Clean Aviation: Programme overview and context – in a nutshell

Shoébastien DUBOIS
HoU Programmes

Call 2 info days
1st March 2023
Online Event
Phenomenal progress in efficiency...

but growth in aviation transport sector consistently outpaced these gains
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

Total Budget: 4.1 bn
Clean Aviation: 2 Phases

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

- **2022**: Call 1
- **2023**: Call 2
- **2024**: Configuration of Phase 2
- **2025**: Large Call

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

- **2026-2027**: Further Calls
- **2028**: TLR 6
- **2035**: EIS

**EU Funding:** €1.7bn
**Private Funding:** > €2.4bn
Clean Aviation: 3 thrusts

Phase 1: Develop concepts, technology options and trade studies

- 2022
- 2023
- 2024

- HYBRID ELECTRIC REGIONAL
- ULTRA EFFICIENT / SHORT MEDIUM RANGE
- H2 HYDROGEN POWERED

Driving Efficiency & Emission Reduction
Transversal Areas

- Technology integration at concept aircraft level (hybrid electric – Leonardo; SMR – Airbus)
- Overall aircraft design evaluation
  + Impact Monitoring
  + Digital Aircraft Platform
  + Eco-Design
- Synergies with other projects
- Certification
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
Join us online!!!

CLEAN AVIATION ANNUAL FORUM
22-23 March 2023
Brussels & Online

From Low Carbon to Zero-Emission Aviation
UNLEASHING DISRUPTION
Principles and Practical Guidance

Call 2

Sebastien DUBOIS
Head of Programmes

01st March 2023
In remote via Teams
Call 2 Opening phase at a glance

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Call Launch</td>
<td>09 February 2023</td>
</tr>
<tr>
<td>Submission System open</td>
<td>09 March 2023</td>
</tr>
<tr>
<td>Call Closure</td>
<td>11 May 2023</td>
</tr>
<tr>
<td>Q&amp;A opens until*</td>
<td>Mid-April 2023</td>
</tr>
<tr>
<td>Evaluation Phase</td>
<td>June-July 2023</td>
</tr>
<tr>
<td>Results outcomes</td>
<td>August 2023</td>
</tr>
<tr>
<td>Grant Signature</td>
<td>Mid-December 2023</td>
</tr>
</tbody>
</table>

*Q&A will be published on the Funding and Tenders Opportunities Portal.*

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](#)

Not legally binding
## Overview of Clean Aviation Call 2

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

- Specific eligibility criterion
- Expected EU contribution per project
- Indicative budget
- Indicative project duration
- Type of Action
- Technology Readiness Level
- Special skills and/or capabilities expected from the Applicant(s)
- Membership/Consortium agreement
- Project and Impact Monitoring
- In-kind contributions (IKOP/IKA by JU Members; co-funding by other applicants)
- Other relevant projects
- Involvement of EASA

Expected Outcome
Scope
Performance targets

Not legally binding
Special skills / capabilities expected from the Applicant(s)/ consortium

Consortium configuration

-30% GHG EIS 2035
75% fleet replacement by 2050

Exploitation and Industrial potential

Consortium Technical capabilities & skills (incl. innovation potential)

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

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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

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In-Kind Contribution and Synergies

In-Kind Contribution (IKC) to the Programme

• Members vs. Non-Members
• Two types of IKC:
  o IKC to operation activities (IKOP)
  o 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.

Not legally binding
Building an integrated approach

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.
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)

- 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 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)
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:

<table>
<thead>
<tr>
<th>[A] EXCELLENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. Relevance vs the SRIA/topic objectives</td>
</tr>
<tr>
<td>ii. Clarity and pertinence of the project’s objectives (SMART objectives)</td>
</tr>
<tr>
<td>iii. Soundness of the proposed overall methodology</td>
</tr>
<tr>
<td>iv. High level of innovation and associated performance objectives.</td>
</tr>
</tbody>
</table>

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).

Make sure you are using the CA JU templates (Part B and Annexes) available on the Portal for this Call!
### Evaluation criteria: Excellence, Impact, Implementation

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).

<table>
<thead>
<tr>
<th>[B] IMPACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. Credibility of the pathways to achieve the expected outcomes and impacts (quantitative measurement/assessment and performance monitoring strategy)</td>
</tr>
<tr>
<td>ii. Measures to maximize expected outcomes and impacts</td>
</tr>
<tr>
<td>iii. Credible plan for a potential market uptake</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>v. Existing synergies with Programmes (EU, national, regional)</td>
</tr>
</tbody>
</table>

Make sure you are using the CA JU templates (Part B and Annexes) available on the Portal for this Call!
**Evaluation criteria: Excellence, Impact, Implementation**

<table>
<thead>
<tr>
<th>[C] IMPLEMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>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;</td>
</tr>
<tr>
<td>ii. Appropriateness of the <strong>financial plan and budget in line with the topics’ indicative value</strong>;</td>
</tr>
<tr>
<td>iii. Consortium configuration and the necessary expertise to meet the objectives and mitigate technical risks;</td>
</tr>
<tr>
<td>iv. Match of <strong>technical capabilities and skills with the Topic Area and congruent with the programme objectives</strong> embodied in the topic;</td>
</tr>
<tr>
<td>v. Ability to involve <strong>supply chain</strong> and into an <strong>equal or higher tier industrial organisation</strong>;</td>
</tr>
<tr>
<td>vi. Ability to ensure an <strong>adequate level of in-kind contribution to the CA JU</strong> as defined in the calls/topics.</td>
</tr>
</tbody>
</table>

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).
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

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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 is planned on or soon after 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
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
ADMISSIBILITY AND ELIGIBILITY SPECIFITIES - CAJU WORK PROGRAMME

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)

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 2: PACKAGE LEGAL DOCUMENTS

HE 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

Non-legally binding
**CAJU CONSORTIUM AGREEMENT (ART. 7 SBA)**

**WRITTEN AGREEMENT** between members of the consortium (internal)

**COMPLEMENTS THE GA** and must NOT contain any provision contrary to it:
- Internal organisation of the consortium
- Management access to the Portal
- Distribution keys for payments and financial responsibilities
- Settlement of internal disputes
- Liability, indemnification and confidentiality arrangements

Should be **NEGOTIATED AND CONCLUDED BEFORE GA signature** (proof of signature to be provided to the JU – not the actual CA)

Non-legally binding
AFFILIATED ENTITIES (ART. 187 FR AND ART. 8 MGA)

- In HE there are no longer Linked Third Parties, but AFFILIATED ENTITIES ("AE")
- Entities with a link with the BEN (i.e. legal or capital link), neither limited to the action nor established for the sole purpose of its implementation.

LEGAL/CAPITAL LINK COVERS:
- Permanent legal structures (e.g., the relationship between an association and its members)
- Contractual cooperation not limited to the action (e.g., a collaboration agreement for research in a particular field)

- Joint and several liability may be applicable (Annex 3a)
- Can charge costs and contributions (same as BEN)
- Included in Annex 2; and
- Taken into account for the calculation of the grant.

This covers not only the case of parent companies or holdings and their daughter companies or subsidiaries and vice-versa, but also the case of affiliates between themselves (e.g.; entities controlled by the same entity).

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Non-legally binding
EASA PARTICIPATION IN CAJU ACTIONS: LEGAL OPTIONS

- May 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 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

B) BENEFICIARY - carries out action tasks

EASA’s IKC and related budget must be described in Annex 1

Non-legally binding
CAJU COOPERATION AGREEMENT

LEGAL BASIS
Legal condition applicable to the call topics and to the funded projects - Part of the upcoming 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
For Call 1: within 6 months from GA signature → By the time call 2 GAs are signed, there will be a CAJU Cooperation Agreement in place to which call 2 participants will be requested to accede

WHERE
Operationalization at action level: reporting on exchanges between connected actions

COOPERATION AGREEMENT MODEL UNDER FINALISATION (WG3 MEMBERS & CAJU)
TO BE ADDED TO THE DOCUMENTS PACKAGE OF THE CALL

Non-legally binding
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 national/regional programmes

PUBLICATION CEI - 1ST HALF 2023

SUBMISSION OF APPLICATIONS

CAJU ASSESSMENT OF APPLICATIONS

LETTER OF COMMITMENT (“LOC”) TO BRING IKC

SELECTED ORGANIZATIONS PROPOSED TO GB

APPROVAL BY THE GOVERNING BOARD
INTEGRATED APPROACH NEEDED – INCLUDING SYNERGIES WITH REGIONAL INITIATIVES

Regional programmes

“MoC action with the Aviation Regions”
Objective: to establish cooperation on synergies with Cohesion Funds/ERDF
Admin & Financial Aspects of the Proposal Preparation phase
REGISTRATION AND VALIDATION OF LEGAL ENTITY

PROPOSAL PREPARATION – ANNEXES BUDGET AND IKC
Registration and validation of your organisation

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.

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.

Search for a registered organisation

New registration
Registration and validation of your organisation

How to register in the Participant Register

1. Identification (duplicate check) (e.g. Legal name, VAT number)
2. Organisation data
3. Legal information
4. Authorised users (e.g. Name, e-mail address of the self-registrant and the back-up)
5. Registration completed

New Participant Identification Code (PIC) in a “declared” status
Registration and validation of your organisation

Validation Process Overview

Registration
- Organisations have to register in the Participant Register

Verification & validation of legal data
- Based upon legal documents

LEAR
- Mandatory for all validated participants

FCA
- Financial Capacity Assessment if needed

COMMUNICATION VIA PARTICIPANT REGISTER

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Registration and validation of your organisation

Registration data is verified by REA Central Validation Service and all data must 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:**

- FCA for *Coordinators* (and mono beneficiaries) \( \geq 500,000\)€.

- 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 LEGAL ENTITY

PROPOSAL PREPARATION – ANNEXES BUDGET AND IKC
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** (including the summary tables as requested under section 3) and must be prepared using the template downloaded from the system.

- **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,…)

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

<table>
<thead>
<tr>
<th>No</th>
<th>Name of beneficiary</th>
<th>Country</th>
<th>Role</th>
<th>Personnel costs/E</th>
<th>Subcontracting costs/E</th>
<th>Purchase costs - Travel and subsistence/E</th>
<th>Purchase costs - Equipment/E</th>
<th>Purchase costs - Other goods and services/E</th>
<th>Indirect costs/E</th>
<th>Total eligible costs</th>
<th>Funding rate</th>
<th>Maximum EU contribution to eligible costs</th>
<th>Requested EU contribution to eligible costs</th>
<th>Max grant amount</th>
<th>Income generated by the action</th>
<th>Financial contribution</th>
<th>Other sources of funding - IKOP</th>
<th>Own resources</th>
<th>Total estimated income</th>
<th>IOAA</th>
</tr>
</thead>
</table>

---

Co-funded by the European Union
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

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Organisation</th>
<th>Organisation FRC</th>
<th>Project Code</th>
<th>E. Direct costs to IP/EC (€)</th>
<th>Total eligible costs (€)</th>
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<td>35,000</td>
<td>45,000</td>
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<td>8</td>
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<td>55,000</td>
<td>65,000</td>
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</table>

**TOTAL**

200,000

---

**Work Package (as defined in Part A)**

<table>
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<tr>
<th>WP ref.</th>
<th>WP title</th>
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<tbody>
<tr>
<td>WP A</td>
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</tr>
<tr>
<td>WP B</td>
<td></td>
</tr>
<tr>
<td>WP C</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL**

200,000

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Budget requirements for Clean Aviation Proposal
## Table 3.1f - ‘In-Kind Contributions’

<table>
<thead>
<tr>
<th>#</th>
<th>Organisation Full Name</th>
<th>Organisation PIC</th>
<th>Type of organisation</th>
<th>Detailed Description of the AA</th>
<th>2022 in €</th>
<th>2023 in €</th>
<th>2024 in €</th>
<th>2025 in €</th>
<th>2026 in €</th>
<th>Estimated value AA TOTAL in €</th>
<th>Intrinsic IkAA (from table 3.1.d) in €</th>
<th>IkMO value (from table 3.1.d) in €</th>
<th>TOTAL IkC in €</th>
</tr>
</thead>
<tbody>
<tr>
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<td>XX</td>
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</tbody>
</table>

**Total:**

- Total IkC funding: 1,183,750
- Ratio IkC / EU funding: 220%
Table 3.1g - ‘In-Kind Contributions’ provided by Third Parties

<table>
<thead>
<tr>
<th>Participant Number/Short Name</th>
<th>Third party name</th>
<th>Category</th>
<th>Cost (€)</th>
<th>Justification</th>
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</thead>
<tbody>
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<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Seconded personnel</td>
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</tr>
<tr>
<td></td>
<td>Travel and subsistence</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>Equipment</td>
<td></td>
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<tr>
<td></td>
<td>Other goods, works and services</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Internally invoiced goods and services</td>
<td></td>
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<td>Select between</td>
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<td></td>
<td>Seconded personnel</td>
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<td>Internally invoiced goods and services</td>
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</tbody>
</table>
Budget requirements for Clean Aviation Proposal

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

<table>
<thead>
<tr>
<th>BENEFICIARY NAME</th>
<th>PIC</th>
<th>STAFF RESOURCES / PERSONNEL COSTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>TOTAL PM (Person Month)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL PERSONNEL COSTS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
</tr>
<tr>
<td>BENEFICIARY NAME</td>
<td>PIC</td>
<td>SUBCONTRACTING / 3RD PARTY</td>
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<tr>
<td></td>
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<td>TOTAL</td>
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<td></td>
<td>TOTAL</td>
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<tr>
<td>BENEFICIARY NAME</td>
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<td>PURCHASE COSTS</td>
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<td>TOTAL</td>
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<tr>
<td>BENEFICIARY NAME</td>
<td>PIC</td>
<td>OTHER COSTS CATEGORIES</td>
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<tr>
<td></td>
<td></td>
<td>TOTAL</td>
</tr>
</tbody>
</table>

ADDITIONAL EXPLANATIONS IF NECESSARY

SUMMARY OF PLANNED COSTS

Person Month

TOTAL COSTS

Co-funded by the European Union
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

Core Part

Datasheet
a summary of the specific data of the grant agreement

Articles
grouped in six chapters

Chapter 3 - Art. 6: eligible costs

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
Thank you for your participation!