



**EUROPEAN COMMISSION**  
DIRECTORATE-GENERAL FOR RESEARCH & INNOVATION  
Directorate D - Clean Planet

**CALL FOR EXPRESSIONS OF IDEAS/POTENTIAL MEMBERS  
FOR THE FUTURE EUROPEAN PARTNERSHIP ON CLEAN AVIATION  
UNDER HORIZON EUROPE**

**FAQS  
(VERSION 20-11-2020)**

## **What are the assessment criteria to “become a Member of the future Clean Aviation Joint Undertaking”?**

The proposed Horizon Europe Regulation sets a number of criteria for the selection and implementation of public-private partnerships. One criterion requires the private sector partners to show evidence of long-term commitment. This is why a Memorandum of Commitment is being finalised by the European Partnership for Clean Aviation (EPCA) stakeholders’ preparatory group, in order to provide this level of ex-ante commitment to the European Commission before the legislative proposal for the future institutionalised partnerships’ governance arrangements (single basic act) is adopted.

Concerning private members’ participation in the future Clean Aviation partnership, it is foreseen to specify ‘Founding Members’ within the legislative proposal of the single basic act as well as a second category of ‘Associated Members’ to be identified and selected at a following stage.

Specifically for this Call for Expressions of Interest (CEI), dedicated evaluation criteria are outlined in section 5 of the call text. The independent evaluation committee will assess the potential members’ capacity to:

- implement multi-annual and multi-stakeholder projects;
- be part of an integrated Work Programme and Technological Roadmap for the future EPCA;
- commit on a long-term basis to make financial and in-kind contributions;
- commit to the long-term strategic vision and objectives of the EPCA, as described in the draft Strategic Research and Innovation Agenda (SRIA) published in July 2020.

The potential members shall have the necessary technical competences/capabilities to contribute to the implementation of the SRIA priority areas and its expected impact, be financially sound and able to make financial and in-kind contributions, and showing experience in the relevant field of research.

## **Does the consortia need to integrate different EU Member States, or can the consortium combine partners from a single country? Is there a need to create a legal entity if the consortium is assessed as fulfilling the criteria for potential Member?**

Please see the eligibility conditions laid down in section 3 of the CEI text.

The Commission expects to receive proposals from consortia consisting of at least 3 legal entities established in different EU Member States or Associated Countries (the current H2020 association agreements that are still in force until 31 December).

However, considering the specific nature and objectives of the CEI and to ensure equal treatment and enable a broad membership of the future Clean Aviation partnership, proposals presented by consortia with at least 3 participants established in the same Member State or Associated Country will be considered eligible as well. Only legal entities may make commitments and become private sector members of the future partnership.

**Will it be possible for companies who participate to the current call to still take part of future project calls?**

Yes, while bearing in mind that the future Clean Aviation partnership will operate through “open calls” to allocate EU funding to the projects, subject to the terms and conditions that will be laid down in the single basic act legislation.

**Once the “idea” document is submitted, who reviews it and who will have access to it? In short, to what level of confidentiality will the document be subject?**

Confidentiality rules will apply under the CEI. The evaluation committee will consist of representatives from the Clean Sky 2 Joint Undertaking, the European Commission and independent external experts to be selected and appointed based on the Horizon 2020 rules on engaging independent experts for call evaluations.

As the future Clean Aviation partnership will be a public-private partnership, the Commission is also exploring the possibility to include within the evaluation process a small number of observers representing the private sector members. If appointed, they will be subject to the same strict confidentiality requirements. These observers will be impartial and will not ‘influence’ the evaluation process on behalf of particular private organisations.

The Commission will not disclose publicly any commercially sensitive or other confidential information from the contributions received.

**With reference to the “Confidentiality rules will apply under the CEI.”: what are the nature of these confidentiality rules? Will they be 100% non-disclosure with no exceptions? Will they be the same for all members of the evaluation committee (EC, CS2JU and independent external experts) including proposed “private sector member” observers?**

Access to the applications submitted for the purpose of the evaluation process will abide by the confidentiality arrangements used by the Commission when evaluating open calls:

- Independent experts will be selected from the H2020 database
- Experts will be asked to sign the standard Commission experts’ appointment letter/contract, which contains strict confidentiality obligations that also remain in after the evaluation process has taken place.
- The experts will be cleared to ensure no possible conflicts of interest, using established practice.

The representatives of the Commission and CS2 JU will, in the same way, abide by their confidentiality obligations.

There will not be observers from the private sector involved in the evaluation process.

**What will be extracted from individual CEI applications to provide to the CS3PG/WG4 community updating the SRIA and/or creating the Work Programme?**

The applications submitted and the Evaluation Summary Reports (ESRs) that will result from the evaluation process will be kept confidential, and will not be disclosed to third parties if not explicitly authorised. Hence, no direct access to the internal documents of the evaluations will be granted to the CS3 PG nor the WG4. This protocol is meant to

safeguard the confidentiality of the applications and any possible confidential/commercial sensitive information contained in the application.

The main outcome/results of the CEI, in terms of the possible contribution to the Strategic Research and Innovation Agenda (SRIA) and for co-designing the preliminary Work Programme, will be compiled in a synopsis by the Commission and the CS2 JU. They will ensure that no confidential/commercial sensitive information is disclosed.

Based on the outcome of the CEI and the level of information provided in the applications received, the Commission and CS2JU reserve the right to check directly with the applicant representative their prior consent to disclosure of information to the CS3PG and relevant WGs with regard to possible consideration under the Strategic Research and Innovation Agenda.

**How will the risk be managed that the originator of the “new idea” is not successful in winning an open call and then decides to take legal action on the basis that their “new idea” has been acquired by someone else who is then receiving funding to progress it.**

Any possible new idea submitted within an application will be firstly analysed based on consistency and alignment with the current draft SRIA (July 2020), and/or any possible inclusion in a further revision of the SRIA.

The content/description to be considered for inclusion in a further update to the SRIA will first be discussed and agreed with the applicant, and will be subject to adoption by the CS3 PG before any further SRIA version may be published.

The outcome/results of the CEI will be used for preliminary preparation and co-design of the Clean Aviation partnership Work Programme, in particular its ‘technical architecture’ and possible ‘technology roadmaps’ and their integration in the Work Plan 2021-2022.

Due inclusion in the SRIA or in an open call under the Work Programme must be officially adopted by the future Clean Aviation partnership Governing Board (possibly following a consultation process with the relevant advisory bodies). In addition, publication by the Clean Aviation partnership of the possible “open calls” will be subject to the rules that will be agreed under the “Single Basic Act” legislation for the future Horizon Europe institutionalised partnerships.

**Can non-Original Equipment Manufacturers (i.e. Tier 1, Tier 2, etc.) participate?**

Yes, the Commission is open to receiving ideas and possible contributions from all types of organisations including from outside the aviation sector. An important aim of this Call is to help foster synergies with other Horizon Europe partnerships, as listed in the call text.

**What about the calls that will be launched by the future Clean Aviation partnership" their budget and support percentage for potential members?**

No budget figures have been indicated in the CEI text, because as at mid-October 2020, the future EU Multiannual Financial Framework for 2021-2027 has not been officially adopted yet. Consequently, the final budget envelope for Horizon Europe and thus for the future European Partnerships is not yet agreed.

The specific funding rates that will apply to the activities carried out under the Horizon Europe partnerships are still under discussion. The potential percentage of co-financing (in-kind contribution) to be required from the future private sector members will be subject to the terms and conditions laid down in the single basic act for the future institutionalised partnerships.

**Will there be several levels of membership? For example Founding/Core members, Associated members or Project members? If so, is this call both for potential core members and other types of memberships?**

See answer above. There are expected to be two categories of membership: ‘Founding Members’ and ‘Associated Members’.

**What is the outcome of a successful CEI submission? Is it an award of EU funding? Or is it a more concrete proposal that leads to a "2nd round" competition for the EU funding? Or something else?**

The CEI is an innovative process for preparing the future European Partnership on Clean Aviation, and this will be further articulated within the legislation for the single basic act.

See the section 2 on the “objectives” and section 3 on the “expected outcomes” of the “CEI” text. The main aims of the “CEI” are:

- 1) to harvest new and innovative ideas to possibly complement/integrate what has been proposed within the SRIA, while ensuring a consistent technical framework;
- 2) to identify potential members that may join the future partnership according to the terms and conditions that will be defined in the single basic act.

The Commission is also working with the stakeholders group that has developed the SRIA, as well as the Clean Sky 2 Joint Undertaking, to identify the best possible approach to integrate the outcomes from the CEI into the future Partnership SRIA and reflect this in the future Work Programme activities.

Finally, it is important to note that no funding decisions will be made as part of the CEI exercise.

**Finally, the question: “is Clean Aviation going to be the same than Clean Sky 2”. What would be your answer to that?**

The institutionalised partnerships under Horizon Europe will differ from the current Joint Undertakings under Horizon 2020, due to a greater degree of openness (the principle of open calls will apply) that is foreseen.

In addition, there will not be any ring-fenced budgets for specific types of participants.

The partnerships’ objectives will be clearly defined and the Commission expects each one to generate significant impact, especially in terms of their deliverables and in their contribution to key EU policy objectives.