



**MINUTES OF THE GOVERNING BOARD MEETING**  
**12 December 2022, 14:30 – 17:30, Brussels, White Atrium**  
**(Hybrid Meeting – in person + remote connection)**

<b>Draft Agenda</b>		
<b>A. Opening of the meeting</b>		
<b>1.</b>		<i>Adoption of the agenda</i>
<b>2.</b>	10'	<i>Approval of the minutes of the 27 September 2022 meeting and implementation status of actions points</i>
<b>B. Items for decision</b>		
<b>3.</b>	15'	<i>Adoption of the Budget Amendment nr. 3</i>
<b>C. Topics for discussion</b>		
<b>4.</b>	1h30'	<i>Second amended Work Programme and Budget 2022-2023 - preliminary topics for the second call for proposals, timeline for consultations and next steps to adoption</i>
<b>D. Items for information</b>		
<b>5.</b>	1h	<i>Board report:</i> <i>a) Clean Sky 2 progress</i> <i>b) Clean Aviation updates</i> <i>c) Corporate updates</i> <i>d) Planning of upcoming written procedures</i>
<b>E. Any other business &amp; closure of meeting</b>		
	5'	

### **A. Opening of the meeting**

The Chair, Rosalinde van der Vlies (Commission), welcomes all participants to the Governing Board meeting of Clean Aviation Joint Undertaking. The Chair acknowledges the existence of the quorum.

## 1. Adoption of the agenda

The Chair asks the Board members to review the agenda and to declare any conflict or conflict of interest, which may influence or bias the judgment, and to declare any potential conflict that may arise during Governing Board discussions. The Chair reminds that the members are required to act in the general interest of the Joint Undertaking and to respect the confidentiality of the proceedings. No such declarations are raised.

**Outcome:** The agenda is adopted and no (potential) conflict of interest is declared.

## 2. Approval of the minutes of the 27 September 2022 meeting and implementation status of the action points

The Chair informs that the minutes of the last Governing Board have been circulated and that no comments were received. The Chair informs about the status of implementation of the action points.

The JU informs that the Back Office Arrangements (BOA) action related to the new set-up of the accounting function has been launched by written procedure and adopted on 1 of December by the GB. In addition, the BOA arrangements in the areas of ICT services, HR and Legal (administrative procurements) were also agreed amongst the JUs and are ready for implementation via service level agreements as of 1 December.

**Action:** *The JU maintains the action to return to the Board with an analysis of the qualitative and quantitative effects of the BOA implementation once the service level agreements are running and experience has been gained on this matter.*

**Outcome:** The minutes of 27 September 2022 meeting are adopted.

## B. Items for decision

### 3. Adoption of the Budget Amendment nr. 3

The JU presents the details of the budget amendment nr. 3, highlighting the key modifications with a view to optimising the use of all funds available and adopting the initial budget 2023.

In terms of revenues, the amendment includes the expected carry over of €70 million of unused payment credits to the new financial year 2023. In terms of expenditures, for the CS2 operational budget, title 4 includes the inscription of an amount of €24.9 million of payment appropriations for the CS2 GAMs (costs claims 2022). For the CA operational budget, title 3 includes the transfer of the foreseen unused payment appropriations of €129.5 million to title 5, unused funds. The JU explains that the amendment also includes a modification of the establishment plan 2023, by removing of one contractual agent (CA) function instead of an assistant (AST) post.

**Outcome:** The Governing Board adopts the Budget 2023-2023 amendment nr. 3

## **C. Items for discussion**

### **4. Second amended Work Programme and Budget 2022-2023 - preliminary topics for the second call for proposals, timeline for consultations and next steps to adoption**

The Chair thanks the Technical Committee (TC) and Scientific Advisory Body (SAB) for the hard work done in preparing the 2<sup>nd</sup> call for proposals topics. The JU highlights that a lot of input from the different teams involved has been gathered in the different GB alternates, TC and SAB meetings over the last weeks which led to the final list of nine proposed topics to be put forward.

The JU explains the next steps before the call launch, forecast for launch in the second week of February, allowing thus for the call evaluation to be finalised before the summer break and for the grant preparation, signature and pre-financing to be completed before year end of 2023.

The JU emphasises that after having incorporated the analysis stemming from the advisory bodies' consultations foreseen to be launched from 16 December until 12 January, an accelerated two-week period for the GB adoption by written procedure of the Second amended Work Programme 2022-2023 will follow in order to maintain the scheduled launch window for the call.

EASA's representative comments that early information on the call content will help to anticipate any expectations regarding EASA's involvement in the projects, both from a quantitative and qualitative perspective.

The SAB Chair explains the different steps taken in the preparation and definition of the topics in collaboration with the Technical Committee and GB Alternates.

The SAB Chair also highlights the importance of the proposed CSA for the implementation of the impact monitoring of the CA programme. The Board agrees that establishing a clear and agreed baseline and well-articulated performance metrics are critical for evaluating the outputs of the programme and demonstrating the impact of the Clean Aviation programme.

The Board agrees for the Sustainable Industrialisation topic to be included in a potential call 3 in 2024.

The Chair emphasises also the Commission's common Horizon Europe monitoring framework via Cluster 5 specific topics on impact monitoring for aviation and the importance of not duplicating the efforts. The same remark is raised regarding the topics on the digitalisation and the industrialisation, highlighting the importance of having a clear understanding of what is being done where and how to create potential synergies.

## **C. Items for information**

### **Board Report**

#### ***a) Clean Sky 2 progress***

The JU presents the progress overview at programme level at the end Q3 2022, highlighting that the performance is 10% lower than expected compared with same period in the previous years. The JU informs that nevertheless, all project coordinators remain confident about their year-end objectives, considering that a significant amount of work (~2/3 of the 2022 delivery plan) is expected to be delivered by end Q4. The JU presents the foreseen actions to be undertaken in order to ensure the delivery of the work, including a monthly monitoring until CS2 programme end, Steering Committees assessments to highlight potential risks in case difficulties are met in achieving the objectives and identification of corrective actions.

The JU presents the completion status of the CS2 demonstrators as per the Clean Sky 2 Development Plan 2021 schedule, emphasising that 39% of demonstrators are due in 2022 and with 12 demos out of 31 delayed. The JU informs that more than 50% of demonstrators are expected to meet their objectives in the last year.

The JU informs on the Technology Evaluation annual progress review for 2022 where all aircraft concepts have been updated for the second assessment and presented. Most of the aircraft concepts are set to achieve the objectives, however difficulties in achieving low NO<sub>x</sub> performance in cruise have been identified. This being the case especially for the SMR+/++ concepts due to the current knowledge (and uncertainties) of the scientific models in particular in cruise mode / high altitude. The JU explains that priority has been given to maximise CO<sub>2</sub> reduction and to comply to the Regulation. The performance of the TE2 concepts confirms that the objective of Clean Aviation of -30% fuel burn at aircraft level should be achievable.

The JU provides to the Board an overview of the in-kind contributions' values achieved so far and the remaining effort to be considered until programme end. It is highlighted that a minimum of € 178.8 million certified in-kind contribution from additional activities is still to be provided including the 2022 and 2023 reporting.

#### ***b) Clean Aviation updates***

The JU informs the Board on the latest updates from call 1, pointing out that 20 grants will be signed for a maximum grant amount of approx. €654 million, out of which 19 will be signed and pre-financed by the end of the year 2022. The Board is informed also that €154 million will remain available for subsequent calls (€1 million above the plan presented in September). Additionally, it is stated that €76 million of UK funding support, will be used to complement the €654 million of EU funding for the projects selected in call 1.

#### ***c) Corporate updates***

Concerning the legal updates, the Board is informed on the status of participation of the UK entities, highlighting that call 1 grants preparation has been conducted in line with the applicable HE guidance and the HE "transitional provisions" and rules applying to countries negotiating the HE Accession Agreement. No changes are expected in terms of applicable rules for call 2. The JU points out that the practical implementation of the "Associated Partners" status and technical execution in the projects by the UK entities under such status will be monitored to ensure an effective participation in the JU projects and delivery of key contributions.

Concerning the calls mechanisms, the JU refers to the legal analysis performed on the possibility to potentially restrict a limited number of topics of the call 2 or future phase-2 calls when duly justified and provides an overview of the legal options having been assessed based on applicable rules laid down in the HE Regulation and in the SBA (see relevant slides). The option proposed and agreed upon for call 2 allows for the call and all topics to be open, but with the requirement (call condition) for applicants to ensure appropriate connection with relevant projects ongoing under call 1. This selected option is supposed also to be consistent with the "cooperation agreement" condition already anticipated in call 1 projects.

The JU reminds the Board that the current term of office of the GB private Members ends on 16 December 2022 and a rotational appointment per each domain should apply as by rules of procedures. To ensure that the next appointments will be consistent with the Members' engaged private contribution and additional investments in the programme under call 1, the JU invites the private Members domains to plan for those appointments to take place by latest mid-February 2023 ahead of 1st GB of 2023. By that time, the amount of committed in-kind contributions under the call 1 grant agreements will be known as well as the IKAA values

committed under the Additional Activities Plan. The domains may take contact with the JU to support the nomination process if needed in terms of validated IKC/IKAA individual data.

**Action:** GB private Members to send to the JU the new nominations per domain by latest mid-February 2023.

Concerning communications, the JU presents the upcoming events aimed at disseminating the launch of call 2 and highlights the programme foreseen for the Clean Aviation Annual Forum and the participation to Paris Le Bourget airshow, with a new format for the Clean Aviation awards, aimed at awarding the 'Personality of the year' from a list of entrepreneurs, engineers, researchers, students/PhDs, politicians, CEOs contributing to make aviation climate neutral.

**Action:** The JU takes the action to compile together with the Communications Network and share with the Board a comprehensive list of future events in 2023 where the participation or the involvement of the GB community is expected in order to better coordinate and focus resources.

#### **d) Planning of upcoming written procedures**

The JU informs the Board regarding the upcoming written procedure decisions, including the HR decision adopting by analogy the Commission decision of 24 March 2022 for new ways of working and the decision approving the rules governing the traineeship scheme by mid-January.

It is reminded that by mid-January the adoption procedure for the second amended Work Programme 2022-2023 will be launched for a period of two weeks consultation.

### **E. Any other business & closure of meeting**

The Chair reminds the Board of the upcoming public consultation for the Final evaluation of CS2 programme and the Interim evaluation of Clean Aviation and expected inputs and involvement from the members.

The SAB Chair informs about the need to replace one of the SAB members that has in the meantime announced his departure.

**Action:** The Board agrees to allow the SAB Chair to propose an appropriate replacement with the right level of expertise from the available reserve list.

The Chair thanks the Board members for their active and efficient participation at the meeting. The meeting is closed.

~ End of minutes ~