciaries	TITLE	DESCRIPTION	DURATION (in Month)	Associated efforts (PM) per task (ref. table 3.1.c)
Ref. 1						
Ref. 2						
Ref. 3						

DELIVERABLES

DELIVERABLE REF NUMBER	Responsible Applicant	Contributing Benefciaries	TITLE	DESCRIPTION	DUE DATE (T0+ nr. months)	Dissemination level	Deliverable type
Ref. 1							
Ref. 2							
Ref. 3							

MILESTONES TO BE CONDUCTED

MILESTONE REF NUMBER	Responsible Applicant	Contributing Benefciaries	TITLE	DESCRIPTION	DUE DATE (T0+ nr. months)	Means of verification
Ref. 1						
Ref. 2						
Ref. 3						

Annex 2 templates are part of the **Proposal Application Form Templates** on the Portal.

LSP & ACI topics - Part B

Annex 2 to Part B - Annex 2.2 "Work Package Effort (detailed)"

WORK PACKAGE EFFORT (detailed) - CLEAN AVIATION

CALL TOPIC ID Code:	
PROPOSAL ACRONYM:	

WP Leader *Short name of the Member (company) leading the activity:*		WP Ref. n°:		WP TITLE:	

Duration of the activity from:		to:	

NAME OF APPLICANTS *(FULL LEGAL NAME)* :	Applicant 1	Applicant 2	Applicant 3	Applicant 4	Applicant 5	Applicant 6	Applicant 7	Applicant 8	Applicant 9	Applicant 10
NAME OF APPLICANTS *(Short name)*	Applicant 1	Applicant 2	Applicant 3	Applicant 4	Applicant 5	Applicant 6	Applicant 7	Applicant 8	Applicant 9	Applicant 10
APPLICANT PIC number	Applicant 1 PIC number	Applicant 2 PIC number	Applicant 3 PIC number	Applicant 4 PIC number	Applicant 5 PIC number	Applicant 6 PIC number	Applicant 7 PIC number	Applicant 8 PIC number	Applicant 9 PIC number	Applicant 10 PIC number

STAFF RESOURCES / A - PERSONNEL COSTS

Applicant	TOTAL PM PLANNED (Person Month)	Planned Progress per Year (%)							A - PERSONNEL COSTS PLANNED (Euros)
		2026	2027	2028	2029	2030	2031	Total	
1	100							0%	150.000
2	50							0%	150.000
...	45							0%	150.000
TOTAL	195								450.000

B - SUBCONTRACTING / 3RD PARTY

Applicant	Description of services	SUBCONTRACTING COSTS PLANNED (Euros)
1	e.g. On ground test	15.000
2	xxx	0
...	xxx	0
	TOTAL	15.000

C - PURCHASE COSTS

Applicant	TRAVELS	DEPRECIATION OF EQUIPMENT	OTHER GOODS AND SERVICES	OTHER DIRECT COSTS PLANNED (Euros)
1	25.000	10.000	15.000	50.000
2	15.000	15.000	5.000	35.000
...	0	0	0	0
TOTAL	40.000	25.000	20.000	85.000

D - OTHER COSTS CATEGORIES

Applicant	Description of other costs (following the costs category D of the HE MGA art. 6 and Annexe 2 Budget; see guidance in table 3.1e)	COSTS PLANNED (Euros)
1	e.g. interNally invoiced costs	15.000
2	xxx	0
...	xxx	0
	TOTAL	15.000

SUMMARY OF PLANNED DIRECT COSTS

		PLANNED COSTS
	A - PERSONNEL COSTS	450.000
	B - SUBCONTRACTING	15.000
	C - PURCHASE COSTS	85.000
	D - OTHER COSTS CATEGORIES	15.000
	TOTAL DIRECT COSTS	565.000
OPTIONAL	ESTIMATED INDIRECT COSTS	150.000
	TOTAL COSTS	715.000

Annex 2 templates are part of the **Proposal Application Form Templates** on the Portal.

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LSP & ACI topics - Part B

Annex 2 to Part B - Annex 2.3 “Cost Breakdown per beneficiary”

COST BREAKDOWN PER BENEFICIARY - CLEAN AVIATION

BENEFICIARY NAME		BENEF - Short Name		PIC	

STAFF RESOURCES / A - PERSONNEL COSTS

WP	TOTAL PM (Person Month) PLANNED	Description of UoR	TOTAL PERSONNEL COSTS PLANNED (Euros)
			100.000
			50.000
			25.000
TOTAL	0,00		175.000

B - SUBCONTRACTING / 3RD PARTY

WP	Description	TOTAL PLANNED (in euros)
		75.000
		15.000
TOTAL		90.000

C - PURCHASE COSTS

WP	DEPRECIATION OF EQUIPMENT	TRAVELS	OTHER GOODS AND SERVICES	TOTAL PLANNED (in euros)
				0
	25.000			25.000
		25.000		25.000
			25.000	25.000
				0
				0
TOTAL	25.000	25.000	25.000	75.000

D - OTHER COSTS CATEGORIES

WP		Internally invoiced goods and services		TOTAL PLANNED (in euros)
				0
		15.000		15.000
				0
				0
				0
				0
TOTAL		15.000		15.000

EXPLANATIONS IF NECESSARY

Personnel costs:

Subcontracting:

Purchase costs:

Other costs categories:

SUMMARY OF PLANNED DIRECT COSTS

		PLANNED COSTS
	A - PERSONNEL COSTS	175.000
	B - SUBCONTRACTING	90.000
	C - PURCHASE COSTS	75.000
	D - OTHER COSTS CATEGORIES	15.000
	TOTAL DIRECT COSTS	355.000
OPTIONAL	ESTIMATED INDIRECT COSTS	80.000
	TOTAL COSTS	435.000

Annex 2 templates are part of the **Proposal Application Form Templates** on the Portal.

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Budget requirements for proposal

Key compliance points:

1	**Consistency is essential** **Total costs must match b**etween the tables per cost category and per work package.
2	**Precedence rule** I**n case of divergences**, the information in the budget per cost category in the **Part A will prevail**
3	**Plan ahead for success** **Plan and prepare your accounting and reporting** –any cost foreseen to be claimed for reimbursement in the future must be clearly attributable under both approaches (cost categories and work packages).
4	**Eligibility rules** The eligible direct costs for each costs category must be established based on **the rules and provisions of the HE Model Grant Agreement**, in particular **Art. 6** and Annex 2 (budget).
5	**IKOP calculation** **IKOP is automatically calculated** as a difference between the Total Eligible Costs (TEC) and the JU contribution.

EASA
European Union Aviation Safety Agency

Clean Aviation

EASA contributions for Phase 2

18 Feb 2026

Outline

- Why does EASA contribute to Clean Aviation?
- What does EASA offer?
- How does EASA interact with you?
- Certification Readiness Level and 2035 EIS Target
- Which legal form should be used?
- Who are your contact persons?

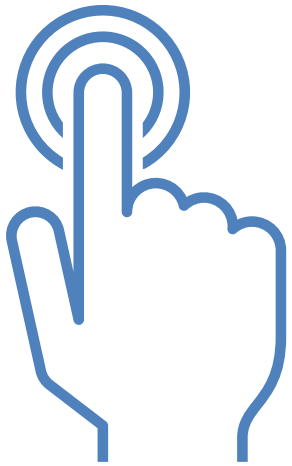
Why does EASA contribute to Clean Aviation?

- **EASA is legally required and committed to**
  - achieve the Green Deal strategic objectives
  - maximise the impact of the R&I actions
  - accelerate market uptake of new technologies
  - update the regulatory framework across all relevant aviation domains to ensure high safety levels and enable innovation
  - facilitate the certification process

CLEAN AVIATION

What does EASA offer?

- **EASA offers to**
  - Assess concept of operations from safety and airworthiness perspectives
  - De-risk the R&I action through advice on the certifiability of new technologies at system and demonstrator level
  - Plan the evolution of regulatory material for new technologies across all aviation domains, e.g. draft special conditions
  - Contribute to the development of new MoC and the provision of technical guidelines
  - Contribute to the evolution of existing industry standards and the development of new industry standards
  - Lead the coordination/harmonisation of the evolution of the regulatory material with other regulators and ICAO



Call#3 and the Certification Readiness Levels (CRL)

ACI, TRA and Large Scale Topics

Level	Milestone
CRL 1	Safety regulator **familiarization** with techno and Concept of Operation (CONOPS)
CRL 2	Confirmation of the **CONOPS assumptions and Safety Objectives** by all stakeholders
CRL 3	Identification of key regulations (requirements and MoC) that would be mainly affected along with an identification of those that would need to be amended/developed in priority (called **Gap Analysis**)
CRL 4	Identification of the **main principles for technical standards and roadmap for overall necessary rulemaking** and/or recommended Industry Standard Activities associated to the novelties/specificities of the design (Note: stemming from the Gap Analysis)
CRL 5	Identification of the **roadmap / action plan for regulatory framework readiness** (includes ATM, OPS, FCL, CAW, as well as any other affected regulations)
CRL 6	Confirmation of necessary technical knowledge and availability of **first draft of rulemaking material**
CRL 7	When applicable: mature draft generic elements of a certification basis, in the form of published Generic Special Conditions (SC), Interpretative Material or Means of Compliance
CRL 8	**Product (integrating the technology) certified.** **DOA granted**
CRL 9	Actual system (Design, Operation, Maintenance) proven in operational environment

Pre-Application Phase

Product Certification

Product in service

EASA

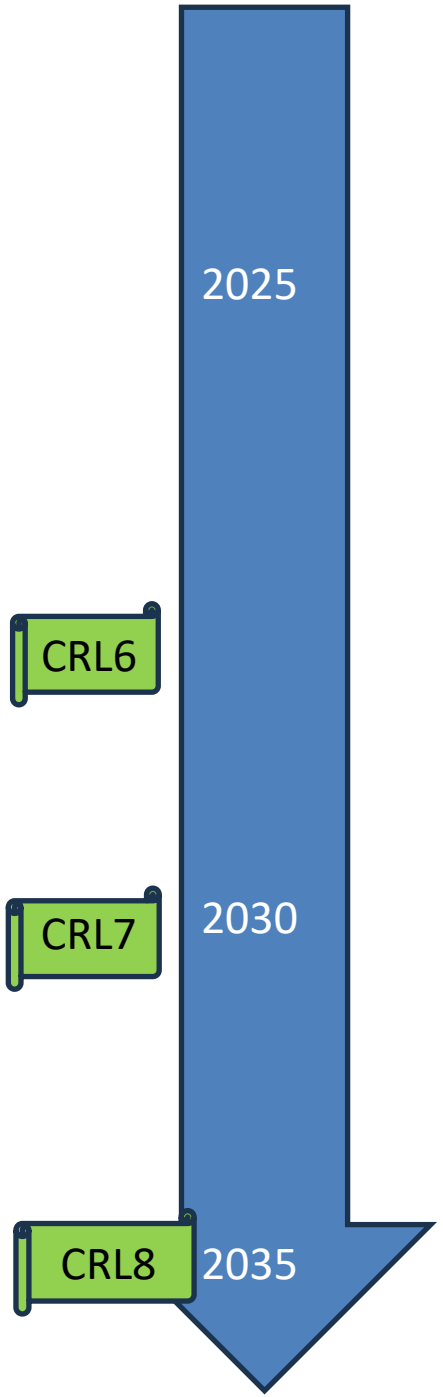
The Certification Path with CRL - *Count-down to 2035 EIS*

Data from potential future Applicant for certification should be available so that:

a. New Aircraft concepts CONOPS are identified and confirmed
b. Aircraft concepts & design architecture sufficiently mature to confirm viability of integration aspects
c. Impact on affected CSs (CS25/23 – CSE,…) can be assessed by Industry and agreed with EASA
d. Mature risk assessment wrt to technologies has been made at preliminary design definition level so that:
   e. EASA can start drafting Special Conditions (SC) using a risks based approach methodologies.
   f. EASA and Industry can identify the necessary MoC covering risks step c/d
g. EASA and Industry technical knowledge has been acquired, the first pre regulatory material is available (consolidation from steps c to f), and the future Applicant is ready to apply for certification and DOA

By 2028/2029 – for each aircraft concept and preliminary design definition, confirming path towards CRL 6 is a prerequisite to any application for type certification in 2030 and a potential EIS in 2035

h. Application for Type Certification by 2030 and Application for Design Organisation Approval
i. Technical Familiarisation with product design
j. Consolidation of certification basis (based on steps g to i)
k. Finalisation of MoC
l. Certification programme
m. Compliance demonstration phase
n. Product Type certification, DOA and POA in place



EASA
European Aviation Safety Agency

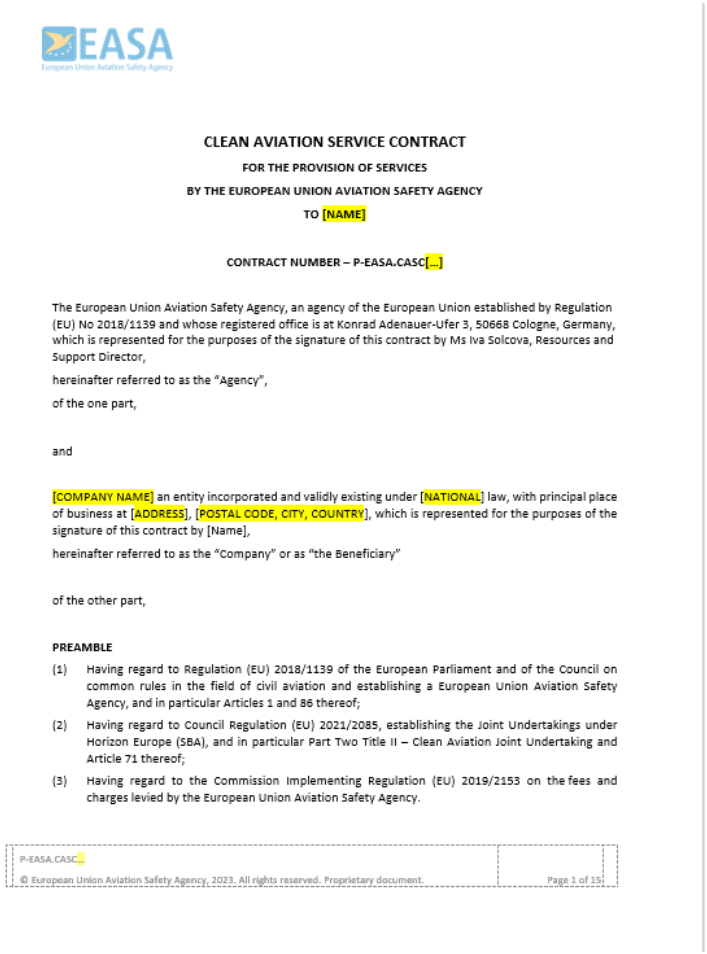
How does EASA interact with you?

ACI, TRA and Large Scale Topics

- **During the proposal phase:**
  - Consortia provide EASA with an overview of the requested contributions along the plan for reaching the CRL target set in the call text
  - No formal agreement set in this phase but an estimation of expected efforts supports planning of resources
- **During the grant agreement preparation stage**
  - Agree on the statement of work including tasks, deliverables, timelines, working hours
  - Agree on the service contract terms

Which legal form should be used

- **EASA supports Clean Aviation projects, in line with**
  - Article 71(1) of the Single Basic Act
  - Article 86 of the Basic Regulation
- **EASA offers contribution as a third party**
  - Applying Article 9 of the Grant Agreement
  - The eligibility of applicable costs of the beneficiaries is regulated under Section 6.2 C.3 “Other goods, works and services” budget category of the Grant Agreement
  - A remuneration under the F&C Regulation is foreseen, hourly rate for 2026-2030 app. 347 €
  - Either use Clean Aviation service contract published with the Call documents OR apply for an EASA innovation service contract (IPC)



EASA

CLEAN AVIATION SERVICE CONTRACT

FOR THE PROVISION OF SERVICES

BY THE EUROPEAN UNION AVIATION SAFETY AGENCY

TO [NAME]

CONTRACT NUMBER – P-EASA.CASC[...]

The European Union Aviation Safety Agency, an agency of the European Union established by Regulation (EU) No 2018/1139 and whose registered office is at Konrad Adenauer-Ufer 3, 50668 Cologne, Germany, which is represented for the purposes of the signature of this contract by Ms Iva Solcova, Resources and Support Director,

hereinafter referred to as the “Agency”,

of the one part,

and

[COMPANY NAME] an entity incorporated and validly existing under [NATIONAL] law, with principal place of business at [ADDRESS], [POSTAL CODE, CITY, COUNTRY], which is represented for the purposes of the signature of this contract by [Name],

hereinafter referred to as the “Company” or as “the Beneficiary”

of the other part,

PREAMBLE

(1) Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and in particular Articles 1 and 86 thereof;

(2) Having regard to Council Regulation (EU) 2021/2085, establishing the Joint Undertakings under Horizon Europe (SBA), and in particular Part Two Title II – Clean Aviation Joint Undertaking and Article 71 thereof;

(3) Having regard to the Commission Implementing Regulation (EU) 2019/2153 on the fees and charges levied by the European Union Aviation Safety Agency.

P-EASA.CASC[...]

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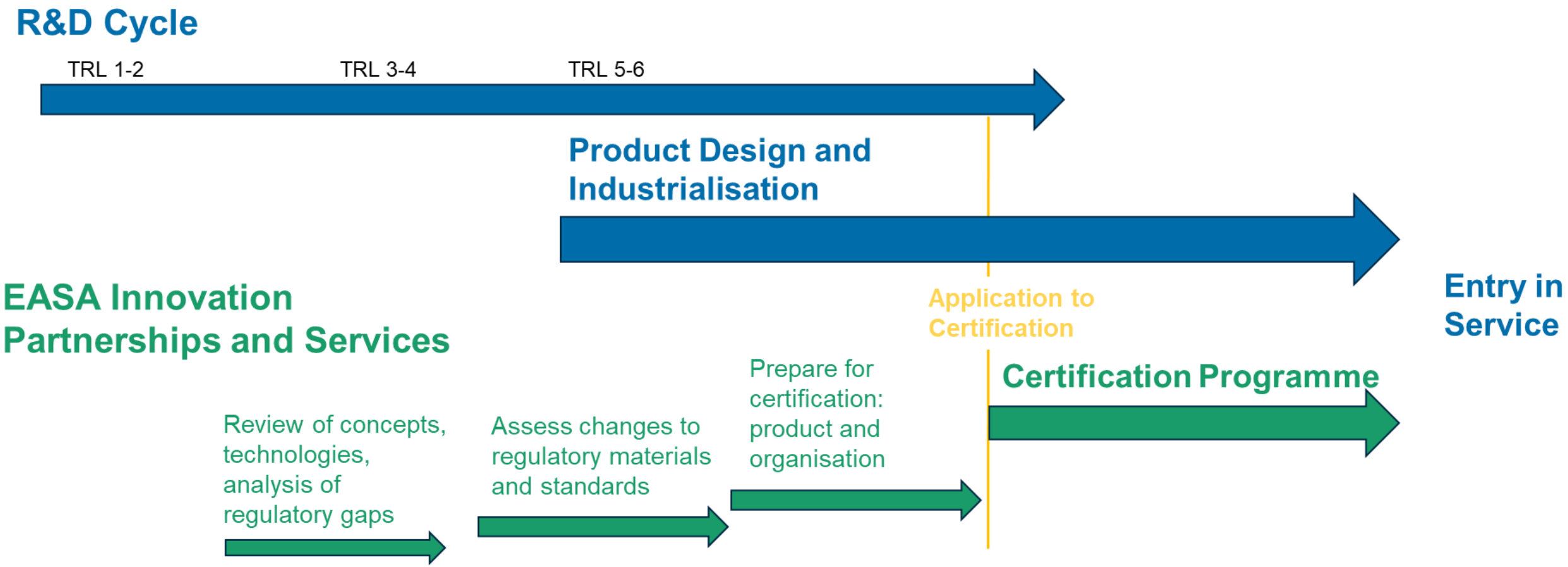
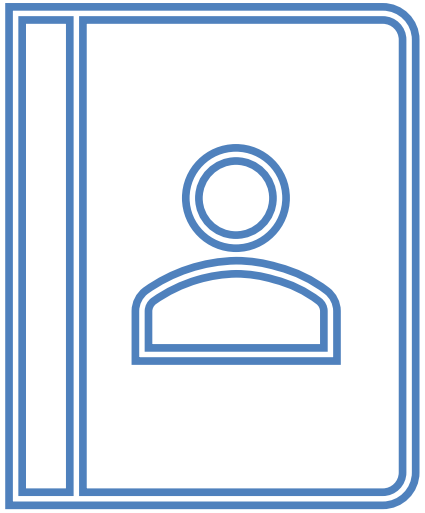
EASA Innovation Services (IPC/PAC)



More infos: [Innovation Services | EASA]

Who are your contact persons?

- **From the call period until service contract signature**
  - Primary focal point:
    - Emmanuel Isambert emmanuel.isambert@easa.europa.eu
    - Marcella Miano marcella.miano@easa.europa.eu
  - Technical lead:
    - REG Thrust: Herdrice Hereson herdrice.hereson@easa.europa.eu
    - H2 Thrust: Linda Brussaard linda.brussaard@easa.europa.eu
    - SMR Thrust: Francesca Scaramuzzino francesca.scaramuzzino@easa.europa.eu



- **For the implementation of the contract**
  - There will be dedicated teams working with you
  - You will received the names of your primary focal point and your technical lead(s) at the latest at the start of the project

CLEAN AVIATION

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Clean Aviation Call 4
Q&A with Audience

SLIDO

You may also raise your hand in TEAMS to ask your question verbally.

CLEAN AVIATION

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Useful Information

FAQ with applicants – practical guidance

APPLICANTS

Submit question via the call mailbox:
CFP2026-01@clean-aviation.eu

- **Single entry point for all questions**

CAJU

Collects & analyses the questions

- **Consolidates where relevant**
- **Ensures consistent treatment**

EU FUNDING & TENDERS PORTAL

Publication of Q&A once ready

- **Same information available to all applicants**

⚠️ *Applicants are advised to regularly check CAJU website and EU Funding & Tenders Portal.*
⚠️ *No individual replies are provided via the Call mailbox. All responses are consolidated and published via the Funding & Tenders Portal.*
⚠️ *Two Q&A Releases foreseen: first on 17 February, second on 17 April (at the latest)*

Call 4 Reference documents via EU F&T Portal

Call Background documentation :

1. CAJU Call 4 topics descriptions (Annex 4.1 to the Amended Work Programme and Budget 2026-27);
2. CAJU Amended Work Programme and Budget 2026-27 and in particular, Chapter 2.4.3 “Conditions and Management of the calls”
3. CAJU rules for submission, evaluation, selection, award and review procedures for calls for proposals (2022)
4. Clean Aviation Strategic Research and Innovation Agenda 2024 (CAJU SRIA)
5. CAJU Model Consortium Agreement v 2026
6. Clean Aviation Contract template for the provision of services by the European Aviation Safety Agency (EASA)
7. Applicable for **Large-Scale (LSP) or Aircraft Concept Integration (ACI) Topic**:
   a. Application Form Model for IA and RIA Actions - CAJU+ supporting tables to Part B “technical description” and Annexes.
   b. Evaluation Form IA an RIA Actions - CAJU
8. Applicable for **Fast Track Activities (FTA) Topic**:
   a. Application Form Model for FTA - CAJU+ supporting tables to Part B “technical description” and Annexes.
   b. Evaluation Form FTA – CAJU
9. Applicable for **Coordination and Support Action (CSA) Topic** :
   a. Application Form Model for CSA - CAJU+ supporting tables to Part B “technical description” and Annexes.
   b. Evaluation Form CSA – CAJU
10. CAJU Q&A releases
11. Model Cooperation Agreement v 2026
12. HE Model Grant Agreement
13. EU funding & Tenders: Rules for Legal Entity Validation, LEAR Appointment and Financial Capacity Assessment
14. EU Grants AGA — Annotated Model Grant Agreement (EU Funding Programmes 2021-2027)
15. Regulation (EU) 2021/2085 adopted by the Council of the European Union on 19/112021 establishing the Joint Undertakings (JU) under Horizon Europe (HE)
16. HE Programme Guide
17. HE Online manual

Not legally binding

Call 4 – Info Day Event
18 February, online only

The Info Day **presentations** will be made available in **CAJU website**

👉 **Info Days hosted at national level (Feb-March)**:

- Madrid (Spain), 19 Feb Register **here**
- Rome (Italy), 27 Feb. Register **here**
- Lisbon (Portugal), 5 March. Register **here**
- Warsaw (Poland), 6 March. Register **here**

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Thank you