



Antonello Marino
Clean Aviation

Joint Undertaking
Team Leader

Program Unit

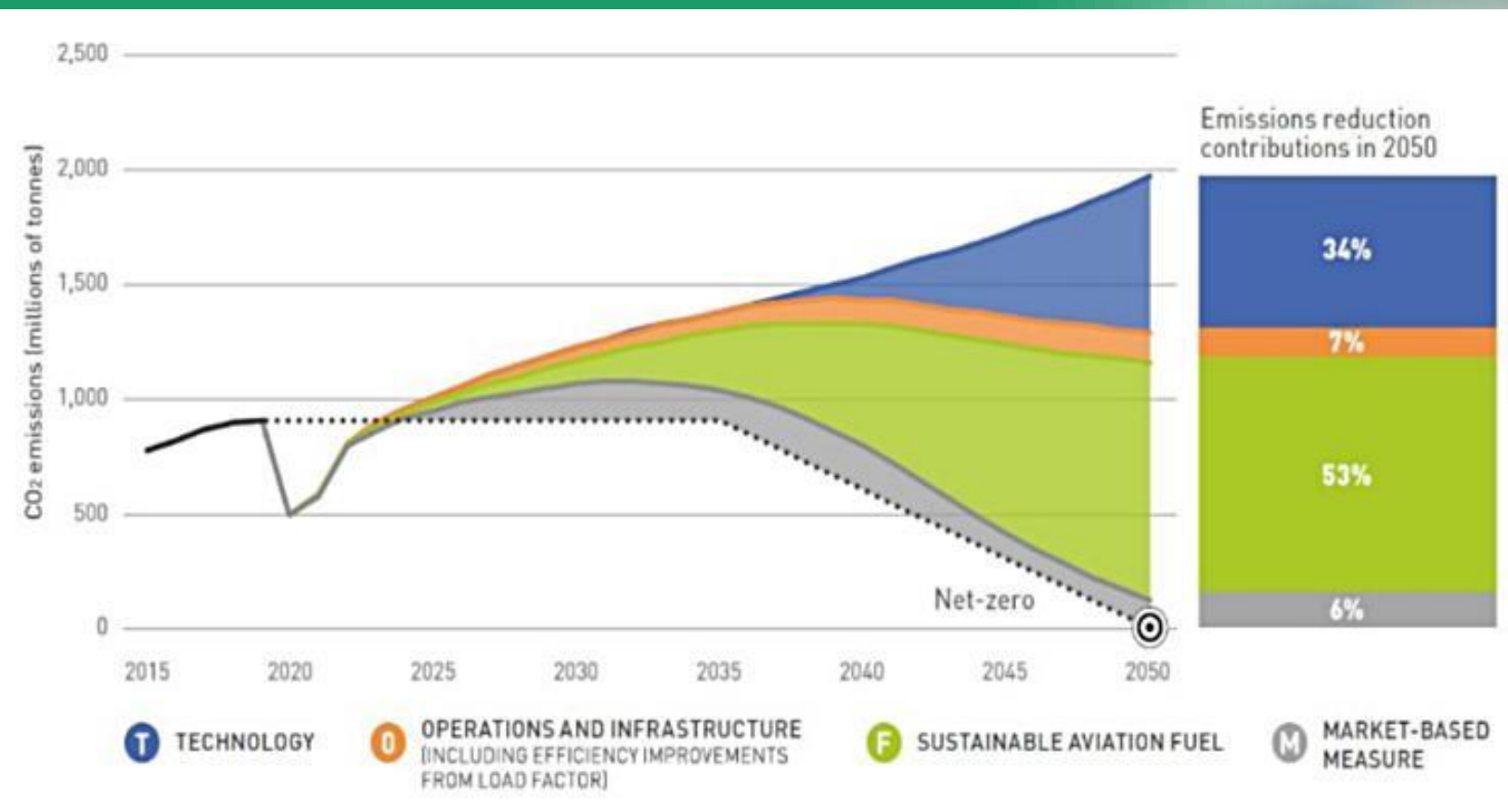
Call 2 info days

31st March 2023
Online Event

Clean Aviation Call 2 InfoDays

- **Clean Aviation: Programme overview and context – in a nutshell**
- **Principles and Practical Guidance**
- Admin & Financial Aspects of the Proposal Preparation phase
- Legal Guidelines

Clean Aviation: Programme overview and context – in a nutshell



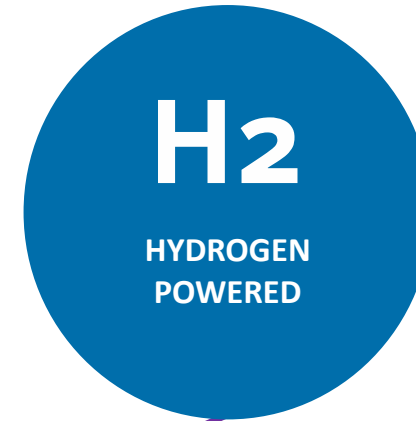
Technology
& SAF (PtL & H₂)
together
will trigger
disruption

We stand for disruptive technologies & innovations

- European Public Private Partnership
- Reducing net greenhouse gases:
 - 30% for Short-Medium Range Aircraft
 - 50% for Regional Aircraft



Clean Aviation: 3 thrusts



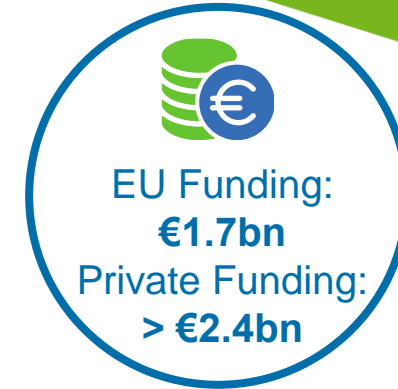
TRANSVERSAL AREAS



Skip-a-Generation technology leap

- Keep pushing the envelope > ‘traditional’ aeronautical sciences
- Non-traditional sciences > **key enablers**
- Replacing ~75% of the global fleet by 2050
- **Simulation, digital twin and innovative certification**
- **Life-cycle aspects and recyclability**

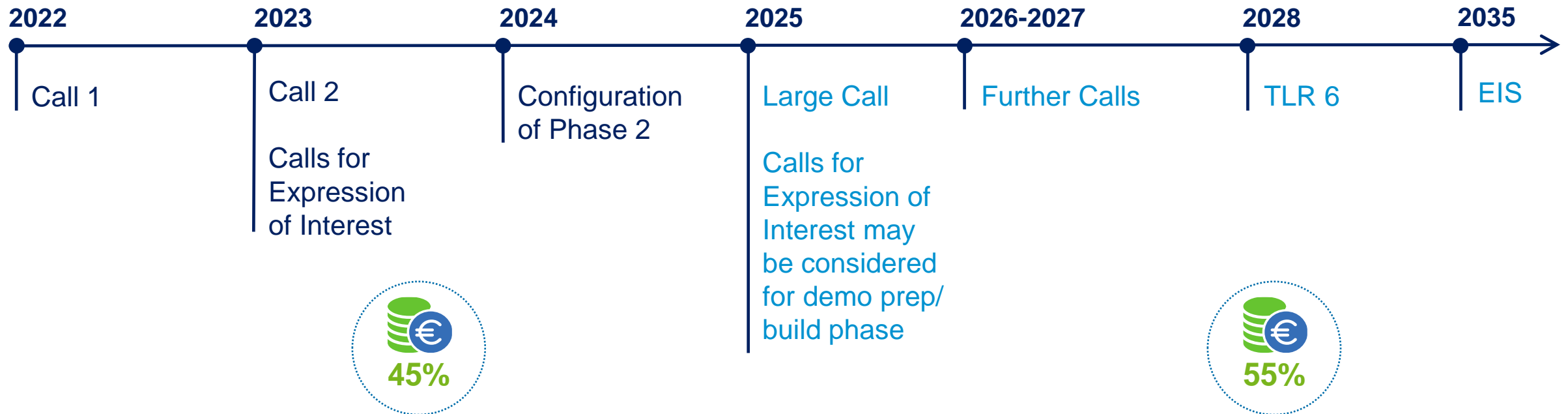
We are in the
**MOST EXCITING
TECHNOLOGICAL
DECADE** for
AERONAUTICS



Clean Aviation: 2 Phases

Phase 1: Develop **concepts, technology options**
and **trade studies**

Phase 2: Accelerate **technology maturation**
through **integrated demonstration**





CLEAN AVIATION

Principles and Practical Guidance

Call 2



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the European Union

Call 2 Opening phase at a glance

▪ Call Launch	09 February 2023
▪ Submission System open	09 March 2023
▪ Call Closure	11 May 2023
▪ Q&A opens until*	Mid-April 2023
▪ Evaluation Phase	June-July 2023
▪ Results outcomes	August 2023
▪ Grant Signature	Mid-December 2023
<i>*Q&A will be published on the Funding and Tenders Opportunities Portal.</i>	

The call **contains 09 Topics** with an indicative total funding of **~137.75 M€**.

For questions: CFP-2023-01@clean-aviation.eu

Find out more:

- **Clean Aviation JU website:** [Calls for Proposals](#)
- Call Page via the **Funding and Tenders Opportunities Portal:** [CAJU Call 02](#)

Overview of Clean Aviation Call 2

Horizon-JU-CLEAN-AVIATION2023-02-	Title	Max Number of projects	Ind. Topic Value (Funding in M€)
Hydrogen Powered Aircraft topics			
HPA-01	Hydrogen fuel system for direct burn engine ground test execution and flight test preparation	1	20
HPA-02	Aircraft Liquid Hydrogen Fuel Distribution System Technologies for Direct Burn Applications	1	10
HPA-03	Multi-MW Fuel Cell Propulsion System for Hydrogen-Powered Aircraft	1	35
Hybrid Electric Regional Aircraft topics			
HER-01	Innovative Fuselage/Empennage Design for Hybrid-Electric Regional Aircraft	1	25
HER-02	Open Digital Platform for Hybrid-Electric Regional Design	1	7
Short & Medium Range Aircraft topics			
SMR-01	High-TRL Flight demonstration means for Ultra Efficient Propulsion Systems for Short and Short-Medium Range Aircraft	1	20
SMR-02	Ultra Performance Wing Technologies and Integration for Short and Short-medium Range Aircraft	1	13
SMR-03	Advanced Cabin and Cabin Systems Integration for Short Range and Short-Medium Range for Hydrogen-Powered Aircraft	1	7
Coordination and Support Actions			
CSA-01	Aviation Climate and Technology Impact Monitoring Methodology	1	0.75
TOTAL	9 TOPICS	9 Projects	137.75

Reference documents included In the call

Call Background documentation:

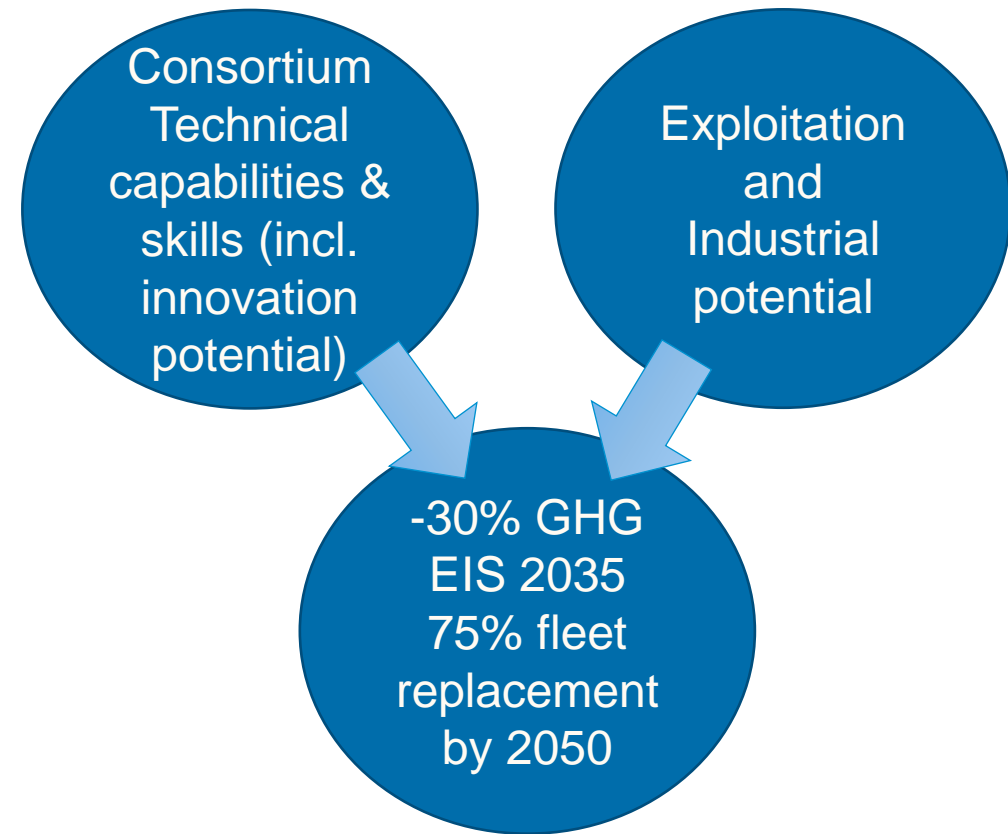
1. CA JU Call 2 topics descriptions;
2. CA JU Work Programme 2022-23 and in particular, Chapter 2.4.3 “Conditions and Management of the calls”
3. CAJU rules for submission, evaluation, selection, award and review procedures for calls for proposals
4. Clean Aviation Strategic Research and Innovation Agenda (CA JU SRIA)
5. Proposal Template Model for IA and RIA Actions - CA JU+ supporting tables to Part B “technical description” and Annexes.
6. Proposal Template Model for CSA Actions - CA JU
7. Evaluation Form IA an RIA Actions - CA JU
8. Evaluation Form CSA Actions - CA JU
9. Model Consortium Agreement - CA JU
10. Model Cooperation Agreement – CAJU (soon available)
11. Clean Aviation Contract template for the provision of services by the European Aviation Safety Agency (EASA)
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)

For reference:

- [Regulation \(EU\) 2021/2085](#) adopted by the Council of the European Union on 19/112021 establishing the Joint Undertakings (JU) under Horizon Europe (HE)
- [HE Programme Guide](#)

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

Project and impact monitoring

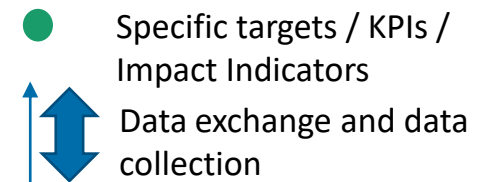
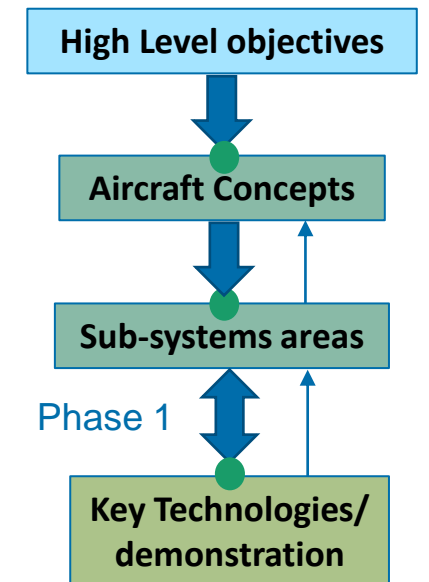
Continuous monitoring (yearly or biennial basis)

- Ensure relevant exchanges of information and data between
 - **Aircraft concepts project(s) SMR ACAP and/or HERA project(s)** : collection of data from the other relevant project(s) contributing to the aircraft concept activities
 - **Contributing projects (Sub-systems / Key Technologies/ demonstration areas):** delivery data to SMR ACAP and/or HERA project(s) and to other relevant project(s) on aircraft architecture

Project results at completion

- Issue a final impact/performance assessment at project completion including a TRL assessment, in order monitor and **assess the progress of the activity towards the targeted impact and performance.**

The alignment of results and progress towards the contribution to the SRIA and the SRIA High-Level Objectives will be regularly assessed (by consortia and the CAJU) against Key performance indicators defined across projects



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

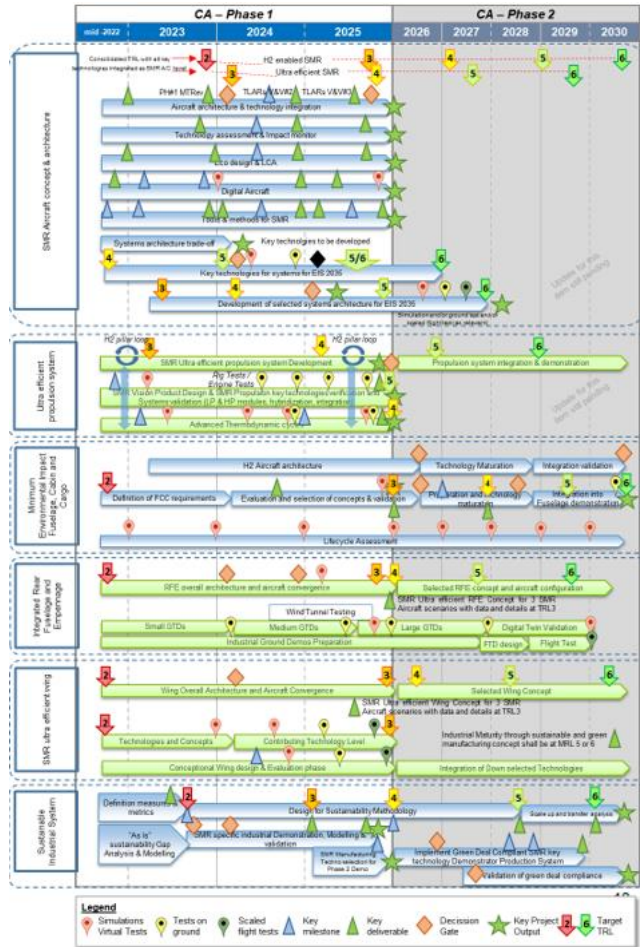
Ref. Art. 61 of the Council Regulation (EU)
[2021/2085](#)

The proposal should include:

- a description of the IKC provided by the Members (IKOP + IKAA) and the non-Members (at the stage of the proposal submission) who clearly express the ambition to become a member before project end;
- include a list the actions implemented and envisaged to ensure an adequate level of IKC as defined in the topic as well as to demonstrate their reliability and associated risks.

Building an integrated approach

SMR Gantt Chart (example)



The applicants should :

- ensure their proposal is **aligned with the Gantt chart(s) of the relevant thrust(s)** as published in the Clean Aviation Work Programme 2022-2023), 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 the first CAJU CfP.
- 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.
- commit in their proposal to sign a **cooperation agreement** with the ongoing **SMR ACAP and/or HERA** project[s] and with the other identified projects selected under the first call.
- **an integrated programme planning finalised at M6:** Define a deliverable which will provide the specific technical requirements, the necessary data/information exchanges and the delivery schedule thereof with respect to the other relevant projects including a list of milestones and deliverables across the contributing projects.
→ This deliverable must be issued by the applicants at M6.

Involvement of EASA

Proposals under CAJU shall have a plan to include EASA Participation at a certain stage of their activities (e.g. certification, exploitation route, etc.)

The participation of EASA in projects should:

- follow the EASA service contract unless other type of contracts already exist to support the proposal (a reference to existing service contracts type IPC should be included in the proposal)
- Include the allocated funding for EASA activities from the project

No additional funding will be granted for EASA participation after the project award.

- Include The scope of work and description of activities related to EASA (either as tentative or as prior agreed with EASA)

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

CA JU 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 the following information on :
 - work packages: detailed description of tasks, related efforts and cost breakdown per beneficiary;
 - applicant entity and any participant in the work (legal entity, CV, core-competencies and background);
 - any ethics and/or security aspects flagged in Part A and how these are addressed.



→ **Applicant(s) should ensure coherence / consistency between Part A, Part B and Annexes.**

All these parts are necessary to validate the proposal application.

Evaluation criteria: Excellence, Impact, Implementation

The CA JU proposal template 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 CA JU 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 **CA JU templates** (Part B and Annexes) available on the Portal for this Call!

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

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**



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

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

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 **CA JU templates** (Part B and Annexes) available on the Portal for this Call!

FAQ with Applicants - practical guidance

1. Applicants submit their questions via CFP-2023-01@clean-aviation.eu;
2. Questions are collected by CA JU and if/where relevant, addressed after analysis;
3. Q&As are published once available via the [Funding & Tender Opportunities Portal](#). Two Q&A releases are foreseen:
 - The first was already published **09 March 2023***
 - The second is planned on or soon after **Mid-April 2023***
4. Applicants are advised to regularly check the [CA JU website](#) and [Participant Portal](#) for updates to the call information and questions
 - ❖ *DO NOT ask for replies via the Functional Call Mailbox !*
5. FAQs can be submitted to the above functional call mailbox **until 13 April 2023, 17:00 (Brussels Time)**.

** The above dates are indicative estimated dates*



Thank you for your
participation !



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CLEAN AVIATION

Admin & Financial Aspects of the Proposal Preparation phase



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CLEAN AVIATION

➤ REGISTRATION AND VALIDATION OF LEGAL ENTITY


➤ PROPOSAL PREPARATION – ANNEXES BUDGET AND IKC



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Registration and validation of your organisation

Participant Register

 Need help?

If you want to participate in a call for proposals or in a call for tenders with eSubmission, your organisation needs to be registered and have a 9-digit Participant Identification Code (PIC). Please quote your PIC in all correspondence with the Commission.

The register contains all participants of EU programmes.

Is your organisation already registered? PIC search

Please check whether your organisation has already been registered. If so, no need to register it again.

Search a PIC

Search for a registered organisation

Register your organisation

To register your organisation or as a natural person, you need to login into the Portal or, if you are a new user, create your account.

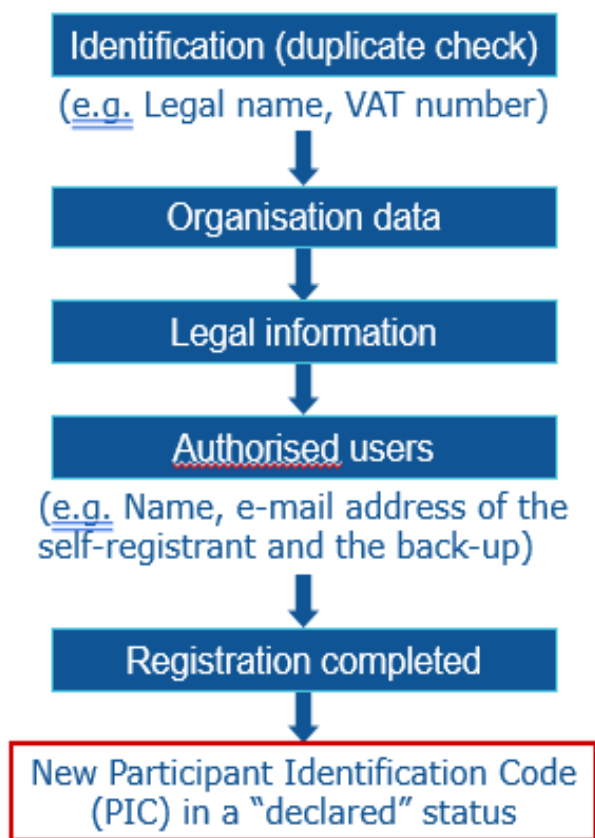
Check what information you need to register in the Online Manual - and keep it to hand during the registration procedure. To start registration, click on the button below.

Register your organisation

New registration

Registration and validation of your organisation

How to register in the Participant Register



Participant's Register

Need help?

1 2 3 4 5 6

Identification Organisation Data Legal Information Authorised Users Summary Success

Identification

Legal name * 1 Legal name 340

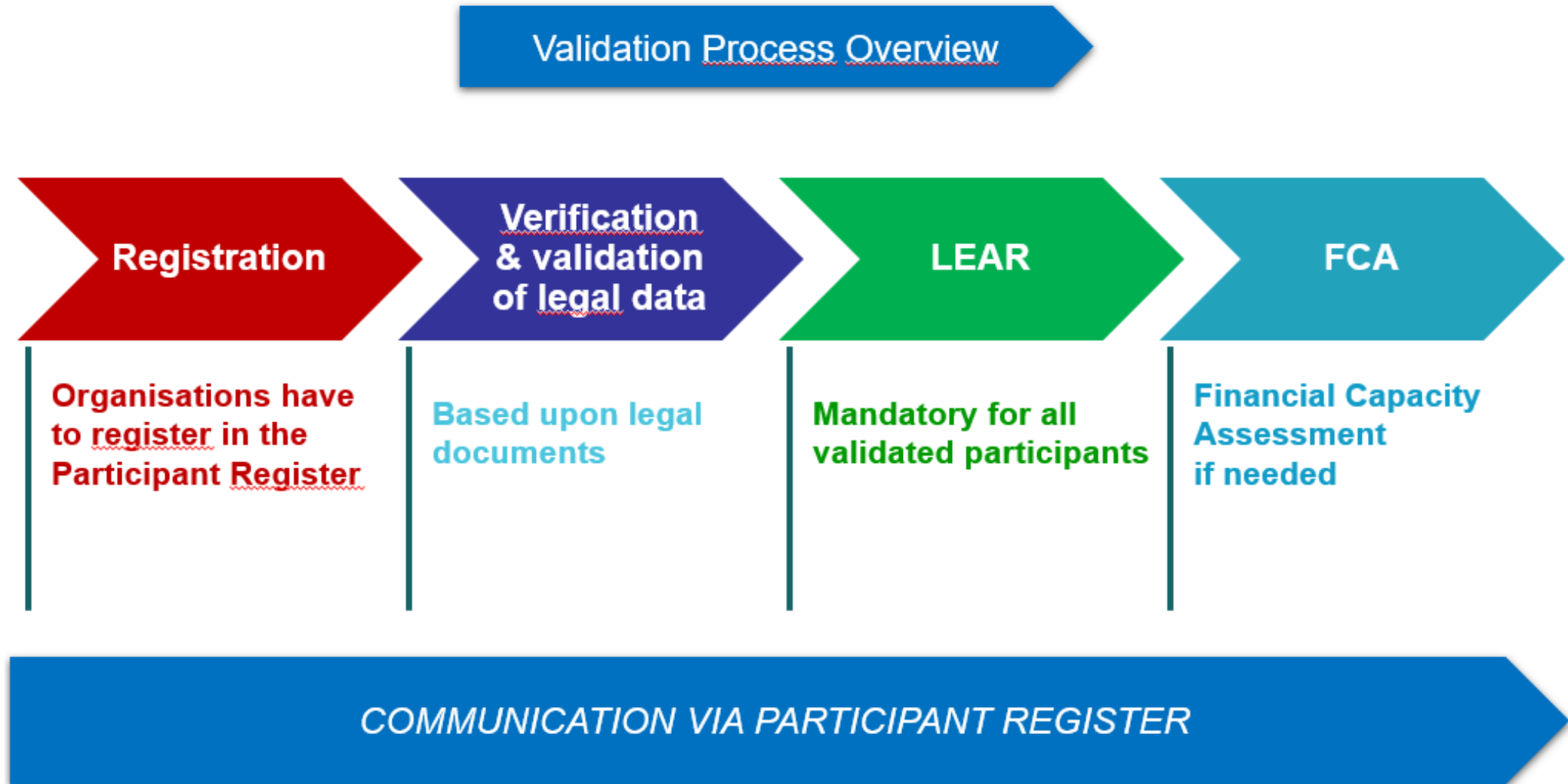
Registration country * 1 Registration country 2

Registration number * 1 Registration number 50

VAT number * 1 VAT number 20 not applicable

Review the Form Next

Registration and validation of your organisation



Registration and validation of your organisation

Registration data is verified by REA Central Validation Service and all data must be verified and validated before the signature of the Grant Agreement or Contract

Validation is always performed on the basis of supporting documents, in accordance with EU Financial Regulation and the Rules on Legal Entity Validation, LEAR Appointment and Financial Capacity Assessment for EU Grants and Tenders

Registration and validation of your organisation

Your **proposal** is **successful** => you will receive a notification and be asked to:

- ☐ provide supporting documents to confirm the administrative and legal information declared during the registration (**legal entity validation**)
- ☐ appoint a Legal Entity Appointed Representative (**LEAR appointment**) – **No grant signed without an appointed LEAR who will nominate LSIGN (Legal Signatories), FSIGN (Financial Signatories),...**
- ☐ provide supporting documents to verify the financial capacity of your organisation (**Financial Capacity Assessment**, if applicable)
- ☐ validate the bank account for payments (**bank account validation**, only for coordinators).

Registration and validation of your organisation

Financial Capacity Assessment (FCA)

- *Reference documents:*
 1. Rules on Legal Entity Validation, LEAR Appointment and Financial Capacity Assessment for EU Grants and Tenders.
 2. Financial Regulation (2018/1046) arts. 196 and 198.
 3. Regulation (EU) 2021/695 H.E. (art. 27: financial capacity of applicants).
- FCA for *Coordinators* (and mono beneficiaries) $\geq 500.000\text{€}$.
- FCA if there are grounds to doubt the financial capacity of one applicant.
- *Exemptions:* Public bodies, international organisations and some natural persons.
- If the FCA must be checked, the entity will be contacted by the Central Validation Service via its PIC account in the Participant Register in the F&T Portal.



Registration and validation of your organisation

FCA results “Weak” or “Insufficient”

If the JU considers that the financial capacity is **not satisfactory**, they may :

- request that the applicant concerned is replaced or, if needed, reject the entire proposal;
- propose reduced pre-financing;

or require

- further information;
- an enhanced financial responsibility regime, i.e. joint and several responsibility of affiliated entities (see Annex G); and
- Pre-financing paid in instalments.

Registration and validation of your organisation

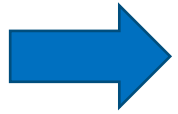
FCA - In practice

If the participants' financial capacity must be assessed, they will be contacted by the Central Validation Service.

- ✓ These Legal entities will be requested to provide - if not already available - their financial information and relevant supporting documents covering **the 2 most recent closed and approved financial years**; the information is then verified by the validation services
- ✓ The financial capacity check will be done on the basis of the documents uploaded in the Participant Register during the **Grant preparation stage** but may also be done during implementation.
- ✓ Validation services proceed with financial analysis and provide with ratios. The analysis will be based on neutral financial indicators, but will also consider other aspects, such as dependency on EU funding and deficit and revenue in previous years.

Registration and validation of your organisation

FCA - In practice



Clean Aviation JU takes the appropriate decisions and measures based on the assessment done by the Central validation Service

Action from Coordinator:



Make sure that all required documents are uploaded in due time during the Grant preparation phase

Once completed, the assessment is valid for 18 months from the closing date



CLEAN AVIATION

➤ REGISTRATION AND VALIDATION OF LEGAL ENTITY

➤ PROPOSAL PREPARATION – ANNEXES BUDGET AND IKC



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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.
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- **Annexes to Part B:** detailed information on
 - Annex 1 - Consortium description (i.e. members of the consortium/other participants such as subcontractors, affiliated entities, third parties bringing in-kind contribution; operational capacity,...)
 - Annex 2 – Technical and Financial Management: Work Packages (detailed description of tasks and efforts), Cost breakdown per beneficiary.

Applicant(s) should ensure coherence / consistency between Part A, Part B and Annexes.
Applicant(s) shall complete Part A, Part B and Annexes to validate their application.

Budget requirements for Clean Aviation Proposal

- **Budget presentation in Part A:**

Part A is generated while entering the data into the Submission System of the Portal.

The budget table in Part A (in the electronic forms) presents only the budget's “bottom line” figures **for each partner for the entire project duration**, using a breakdown of the defined cost categories, as reflected in the image below.

3 - Budget

No.	Name of beneficiary	Country	Role	Personnel costs/€	Subcontracting costs/€	Purchase costs - Travel and subsistence /€	Purchase costs - Equipment/€	Purchase costs - Other goods, works 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

Budget requirements for Clean Aviation Proposal

- **Budget presentation in Part B:**

The budget of the project is more elaborately presented in Part B section 3.1. It starts with the detailed information provided in the “Description of work” in each of the work packages (Table 3.1a and 3.1b). The information in these work packages serves as the main justification text for the budget request. Then this is complemented by the information provided in the following 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.*

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



CLEAN AVIATION

Table 3.1f - 'In-Kind Contributions'



In-kind contributions summary

In kind contributions – IKC				
	IKOP	IKAA		
		Project related IKAA		Programme related IKAA
		Intrinsic IKAA	Extrinsic IKAA	
Value	Total Eligible Costs – JU funding	Total Project Costs – TEC	AA costs – EU funding	AA costs – EU funding

Budget requirements for Clean Aviation Proposal

Table 3.1g - 'In-Kind Contributions' provided by Third Parties

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		

Budget requirements for Clean Aviation Proposal

Annex 2 to Part B - Table 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	
					75,000	
					75,000	
					75,000	
TOTAL					300,000	
C - PURCHASE COSTS						
WP	Description	DEPRECIATION OF EQUIPMENT	TRAVELS	OTHER GOODS AND SERVICES	TOTAL PLANNED (in euros)	
	machine	25,000			25,000	
					0	
	conference		25,000		25,000	
					0	
	materials			25,000	25,000	
					0	
TOTAL		25,000	25,000	25,000	75,000	
D - OTHER COSTS CATEGORIES						
WP	Description	Financial support to third parties	Internally invoiced goods and services	Others	TOTAL PLANNED (in euros)	
		15,000	15,000	15,000	45,000	
					0	
					0	
TOTAL		15,000	15,000	15,000	45,000	
ADDITIONAL EXPLANATIONS IF NECESSARY						
Personal costs:						
Subcontracting:						
Purchase costs:						
Other cost categories:						
SUMMARY OF PLANNED DIRECT COSTS						
		PLANNED COSTS				
A - PERSONNEL COSTS		175,000				
B - SUBCONTRACTING		300,000				
C - PURCHASE COSTS		75,000				
D - OTHER COSTS CATEGORIES		45,000				
TOTAL DIRECT COSTS		595,000				
INDIRECT COSTS		150,000				
TOTAL COSTS		745,000				
Applicants are requested to mention the estimated actual indirect costs to give the full picture of the costs planned.						
Remark: Under Horizon Europe grants, indirect costs are reimbursed as a flat rate of 25% of eligible direct costs (categories A-D, except volunteers costs, subcontracting costs, financial support to third parties and exempted specific cost categories, if any).						

Budget requirements for Clean aviation proposal

Consequences for budget planning and structure:

- **Total costs must match** between the tables per cost category (structured) and per work package (unstructured financial information)
- **In case of divergences** the information in the budget per cost category in the structured data (Part A) will prevail
- **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)
- 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 Annexe 2 (budget)
- **IKOP is automatically calculated** as a difference between the Total Eligible costs (TEC) and the Maximum JU contribution

Corporate structure of the HE MGA



Chapter 3 - Art. 6: eligible costs

Core
Part

Datasheet

a summary of the specific data of the grant agreement

Articles

grouped in six chapters

1. General Data
2. Participant
3. Grant
4. Reporting, payment and recoveries
5. Consequences of non-compliance, applicable law and dispute settlement forum
6. Specific rules Annex 5 & Standard time-limits after project end

Chapter 1 – General (Articles 1-2)
Chapter 2 – Action (Articles 3-4)
Chapter 3 – Grant (Articles 5-6)
Chapter 4 – Grant Implementation (Articles 7-26)
Chapter 5 – Consequences of non-compliance (Articles 27-35)
Chapter 6 – Final provisions (Articles 36-44)

MAIN FINANCIAL ASPECTS UNDER CLEAN AVIATION (HORIZON EUROPE)

Funding rate

Similar to CS2
70% / 100%

Personnel costs

Corporate
daily rate

Indirect costs

Overall continuity
with 25% flat-rate
(with exceptions)

CFS Thresholds

Higher thresholds

Unit costs and lump sums

Wider use
(not for Call 2)

IKOP reporting

Simplified
calculation based
on Total eligible
costs

IKAA reporting

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

Other provisions

E.g. assets under
construction, In
kind
contributions, etc

Internal Invoicing

Actual indirect
costs

