Call for Expression of Interest for Associated Members

Call ref: CAU-CEI-2023-01

(version 10 May 2023)

Chapter I - Introduction; The Clean Aviation European Public Private Partnership

1. The Clean Aviation Joint Undertaking (hereinafter referred to as “CAJU”) is a Public-Private Partnership established by the Council Regulation (EU) No 2021/2085 of 19 November 2021 establishing the Joint Undertakings under Horizon Europe - (hereinafter referred to as “Single Basic Act” or “SBA”).

CAJU is the largest European Institutionalised Partnership under Horizon Europe in the field of Aviation R&I and builds on the Clean Sky 2 Programme funded under H2020 which is expected to finalize its activities by beginning of 2024.

The CAJU has among others the following objectives which are directly set in the SBA1:

General objectives:

• to contribute to the reducing of the ecological footprint of aviation by accelerating the development of climate neutral aviation technologies for earliest possible deployment, therefore significantly contributing to the achievement of the general goals of the European Green Deal, in particular in relation to the Union-wide net greenhouse gas emissions reduction target of at least 55% by 2030, compared to 1990 levels, and to a pathway towards reaching climate neutrality at the latest by 2050;

• to ensure that aeronautics-related research and innovation activities, with particular focus on breakthrough technology initiatives, contribute to the global sustainable competitiveness of the Union aviation industry, and to ensure that climate-neutral aviation technologies meet the relevant aviation safety and security requirements, and that aviation remains a secure, reliable, cost-effective and efficient means of passenger and freight transportation;

• to advance the European aviation research and innovation capacity.

Specific objectives:

• to integrate and demonstrate disruptive aircraft technological innovations able to decrease net emissions of greenhouse gases by no less than 30% by 2030, compared to 2020 state-of-the-art technology, while paving the ground towards climate-neutral aviation by 2050;

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1 For the full list of the CAJU objectives please consult Articles 4 and 5 of the SBA (applicable to all JUs) and Article 57 (2) of the SBA which sets specific objectives for the CAJU.
• to ensure that the technological and the potential industrial readiness of innovations can support the launch of disruptive new products and services by 2035, with the aim of replacing 75% of the operating fleet by 2050 and developing an innovative, reliable, safe and cost-effective European aviation system that is able to meet the objective of climate neutrality at the latest by 2050;

• to expand and foster integration of the climate-neutral aviation research and innovations value chains, including academia, research organisations, industry and SMEs, also by benefiting from exploiting synergies with other national and European related programmes and by supporting the uptake of industry-related skills across the value chain.

2. The CAJU builds on a long-term partnership and mutual commitment between the European Union (represented by the European Commission) and a large stakeholders base of “Members other than the Union” (hereinafter referred as the “private Members”) the latter being represented by 15 representatives at the Governing Board which is the main body responsible for the strategic orientation of the programme and the decision-making process of the CAJU.

The European Union contributes to the CAJU with a financial Union contribution of up to €1.7 billion EUR. The Union public contribution is more than matched by the private Members who jointly committed to bring to the CAJU, throughout its overall duration until 2031, a minimum of 2.4 billion EUR in the form of in-kind contributions.

3. The Private Members jointly committed to implement the Strategic Research and Innovation Agenda (SRIA)² of the CAJU which was adopted by the Governing Board in December 2021 after an open and wide stakeholder consultation with the aim of achieving the programme objectives as set out in the SBA.

4. The Private Members of the CAJU are composed by a fixed number of “Founding Members” which are listed in Annex I of the SBA and by “Associated Members” selected through Calls for Expression of Interest³. A first selection of Associated Members was already performed by the Commission and the Joint Undertaking as part of the preparation phase of the Clean Aviation Partnership which led to the approval by the Governing Board in December 2021 of a list of 12 Associated Members which thus joined the CAJU from the start of its operations.

Founding Members and Associated Members are required to bring the key competences and capabilities required to execute the SRIA and achieve the objectives and impact, to bring to a substantial level of in-kind contributions to the CAJU including leveraging additional investments relevant to the CAJU and also to provide financial support to cover the 50% of the administrative costs of the CAJU as set in Article 61 of the SBA.

The list of the existing Founding Members and Associated Members:

³ For the full list of CAJU Private Members, please visit https://www.clean-aviation.eu/members
Chapter II - The Clean Aviation Programme and its SRIA

The Clean Aviation programme and its “SRIA”, adopted in December 2021 are built on three key thrusts, each with targeted R&I and demonstration efforts driving the energy efficiency and the emission reduction of future aircraft. Each thrust will develop technologies and enablers, leverage essential knowledge and capabilities, and de-risk the identified technologies and solutions, where further maturation, validation and demonstration is required to maximise impact:
• **Hybrid electric regional aircraft:**

Driving research and innovation into novel (hybrid) electrical power architectures and their integration, and maturing technologies towards the demonstration of novel configurations, on-board energy concepts, and flight controls.

• **Ultra-efficient short and short-medium range aircraft:**

Addressing the short and short-medium range aircraft needs with innovative aircraft architectures, making use of highly integrated, ultra-efficient thermal propulsion systems and providing disruptive improvements in fuel efficiency. This will be essential for the transition to low/zero-emission energy sources (synthetic fuels, non-drop-in fuels such as hydrogen).

• **Disruptive technologies to enable hydrogen-powered aircraft:**

Enabling aircraft and engines to exploit the potential of hydrogen as a non-drop-in alternative zero-carbon fuel, in particular liquid hydrogen. The application of results from these areas in future aircraft will depend on performance requirements for the various aircraft categories, the technological capability and maturity, and the performance gains achievable.

The programme technical activities are executed via the launch of calls for proposals (CFP) for the selection of R&I projects based on “Innovation Action” (IA) topics, in the meaning of Horizon Europe Regulation, which are designed and launched by the CAJU programme office based on the technical roadmap and strategy as well as on the proposals for the technical priorities of the Work Programme prepared by the Technical Committee of the CAJU which all Members are represented by a designated representative appointed by each Member.
The programme is mainly structured in phase 1 ("Develop concepts, technology options and trade studies") which is currently ongoing and a phase 2 ("Accelerate technology maturation through integrated demonstration") expected to be launched in 2025.

The chart below provides a general description and estimated calls launch planning; however, this is still subject to further technical assessment and possible updates and evolutions.

At the current status of the programme execution (under phase 1- ongoing), a total of 20 projects (19 IA + 1 CSA⁴) were selected under the first Call for Proposals (CfP01) and are under execution and a total of 9 projects (8 IA + 1 CSA) are expected to be selected under the second Call for Proposals (CfP02) published by the CAJU and open for submission on 9 March 2023 and which closes on 11 May 2023.

The programme and its SRIA may be subject to possible evolutions requiring further technical assessment at the level of the CAJU Programme Office and Technical Committee and subject to strategic orientations and decisions of the Governing Board.

Chapter III - The Call for Expression of Interest: Legal basis and main objectives

The Call for Expressions of Interest ("CEI") is based on Article 7 of the SBA “Selection of Associated Members” (JUs common provisions) which sets out the main principles and rules governing the selection process.

Based on the existing CAJU governance framework and membership base which is at present composed by 39 organizations (plus their “affiliated entities” involved in the R&I projects ), the

⁴ Coordination and Support Action
CAJU is now seeking for additional “Associated Members” which may complement the membership base with additional key capabilities/capacities and competences able to meet the CAJU objectives and achieve impact. Associated Members will join efforts and contribute, together with the European Union and the other Members towards climate-neutral aviation and simultaneously build crucial industrial leadership for Europe and its citizens; Associated Members should have the necessary operational and financial capacity and be able to engage on a long-term commitment to CAJU.

In particular, the CAJU is looking for stakeholders having key capabilities/capacities and competencies in the field of sustainable aviation R&I, allowing to develop, integrate and demonstrate disruptive aviation technological innovations able to decrease net emissions of greenhouse gases by no less than 30% by 2030, while ensuring that the technological and the potential industrial readiness of innovations can support the launch of disruptive new products and services by 2035. The Associated Members should also be capable of utilizing expertise from other sectors (such as but not limited to in the field of electrification, batteries, digital, hydrogen and other relevant transversal areas) needed to complement the traditional aeronautical domains, in order to effectively address the integration of new/disruptive technologies.

Among the other objectives as set above, by means of this CEI, the CAJU is also seeking to maximise synergies with relevant R&I activities and investments that are planned by the Associated Members to be performed in other EU programmes, and in National and Regional programmes, and that may be aligned to the CAJU objectives and whose results and deliverables may be utilised in Clean Aviation. In particular, the CAJU is seeking to maximize synergies with other Horizon Europe Partnerships (such as Clean Hydrogen, SESAR3, BATT4EU, other) and programmes supporting the development, deployment and uptake of innovative solutions, i.e. under the National Programmes and “Recovery and Resilience Plans” (NRRP), as well as relevant R&I activities, training, education performed under the National/Regional Operational Programmes co-funded by ERDF, ESF+ and Cohesion Policy Funds.

The CEI is open to legal entities meeting the eligibility conditions as set below under Chapter VII. Applicants may be new stakeholders not yet involved in the Clean Aviation R&I projects as well as the beneficiaries of CFP01 ongoing projects and beneficiaries to be selected in CFP02 who may wish to become Associated Member.

It should be highlighted that the “CEI” is NOT a call for proposals in the meaning of Horizon Europe Regulation and will not lead to any pre-selection nor pre-allocation of Union funding to the organizations that will be selected as Associated Members. In addition, it must be noted that applying to the CEI and becoming a CAJU Member is not a condition to apply to the CAJU calls for proposals and participate to the CAJU R&I projects. In line with Article 5.2 of the SBA, the CAJU will provide financial support mainly in the form of grants to indirect actions which

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5 Compared to 2020 state-of-the-art technology  
6 The general and specific objectives of the CAJU are presented in the SBA, Article 57
are selected following open, transparent and competitive calls for proposals, except for duly justified deviations set in the Work Programme.

The main objectives of this CEI are:

i. Outreach to stakeholders having additional competences and capabilities (including those from outside the classic aviation/aeronautics sector) which are relevant for the programme implementation and its objectives.

ii. Mobilize and pool additional in-kind contributions and additional investments to the programme by organizations wishing to act in the programme as Associated Member.

iii. Foster synergies and technical alignment with other parts of Horizon Europe (including the European Partnerships), National R&I Programmes (including the National Resilience and Recovery Plans “NRRP” (under Next-Gen EU) and the Regional Programmes (including the Operational Programmes co-funded by ERDF/Cohesion Policy Funds).

Chapter IV - Background technical documents needed to formulate the application

1. In order to elaborate the application, it is recommended that applicants consult the CAJU “Strategic Research and Innovation Agenda” (SRIA) and the CAJU Second Amended Work Programme and Budget 2022-20237.

2. The Clean Aviation Strategic Research and Innovation Agenda (SRIA) sets out the strategy and the way to achieve the overall vision, in terms of timescales and magnitude of impact. This integrated research roadmap includes the required upstream ‘exploratory’ research that is essential to finding tomorrow’s pathways to mature technologies, ready to be incorporated into further new and disruptive innovations.

3. The CAJU Second Amended Work Programme and Budget 2022-2023 (WP 22-23), sets out the main objectives and scientific priorities of the technical activities to be covered under programme and to be co-funded by the EU in 2022 and 2023. It also includes relevant administrative and legal details and aspects regarding the functioning and operations of the CAJU.

Chapter V - CAU Membership: Members’ rights and obligations

Governance rights

1. CAU Private Members are represented, together with two representatives of the Commission on behalf of the European Union, in the Governing Board with fifteen representatives, who are appointed and rotate according to the mechanism established by the Governing Board Rules of Procedure. The Governing Board Members act and collectively represent the private members in each of the stakeholders’ “groups” as set out in the Rules of Procedure and shall act in the general interest of the CAU.

All Private Members are represented and have a seat in the Technical Committee and have the right to contribute and be consulted on the works of the Technical Committee to ensure a wide Member stakeholders’ consultation on the definition of the priorities of the programme, the technical roadmap and strategy as well as providing technical inputs to the CAU programme office on the technical priorities for the calls for proposals to be launched by the CAU.

The Private Members are also actively engaged in and contribute to the dissemination of results and exploitation strategy of the programme and contribute to several programme and corporate communication initiatives launched by the CAU.

Governance Obligations

2. CAU Members commit to contribute to the execution of the SRIA in line with the applicable CAU rules (open calls for proposals) and to comply with their obligations as set in the SBA.

In particular, concerning in-kind contributions\(^8\), the Private Members are bound by a collective commitment to provide in-kind contribution to the CAU of at least EUR 2,400,000,000 over the lifetime of the CAU until 2031.

Concerning the financial contributions, the Members commit to provide financial contributions to cover - on annual basis the 50% of the administrative costs of the CAU (EUR 39,223,000) as defined in budgetary terms the CAU Work Programme and Budget 2022-2023. To execute on this obligation, the members are required to accede to the “Financing Agreement” which sets out the main principles and rules for the allocation of the shares of costs and financial payments.

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\(^8\) ‘In-kind contributions to operational activities’ (IKOP) mean contributions by private members, constituent entities or the affiliated entities of either, by international organisations and by contributing partners, consisting of the eligible costs incurred by them in implementing indirect actions excluding the contribution of that joint undertaking and of the participating states of that joint undertaking to those costs.

‘In-kind contributions to additional activities’ (IKAA) mean contributions by the private members, constituent entities or the affiliated entities of either, and by international organisations, consisting of the costs incurred by them in implementing additional activities excluding any contribution to those costs from the Union and from the participating states of that joint undertaking.
Chapter VI - The application submission process

Applications must be submitted within the specified deadline to the following mailbox:

cei-2023@clean-aviation.eu.

The documents that applicants will need to submit are the following:

The **application/expression of interest** template duly filled in and signed (to be downloaded from the CEI page on the CAJU website).

The template: structure and expected level of information concerning:
- Legal Information about the applicant
- Key competences and capabilities
- Financial soundness (applicant’s operational capacity), available resources and in-kind contributions

As part of the application submission and in addition to the application form, a **Letter of Intent** ("LoI") shall be duly filled in and signed by a legal authorized representative of the applicant based on the available LoI template to be downloaded from the CEI page on the CAJU website.

By means of the LoI, the applicant expresses at the application stage its intention to become an Associated Member of the CAJU as defined in the SBA and provides a preliminary estimation of the level of “in-kind contributions” that may be committed to the CAJU subject to the negotiation stage on the Letter of Commitment (LoC) that will take place afterwards in case of selection. The estimate should be global plus an estimated breakdown of the in-kind contributions to operational activities (IKOP) and in-kind contributions to additional activities (IKAA).

Other relevant reference documents for this CEI will be available to the applicants on the CAJU website.
Chapter VII – Selection process

Admissibility condition

To be considered admissible, an expression of interest must be:

a) submitted via email to the following mailbox: cei-2023@clean-aviation.eu before the deadline given in the call conditions or rules of contest; and

(b) complete, readable, accessible and printable.

Eligibility conditions

1. In accordance with Article 2(3) of the SBA, to be eligible under the CEI, applicants to this CEI must be legal entities established in an EU Member State, in country associated to the Horizon Europe Programme or an international organisation. Applications shall be submitted by individual legal entities applying for CAJU Membership and able to take up legal and financial commitments on behalf of their legal entity/organization. Applications in the form of consortia will be considered as non-eligible.

Possible competences and contributions from “affiliated entities” to the applicant that may be involved in the technical execution of the R&I activities may be described at this stage in the application form.

2. The eligibility of entities established in Countries who are in the process of associating to the Horizon Europe Programme are covered, mutatis mutandis, under the transitional arrangements set out in the General Annexes to the Horizon Europe Work Programme 2023-2024.

Applicant entities from Countries who are in the process of associating to Horizon Europe will be treated by the CAJU as eligible to apply to the call and to be admitted to the technical assessment process. However, the selection of the Associated Members and the acceptance of such legal entities by the Governing Board, as required under Article 7(3) of the SBA, will be subject to the signature and applicability by then of the Horizon Europe Association Agreement.

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9 Pursuant to the terms set in the SBA, an “Associated Member” means any legal entity established in a Member State of the EU, in a country associated to the Horizon Europe Programme or an international organisation that accedes to the CAJU by signing a Letter of Commitment in accordance with articles 6(3) and 7 of the SBA and subject to approval by the Governing Board.

Chapter VIII – Technical assessment process

The applications that will pass the admissibility and eligibility steps, will undergo the technical assessment process that will be divided in 3 phases:

Selection process

Phase 1 – the pre-selection: The assessment panel will assess and score the submitted applications based on the following steps:

- assessment conducted by experts individually (i.e. experts’ individual assessment) whereby experts will prepare an individual assessment report for each application;
- assessment at panel level in consensus meetings; for each application the panel will prepare an assessment consensus report;
- final panel review to allow a comprehensive analysis of the applications and related applicant’s capabilities/competences and their additionality/complementarities within the programme membership including an appropriate coverage and representation of the stakeholders (Industry, RTOs, Academia and SMEs) that may be brought to the CAJU Membership.

Based on the outcome of the panel review, the Executive Director will draw up a list of pre-selected applicants to be invited for negotiations to become an Associated Member.

In case of a large number of qualifying entities, the Executive Director reserves the right to draw up a list of pre-selected applicants and a reserve list matching the additional competences and capabilities required in the programme and in a way as to ensure an appropriate coverage and representation of the different stakeholders “groups” represented in the Governing Board namely: the three industrial “groups” and related supply chain (Aircraft Manufactures, Engines, Systems/Equipment), RTOs, Academia and SMEs.

The assessment process will be carried out by an assessment panel composed by independent external experts that will assist the CAJU in the technical assessment of the applications. The applications will be assessed individually based on the criteria set here below:
The proposals will be assessed according to the following criteria:

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<th>#</th>
<th>Criterion (score from 0 to 5 – threshold 3/5)</th>
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<tr>
<td><strong>C1</strong></td>
<td><strong>Additional/complementary competences and capabilities:</strong></td>
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<tr>
<td></td>
<td>1. Added value of competences and capabilities of the applicant that may contribute to the Clean Aviation programme and its objectives, as defined in the SBA and work programmes.</td>
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<td>2. Relevance of applicant’s proposed R&amp;I strategy and disruptive technologies able to decrease net greenhouse gas emissions by no less than 30% by 2030 compared to 2020 State-of-the Art (SoA) technologies.</td>
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<td>3. Ability of the applicant to ensure that the technological and the potential industrial readiness of innovations can support the launch of disruptive new products and services by 2035.</td>
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<td>4. Ability of the applicant to develop and integrate technologies from non-aeronautical sectors (such as but not limited to hydrogen, digital, hybrid-electric, etc.) into the Clean Aviation programme.</td>
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<td>5. Documented knowledge, experience, track record of the applicant, proof of R&amp;I and engineering capabilities and resources in Europe with a clear evidence of European exploitation and contribution to EU competitiveness and in performing impactful R&amp;I relevant to the CAJU objectives (as noted in terms of previous or ongoing R&amp;I, its demonstrated innovation potential and impact).</td>
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<td><strong>C2</strong></td>
<td><strong>Financial soundness, resources and in-kind contributions (score from 0 to 5 – threshold 3/5)</strong></td>
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<td>1. Financial soundness of the applicants (operational capacity based on typology/size of applicant, financial information, balance sheets, etc.).</td>
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<td>2. Applicant’s ability to commit long-term financial and in-kind contribution (IKC)(^{11}) to the CAJU, leverage ratio(^{12}) of the proposed contributions and relevant additional investments; ability to bring synergies between the Clean Aviation programme and other programmes based on:</td>
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<td>a. description and estimates of IKC made by the applicant as stated in the application and with CAJU(^{13}).</td>
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<td>b. typology and size of the applicant and</td>
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<td>c. applicant’s relevant private investments and/or R&amp;I activities planned/funded under EU/national/regional programmes that are relevant to CAJU and its objectives (such as but not limited to other parts of Horizon Europe including other EU Partnerships, National Recovery and Resilience Plans/NRRPs or regional Operational Programmes) contributing to the Clean Aviation objectives and SRIA.</td>
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\(^{11}\) For more information on the types of in-kind contributions (IKC, IKOP and IKAA), please consult Article 2 (Definitions), Article 11 (Contributions from members other than the Union and contributing partners) and Article 62 (Scope of additional activities) of the SBA Regulation

\(^{12}\) Leverage ratio = (estimated private investments) / (targeted EU funding)

\(^{13}\) IKC will be assessed based on conditions of the first and second call for proposals, that is, a minimum of 1.5 times the funding expected in awarded grants.
To be pre-selected, the applications should be qualified as ‘satisfactory’. **In order to be qualified as ‘satisfactory’, the application scores shall be equal to (or higher than) the individual minimum thresholds AND the overall minimum threshold:**

- minimum threshold applicable to both individual selection criteria is set at 3 (mentioned in the table above)
- **the minimum overall threshold is set at 7** (sum of the scores allocated in each individual criterion)

The result of this phase 1 will be a pre-selection (shortlist) of applications whose score for all the assessment criteria shall be equal to 3 or higher and whose total score (i.e. sum of the scores obtain in the criteria) is equal to 7 or higher. The assessed applications not meeting these scoring will not be retained for pre-selection.

The pre-selected and non-selected applicants will be duly informed via registered email and will receive their individual “Assessment Summary Report” as drawn up by the assessment panel.

**Commitment process**

**Phase 2 – the negotiation on the commitment and signature of the Letter of Commitment (LoC):** The CAJU will organise a workshop with the pre-selected entities that may become Associated Members and hold meetings and negotiations in the framework of the commitment process, leading to the possible signature of the Letter of Commitment (LoC). As an outcome of this process, the pre-selected entities confirming their engagement to become Associated Member will be required to the timely signature of a “LoC” by which they will agree to accede as a Member to the CAJU in the meaning of the Single Basic Act and to jointly commit (together with the other CAJU Members) to bring to the CAU the global in-kind contributions requirement as set in Article 6 (3) of the SBA. By signing the LoC, the new Associated Members will also commit to finalize the accession to the “CAJU Membership Agreement” (private Members’ internal agreement) and to the “CAJU Funding Agreement” for the payment of the administrative costs of the CAJU.

**The Governing Board approval**

**Phase 3** - Following the outcome of phase-2 and of the “LoC” negotiation process, in line with Article 17.2 b) of the SBA, the CAJU Governing Board will be asked to assess, accept or reject the list of short-listed applications as Associated Members based on a proposal by the Executive Director.
Based on the CAJU governance framework and CAJU membership structure, the short-list will be drawn up by category type of entity (Industry, Research Organizations, Academia, SMEs) and by areas of additional capabilities/competences.

**Accession to the CAJU Membership:**

Following the approval of the shortlist by the CAJU Governing Board, the selected Associated Members will be contacted via registered email and requested to formally access Membership via the signature of the CAJU Membership Agreement and the CAJU Funding Agreement for the payment of the administrative costs to the CAJU.

The CAJU Membership Agreement is concluded amongst the Private Members of the CAJU in order to outline and agree on their internal arrangements and ensure the joint commitment and by the members on the required level of in-kind contributions set in the SBA and to contribute to the internal organization of the CAJU governance framework.

The new Associated Members will be asked to assess under which relevant Governing Board group they should be included and be represented in line with the composition of the Governing Board as set out in Article 64 of the SBA and as organized under Articles 15 onwards of the [Governing Board Rules of Procedure](#). Their affiliation to the Governing Board groups will be based on their position in the aviation sector and supply chain and their expected area of operations in the programme.

The new Associated Members will be asked to appoint their representative at the “Technical Committee”, in accordance with Article 3 of the [Technical Committee Rules of Procedure](#).

**Information on the means of complaint**

The present CEI is not a call for proposals for the selection of projects to be co-funded therefore the redress rules of the Horizon Europe Regulation are not applicable.

However, if an applicant believes that the rejection of the application was based on a material or procedural error in the technical assessment and/or in the selection procedure, applicants may exercise the rights of complaint in the following forms:

- Request for an administrative review of the application to [cei-2023@clean-aviation.eu](mailto:cei-2023@clean-aviation.eu) within 30 days of receiving the assessment result letter.
- Launch an action for annulment under Article 263 TFEU — within 2 months of receiving the letter (by application to the [EU General Court](#)).
- Submit a complaint to the Ombudsman in accordance with Article 44 of the SBA and Article 228 of the TFEU.

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14 The complete list of relevant and background documents will be published on CAJU’s website.
Chapter IX - Submission of the expressions of interest and deadline

1. The expressions of interest must be completed in English using the template provided on the CAJU website from 12 May 2023, 12:00, Brussels time.

2. Participants may rest assured that all replies will be fully treated as confidential and in compliance with the EU Data Protection Regulation.

3. The **deadline** for submitting expressions of interest is the **22 June 2023, 12:00**, Brussels time. Expressions of interest submitted after the date indicated above will not be taken into consideration.

4. All **questions** should be sent to: cei-2023@clean-aviation.eu

   Questions received up until **31 May 2023, 17.00 CEST/Brussels time** will be answered after analysis and published on this webpage for the benefit of all potential applicants. The **release of questions and answers** is foreseen on **6 June** (indicative date).

5. The assessment of the applications will start early July. It is planned to inform all applicants about the outcome of this assessment by end of July/beginning of August.

**Contact**

cei-2023@clean-aviation.eu