

Clean Aviation JU programme overview

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Clean Aviation JU

Head of Legal

Call 2 info days

31st March 2023
Portugal Info-day call

We stand for disruptive technologies & innovations


- European Public Private Partnership established under HE (2021-2031)
- To reduce net greenhouse gases by 2030:
 - 30% for Short-Medium Range Aircraft
 - 50% for Regional Aircraft

To support climate neutral aviation by 2050

CAJU Strategic &
Research Agenda
(SRIA)

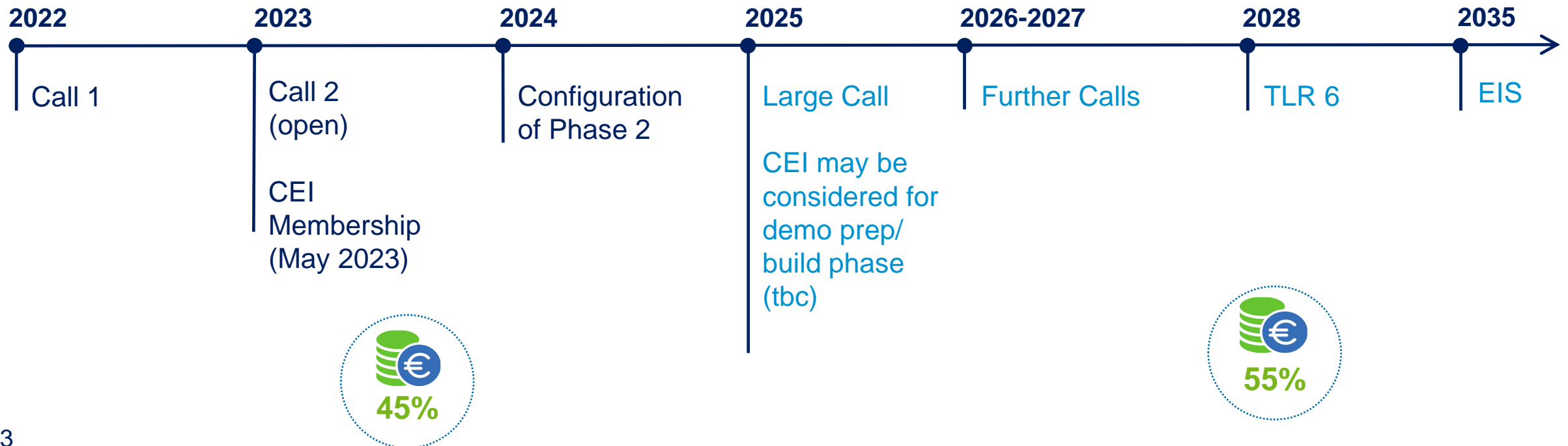


Clean Aviation: 2 Phases


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

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

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



OPEN CALLS - FRAMEWORK AND RULES



OPENNESS - To design the Calls for Proposals and allocate EU funding



CALLS AND TOPICS DESIGNED TO MEET THE SBA OBJECTIVES/IMPACT - The SRIA HLGs and comply with HE Rules for Participation



CERTAIN DEVIATIONS from the HE rules for participation (where applicable)



CAJU RULES FOR SUBMISSION - Evaluation, Selection and award criteria



❑ Admissibility, eligibility, award criteria and **CONDITIONS** are set out in the **CAJU WORK PROGRAMME** (*Chapter: Conditions and Management of the Calls*) and under the **GENERAL ANNEXES TO HE WORK PROGRAMME 2023/2024**



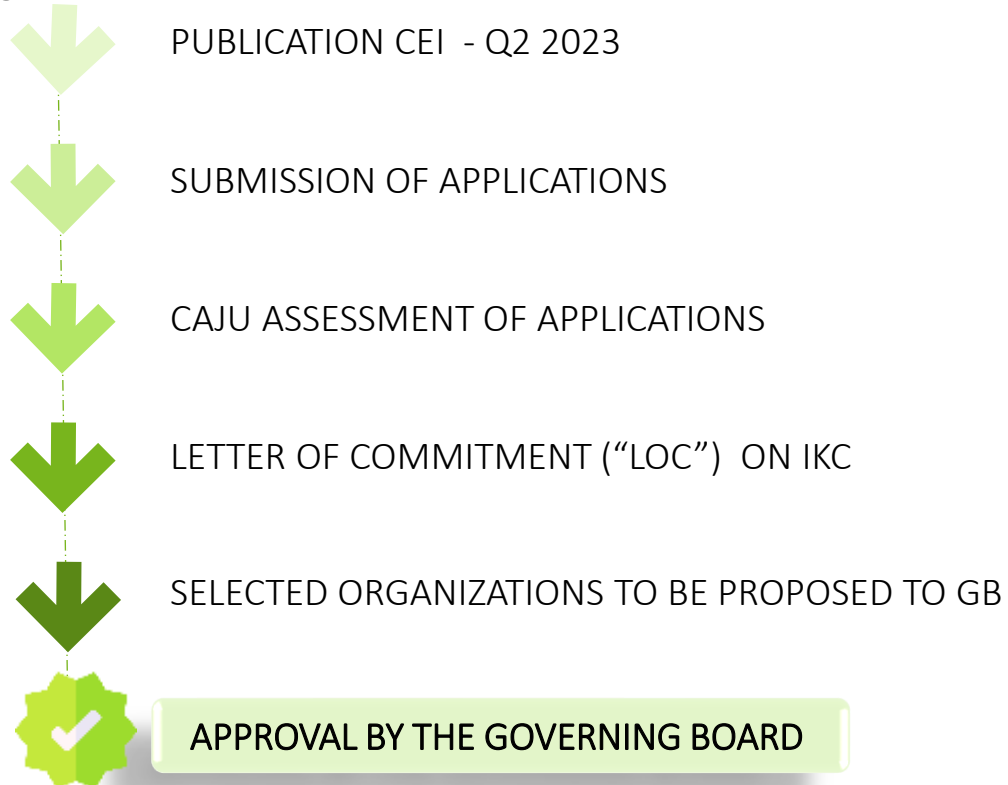
SPECIFIC CONDITIONS PER TOPIC are set in the call/topic descriptions

HOW TO BECOME A CAJU MEMBER: CEI (Art. 7 SBA)

Expected applicant profile for becoming **CAJU Associated Member**:

- ☐ Strategic and long-term commitment to the SRIA/programme;
- ☐ Bring key capabilities to implement the SRIA/programme;
- ☐ Ability to engage on long-term financial and technical commitments (IKC, admin costs to the JU.)
- ☐ BENs in Call 1 and 2 may become AM for their committed IKC in Calls 1 and 2 to be counted for the Members' SBA IKC obligations (in case of selection and as from the date of signature the LoC)
- ☐ Synergies with European/National/Regional programmes

“CEI” to select new
Associated Members
planned for launch on
12th May 2023



ADMISSIBILITY AND ELIGIBILITY SPECIFITIES in calls for proposals



ADMISSIBILITY CONDITIONS

- ☐ Proposals to be submitted via Commission Funding & Tenders
- ☐ CAJU WP - Conditions and management of the calls → The limit for a full application is **120 pages**



ELIGIBILITY CONDITIONS:

- ☐ **At least 1** independent legal entity established in a Member State (MS), and 2 other independent legal entities each established in a different MS or in an Associated Country (AC)
 - ☐ **CSA**: submitted by 1 or more legal entities, established in a MS, AC or 3rd country (exceptional cases)
- ❖ **Specific condition**: legal entities established in **China, Russia, Belarus** or in any occupied territory of Ukraine are not eligible to participate in any capacity (following Horizon Europe WP 2023 – 2024)



UK is covered in the WP under the “HE transitional arrangements” so applicants established in the UK are **eligible to apply as beneficiaries** → for more information:

- <https://www.ukri.org/>
- Government **announcement**: Clean Aviation calls are now covered by the UK Government Guarantee



OPEN CALLS

- ☐ The same applies to the Grant Agreement (GA) → Private Members (PM) and other participants (non-members) will be part of the same action and grant agreement

Call for Proposals n° 2: PACKAGE LEGAL DOCUMENTS



THE MODEL GRANT AGREEMENT (Annex V – Specific rules for JU actions):

- ☐ Actions shall contribute to the CAJU objectives and SRIA;
- ☐ JU right to object to transfer of ownership or exclusive licensing of results outside the EU - up to 10 years from end of the action;
- ☐ Beneficiaries' obligation on exploitation - up to 10 years from end of the action;
- ☐ Description of in-kind contribution (IKC) at proposal level;
- ☐ Minimum level of IKC set at project level, special condition set in all topics of the call (NB: IKC is a Members' obligation).



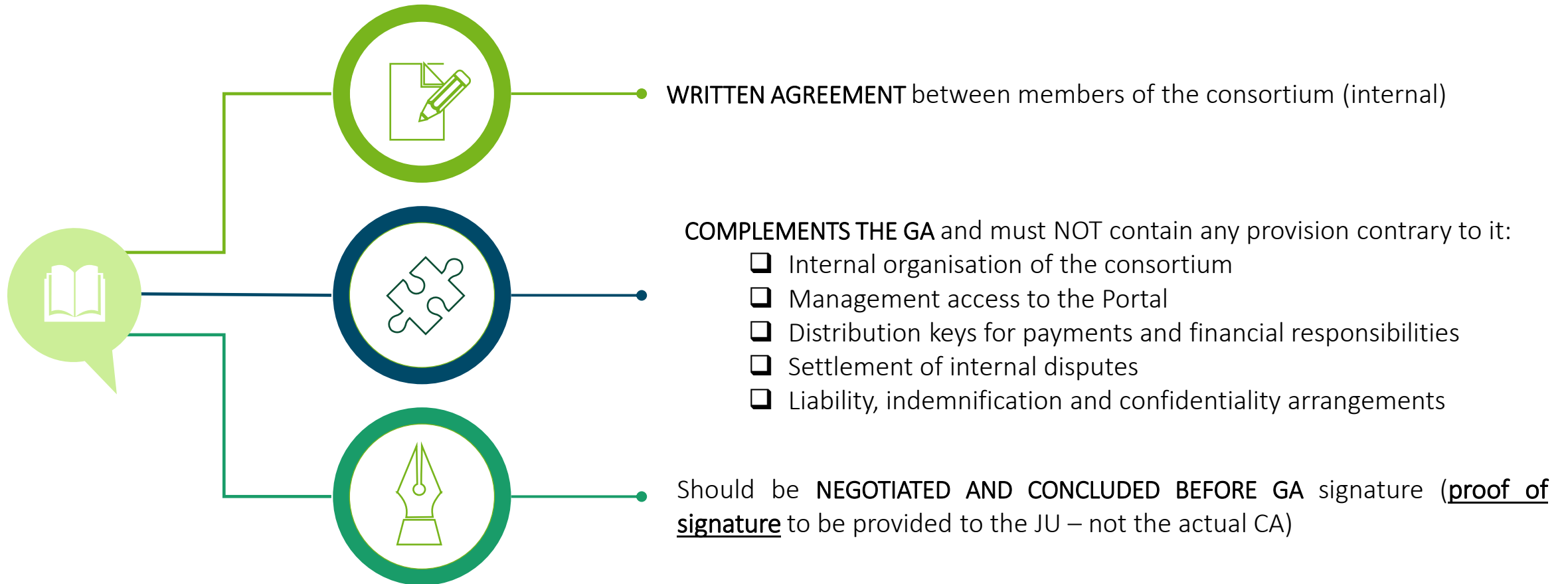
CAJU WORK PROGRAMME 2023/2024

CALL TEXT AND TOPICS DESCRIPTION

CAJU RULES FOR SUBMISSION – Evaluation, Selection and Review Procedure

MODEL CONSORTIUM AGREEMENT

CAJU CONSORTIUM AGREEMENT (ART. 7 SBA)



EASA PARTICIPATION IN CAJU PROJECTS

- ❑ should be involved in the projects to provide its technical contribution in the form of action tasks, expertise and advisory services in the area of certification and other areas (Art. 71 SBA)
- ❑ Its participation and contribution is envisaged at call/topic level
- ❑ All proposals should describe EASA expected contribution entering grant preparation should describe the requirements and the way to get to certification and possible EASA contribution/tasks

EASA may participate as follows:



A) 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 **IKC** and **related budget** must be described in Annex 1

B) BENEFICIARY - carries out *action tasks*

CAJU COOPERATION AGREEMENT

LEGAL BASIS

Legal condition applicable to the call topics – Also a contractual obligation under the newly amended 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

All consortia partners as stakeholders – JU not party

WHEN

Required by **6 months** from GA signature → Cooperation Agreement amongst call 1 projects under signature by the projects coordinators – coordinators of future call 2 projects will be requested to accede

WHERE

Operationalization at action level: reporting at GA level on links and exchanges between connected actions

INTEGRATED APPROACH NEEDED – INCLUDING SYNERGIES WITH REGIONAL INITIATIVES



National R&I Programmes
incl. National Resilience and Recovery Plans (NRRPs)
under Next-Generation EU

National/Regional programmes

“MoC” action plan with the Aviation
Regions

Invitation to join will be sent to PT Authorities
to renew the cooperation on synergies with
Cohesion Funds/ERDF/NRRP