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Clean Aviation Programme Context & Objectives

Daniele Violato
Head of Synergies
Clean Aviation JU

How does aviation create impact in Europe?



13.5 million jobs
4.4% of EU GDP



58% market share of new civil aircraft
47% of global order book
70% of global airspace managed with European ATM technology



Strengthens European **trade** and **strategic autonomy**
Advanced technology driven
Security of European airspace



Enables **mobility, education & research**
Connects regions, supporting EU integration & cohesion

EU leading position is fragile without bold investments in aviation innovation, given global competition (US, China)

Clean Aviation: an impact-driven programme [2021–2030]

Achieve
-30%
GHG reduction

SAF

H2

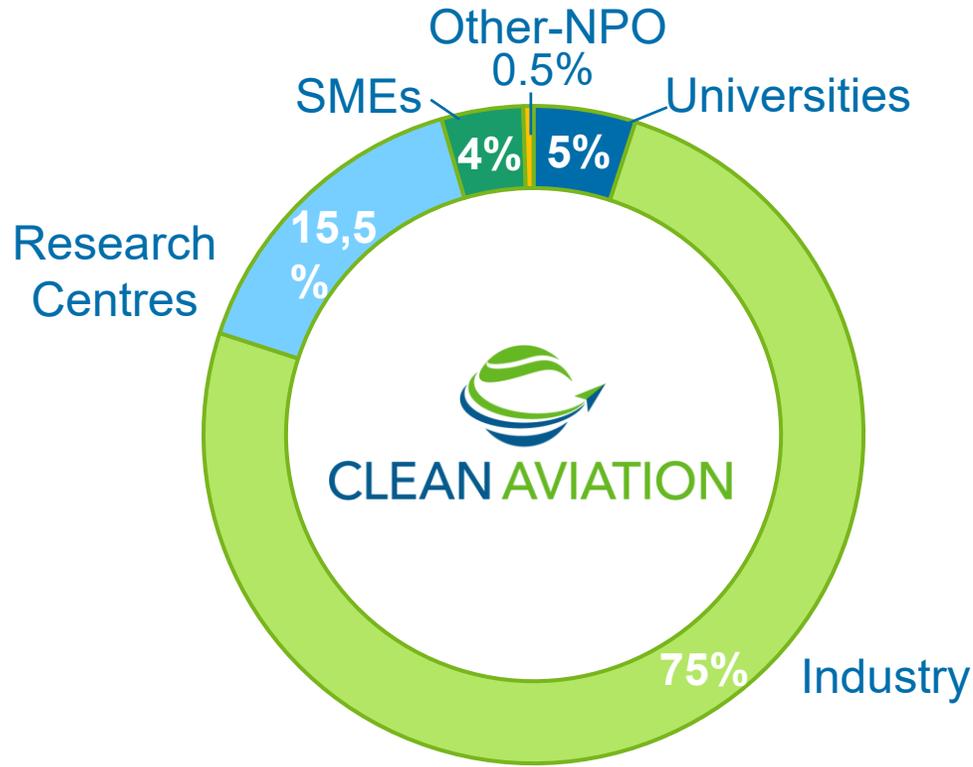
Support
Entry-into-Service
of new aircraft by
2035

Enable
75%
fleet replacement
by 2050

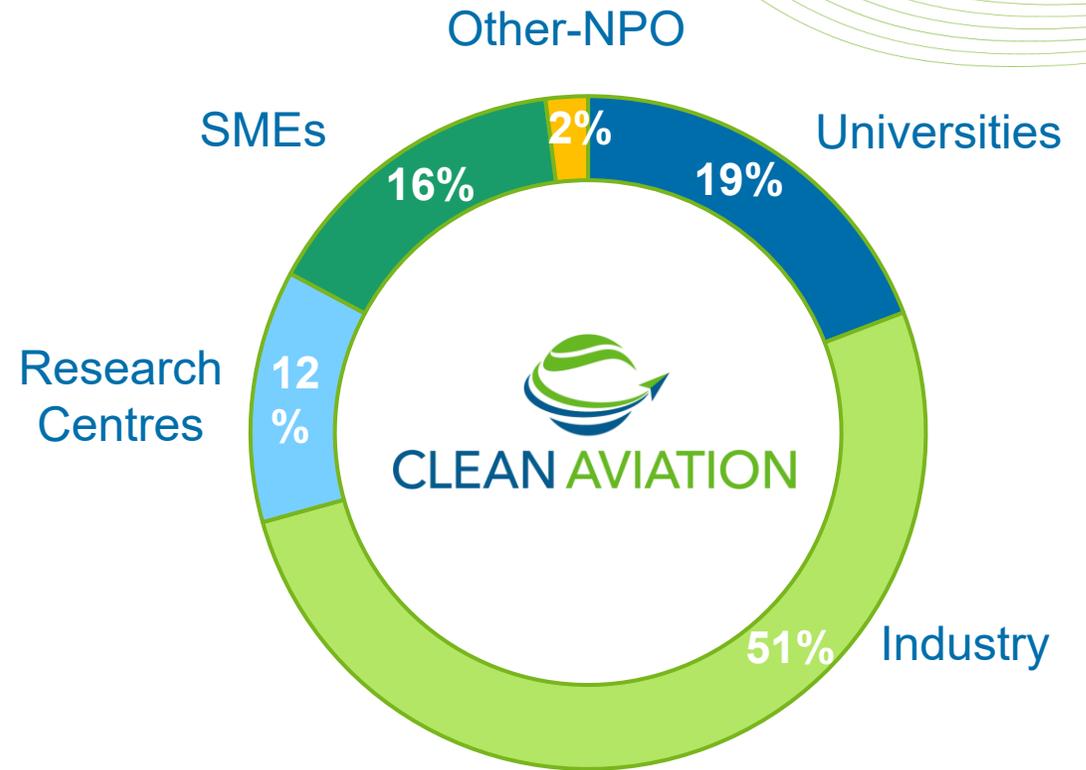
EU Funding:
€1.7B
Private Funding:
> €2.4B



Participation in Clean Aviation's Call 1, 2 and 3



Share of budget for all participations
EU funding: €1.2 billion

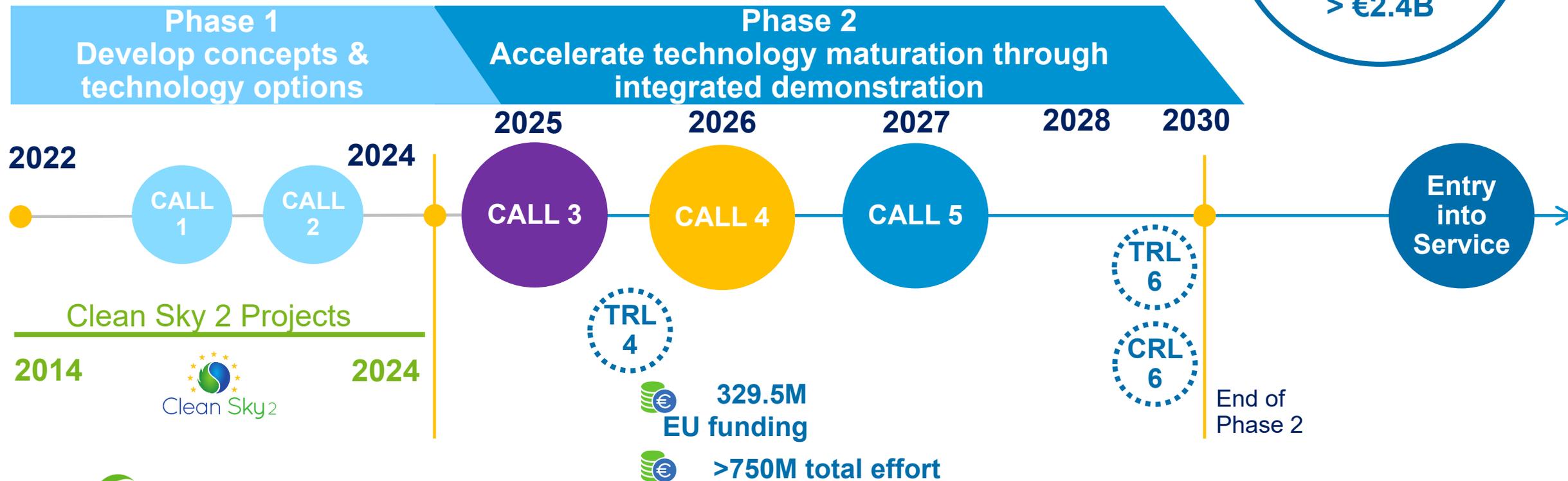


319 individual participating entities

Accelerating maturation & demonstration


EU
funding
800M


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



Founding Members of Clean Aviation

The EU represented by the
European Commission



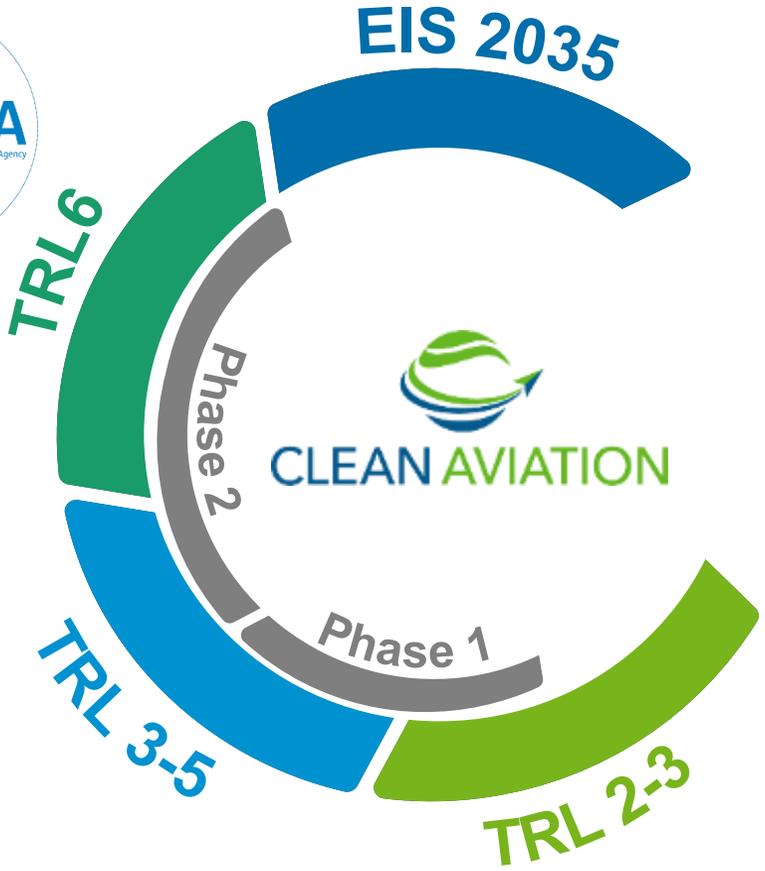
1. Aciturri Aeronáutica
- 2. Aernnova Aerospace** 
3. Airbus
4. Centro Italiano Ricerche Aerospaziali (CIRA)
5. Dassault Aviation
6. DLR
7. Fokker Technologies Holding BV
8. Fraunhofer-Gesellschaft
9. GE Avio S.r.l.
10. GKN Aerospace
11. Honeywell International
12. Industria de Turbo Propulsores
13. Leonardo SpA
14. Liebherr-Aerospace & Transportation
15. Lufthansa Technik AG
16. Łukasiewicz Research Network – Institute of Aviation
17. MTU Aero Engines
18. National Institute for Aerospace Research (INCAS)
19. ONERA
20. Piaggio Aero Industries
21. Pipistrel Vertical Solutions d.o.o.
22. Raytheon - Collins
23. Rolls-Royce Deutschland Ltd & Co KG1
24. Safran
25. NLR
26. Thales AVS France SAS
27. University of Patras

+ 32 Associated
Members, incl.



Europe's collective effort towards climate-neutral aircraft

EU Cohesion Policy (ERDF, Just Transition)



National Programmes



Regions & Member States (6 MoCs)



Junta de Andalucía



Strategic outlook for MFF 2028-2034

ARIS: handover to the European Commission



AVIATION RESEARCH & INNOVATION STRATEGY

A pathway to competitive and sustainable aviation supporting Europe's sovereignty

- ARIS handover to Commissioner Apostolos Tzitzikostas
- Paris Airshow, 16 June 2025
- +100 contributors

R&I element (up to TRL6) and support to market uptake/deployment (TRL6+)

HE proposal: Clean Aviation Moonshot



Moonshots



Clean Aviation

Lead the world in developing the next generation CO₂-free aircraft and automated ATM



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Clean Aviation technical challenges & Call 4 Practical Guidance

Daniele Violato
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Clean Aviation JU

SMR Aircraft: Main tech challenges

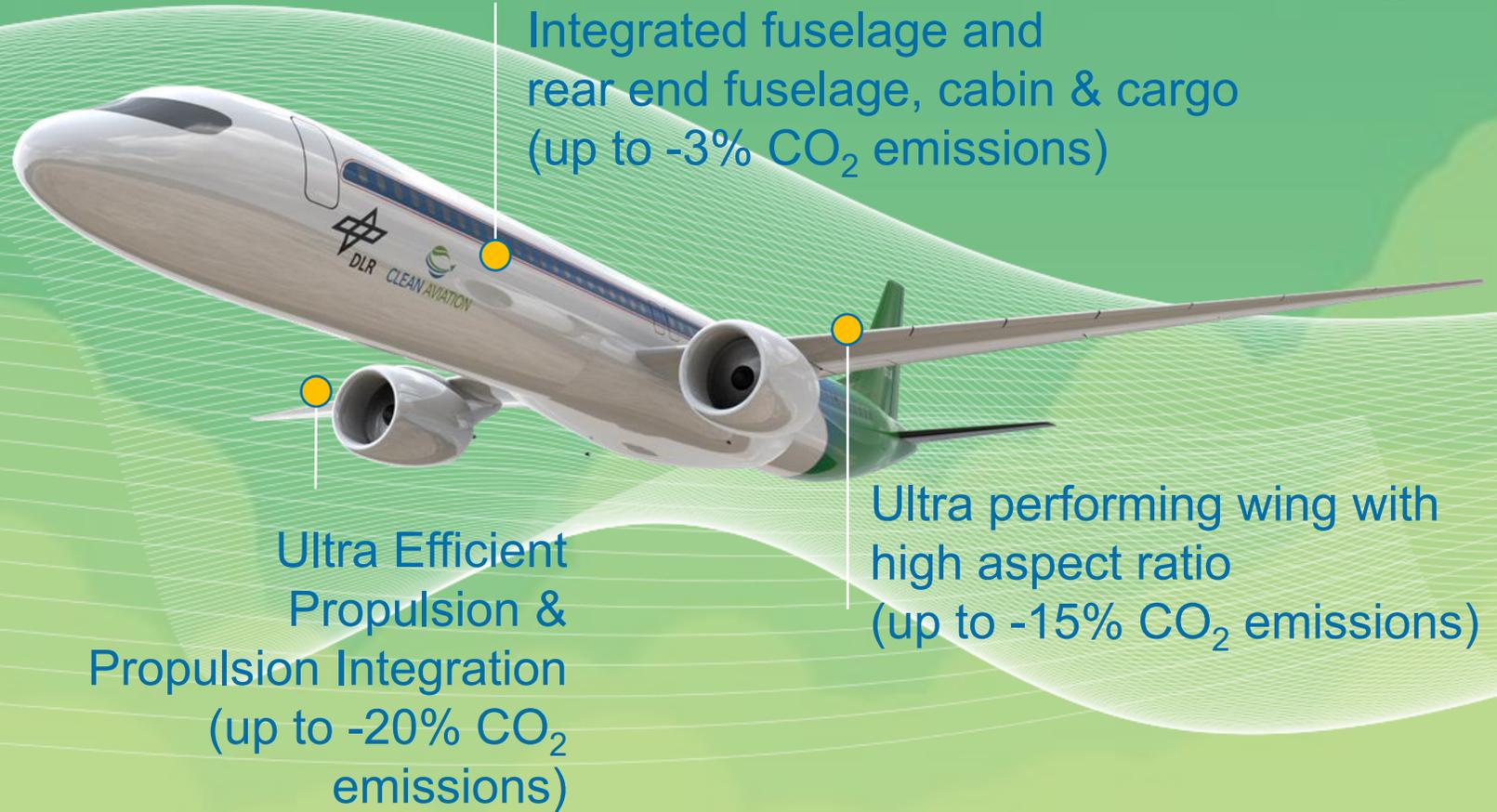


✈️ SHORT-MEDIUM RANGE

- Demonstration of an **Optimized System Platform** for Ultra-efficient SMR Aircraft
- Demonstration of an **Ultra-Efficient Rear Fuselage** and Empennage and Its Integrated Industrial System enabling EIS2035 for the SMR Aircraft
- Ground Demonstration of **Hybrid-Electric Propulsion Architectures** for the Ultra-efficient SMR aircraft



€ 130 M



Integrated fuselage and rear end fuselage, cabin & cargo (up to -3% CO₂ emissions)

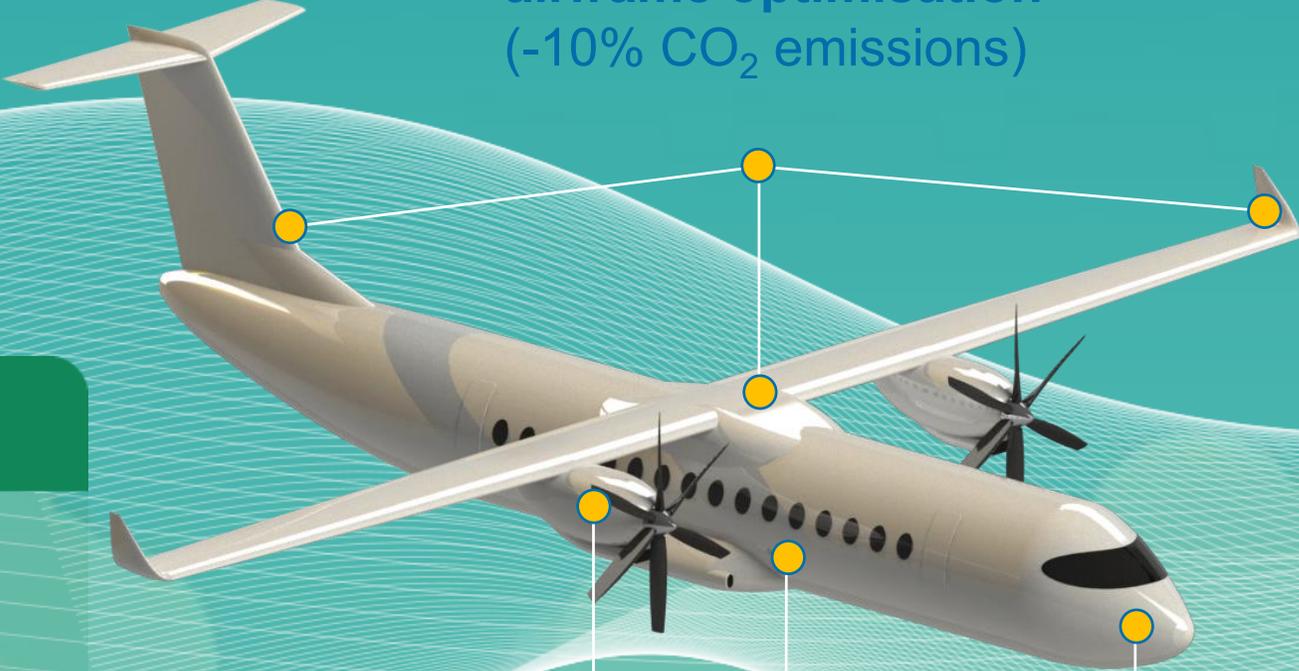
Ultra Efficient Propulsion & Propulsion Integration (up to -20% CO₂ emissions)

Ultra performing wing with high aspect ratio (up to -15% CO₂ emissions)

Regional Aircraft: Main tech challenges



Aerodynamic and
airframe optimisation
(-10% CO₂ emissions)



⚡ REGIONAL

- Demonstration of an **advanced airframe** for ultra-efficient regional aircraft

€ 40 M

Hybrid-electric
propulsion with
batteries
(-20% CO₂ emissions)

Advanced
cabin
solutions

Safety &
operability
solutions

Hydrogen aircraft: Main tech challenges



H₂ HYDROGEN-POWERED AIRCRAFT

- Demonstration of **advanced FC propulsion techno-bricks** for the fully electric hydrogen fuel cell aircraft concept
- Demonstration of an **integrated hydrogen fuel system** for a fully electric hydrogen fuel cell powered aircraft
- Demonstration of an **advanced Low NOx H₂C Propulsion System** for the direct hydrogen combustion aircraft concept
- Demonstration of a **hydrogen distribution system** for a direct hydrogen combustion propulsion aircraft

Fuselage & empennage technologies

LH₂ storage

LH₂ distribution

Fuel cell system

H₂ turbines



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€ 101 M

Call 4: Transverse activities plus 7 topics on FTAs

TRANSVERSE ACTIVITIES

- **Hydrogen powered aircraft concept** and key technologies integration and impact assessment
- Demonstration and Validation of **icing Certification Methodologies** compatible with EIS2035 for the SMR and REG Aircraft
- **Operational stakeholders' group** to support the deployment of Clean Aviation aircraft concepts and technologies

 **€ 18.5 M**

FAST TRACK AREAS

- Demonstration of **low power Ice Protection System** technology
- Demonstration of **cabin acoustic optimization** technology
- **Advanced noise-reducing technologies** for propulsion systems of next generation Ultra-efficient SMR aircraft
- **Key Technologies for Loads Control Lidar** for Ultra-efficient SMR aircraft
- **Cryo-cooled power electronics** for a fully electric hydrogen powered aircraft
- **Superconducting motor windings** for a fully electric hydrogen fuel cell powered aircraft
- Innovative light weight and reliable **liquid hydrogen tank**

 **€ 40 M**

Regional Aircraft

SMR Aircraft

Hydrogen aircraft

Call 4 Opening phase at a glance

Milestones	Standard Topics
▪ Call Launch (incl Q&A first release)	17 February 2026
▪ Submission System open (by the latest)	17 March 2026
▪ Q&A opens until *	26 March 2026
▪ Call Closure	19 May 2026
▪ Evaluation Phase	June-July 2025
▪ Results outcomes	August 2026
▪ Grant Signature	October 2026 (FTA) Mid-December 2026 (LSP)

The Call 4 contains **18 Topics** with an indicative total funding of **~€329.5 million**

Questions to: CFP-2026-01@clean-aviation.eu

*Q&A final version release 17-April

Find out more:

- Clean Aviation JU website: [Calls for Proposals](#)
- Funding and Tenders Opportunities Portal:

- **9 Large Scale Project (LSP) Topics** ~€283 million.
- **1 Aircraft Concept Integration (ACI) Topic** ~€6 million.
- **7 Fast Track Activities (FTA) Topics** ~€40 million.
- **1 Coordination and Support Action (CSA)** ~€0.5 million.

Call 4 Topic Overview

Non-legally binding

Identification Code	Title	Type of Action	Ind. Value (Funding in M€)
HORIZON-JU-CLEAN-AVIATION-2026-04-...			
Aircraft Concept Integration (ACI)			
ACI-01	Hydrogen powered aircraft concepts and key technologies integration and impact assessment	IA	6

Large Scale Projects (LSP)			
Transverse Activities (TRA)			
TRA-01	Demonstration and Validation of icing Certification Methodologies compatible with EIS2035 for the SMR and REG Aircraft	IA	12
Ultra-efficient regional aircraft topic (REG)			
REG-01	Demonstration of advanced airframe for ultra-efficient regional aircraft	IA	40
Short and medium-range aircraft topics (SMR)			
SMR-01	Demonstration of an Optimized System Platform for Ultra-efficient SMR Aircraft	IA	30
SMR-02	Demonstration of an Ultra-Efficient Rear Fuselage and Empennage and Its Integrated Industrial System enabling EIS2035 for the SMR Aircraft	IA	40
SMR-03	Ground Demonstration of Hybrid-Electric Propulsion Architectures for the Ultra-efficient SMR aircraft	IA	60
Hydrogen Powered aircraft topics (HPA)			
HPA-01	Demonstration of advanced FC propulsion techno-bricks for a fully electric hydrogen fuel cell powered aircraft	IA	50
HPA-02	Demonstration of an integrated hydrogen fuel system for a fully electric hydrogen fuel cell powered aircraft	IA	18
HPA-03	Demonstration of Advanced Low NOx H2C Propulsion System for a direct hydrogen combustion propulsion aircraft	IA	15
HPA-04	Demonstration of a hydrogen distribution system for a direct hydrogen combustion propulsion aircraft	IA	18

Call 4 Topic Overview

Non-legally binding

Call Topic Reference: <i>HORIZON-JU-CLEAN-AVIATION-2026-04-...</i>	Topic Title	Type of Action	Ind. Value (Funding in M€)
Coordination and Support Action (CSA)			
CSA-01	Operational stakeholders' group to support the deployment of Clean Aviation aircraft concepts and technologies	CSA	0.5
Fast Track Activities (FTA)			
FTA-01	Demonstration of low power Ice Protection System technology	RIA	5
FTA-02	Demonstration of cabin acoustic optimization technology	RIA	5
FTA-03	Advanced noise-reducing technologies for propulsion systems of next generation Ultra-efficient SMR aircraft	RIA	5
FTA-04	Key Technologies for Loads Control Lidar for Ultra-efficient SMR aircraft	RIA	5
FTA-05	Cryo-cooled power electronics for a fully electric hydrogen fuel cell powered aircraft	RIA	5
FTA-06	Superconducting motor windings for a fully electric hydrogen fuel cell powered aircraft	RIA	5
FTA-07	Innovative light weight and reliable liquid hydrogen tank	RIA	5

TOTAL	329.5 M€* 18 topics
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**One project per topic for Fast track activities, with funding reserved for an additional one based on the outcome of the evaluation.*

Topic structure (example for LSP and ACI)

Description of the call topic and topic specific conditions

- Special eligibility condition - maximum EU contribution per project
- Special eligibility condition applicable to the coordinator / funding
- Technology Readiness Level
- Certification Readiness Level
- Special skills and/or capabilities expected from the Applicant(s)
- Membership/ Consortium agreement
- Cooperation Agreement(s)
- Enhanced cooperation – linked actions
- Impact Monitoring
- Project Monitoring
- In-kind contributions (IKOP/IKAA by JU Members; co-funding by other applicants)
- Other relevant projects
- Involvement of EASA

Expected Outcome

Scope

Performance targets

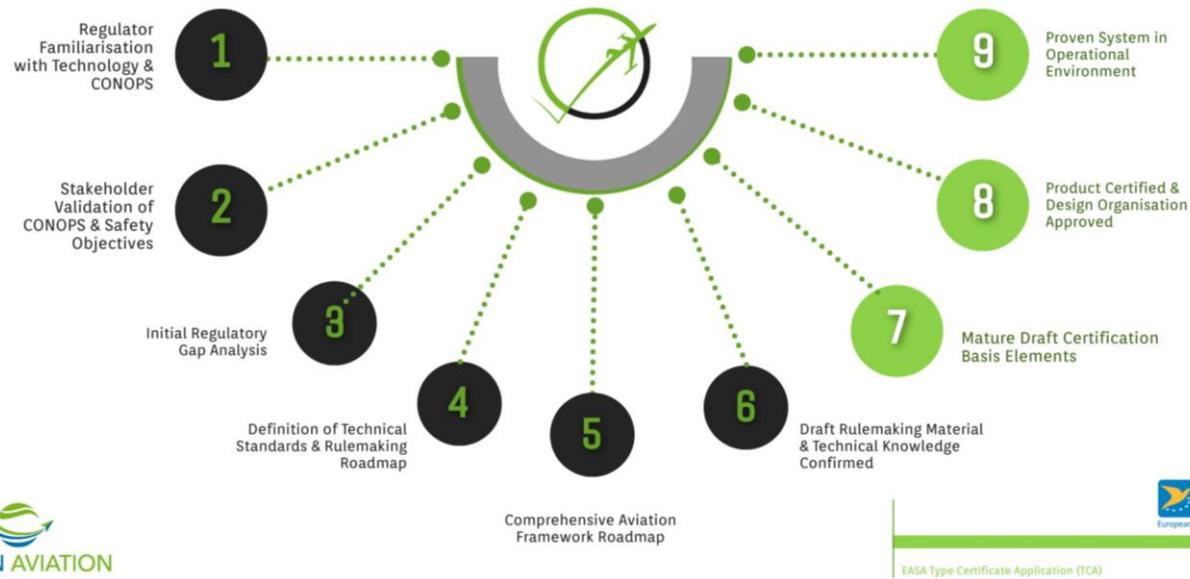
Certification Readiness Level

CRL Scale

CERTIFICATION READINESS LEVEL SCALE



Construction Of Novel CERTification methOds and means of compliance for disruptive technologies



CRL	Description
1	Safety regulator familiarization with technology and Concept of Operations (ConOps)
2	Confirmation of the ConOps assumptions and safety objectives by all stakeholders
3	Initial regulatory gap analysis: identification of key regulations that would be mainly affected along with an identification of those that would need to be amended/developed in priority
4	Definition of technical standards & rulemaking roadmap: identification of the main principles for technical standards and roadmap for overall necessary rulemaking and/or recommended industry standard activities associated to the novelties/specificities of the design
5	Identification of the roadmap for a comprehensive aviation framework readiness
6	Confirmation of necessary technical knowledge and availability of first draft of rulemaking material
7	Mature generic elements of a certification basis
8	Product (integrating the technology) certified
9	Actual system (design, operation, maintenance) proven in operational environment

<https://www.concertoproject.eu/crl-scale>



Involvement of EASA

In line with the topic conditions, proposals submitted should have a plan to include EASA Participation (e.g. certification, exploitation route) to de-risk and secure the certification of aircraft concepts embodying novel technologies:

- The **scope of work** and specific activities involving EASA, whether tentative or pre-agreed, should be clearly outlined, along with the corresponding **allocation of funding**.
- **Reference to existing contracts** (if already in place) should be included in the proposal

If the proposal successfully passed the evaluation, the grant preparation phase should further specify EASA's involvement. EASA's participation in projects will:

- Follow the EASA **service contract** unless other contractual arrangements are already in place to support the proposal ;
- Include the allocated funding for EASA activities **within the project budget** (no additional funding will be granted for EASA participation after project award).

→ EASA financing of activities should be implemented within the EU max grant amount and in alignment with the description as defined in the project.

In-Kind Contribution and Synergies

In-Kind Contribution (IKC) to the Programme

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

- the level of IKC envisaged to be provided by the Members (IKOP + IKAA); Table 3.1.f

Members in successful proposals must declare IKA plan aligned with Grant and send Official confirmation of no overlap of Additional Activities among projects.

Integrated Planning

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

SMR

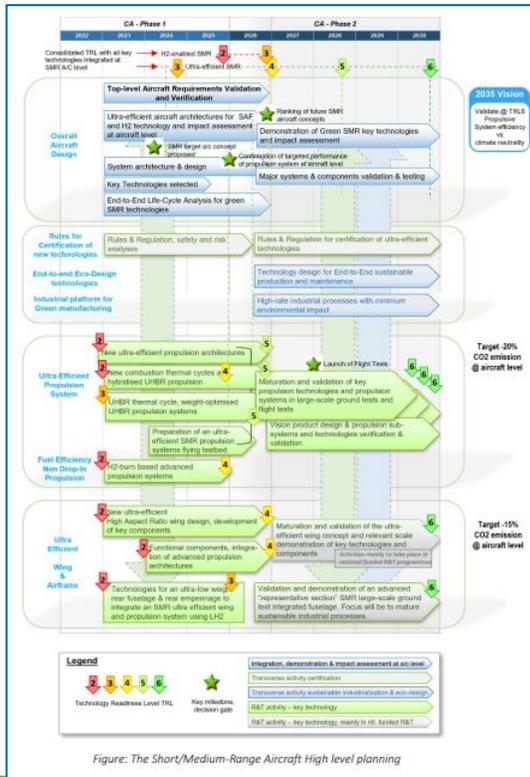


Figure: The Short/Medium-Range Aircraft High level planning

REG

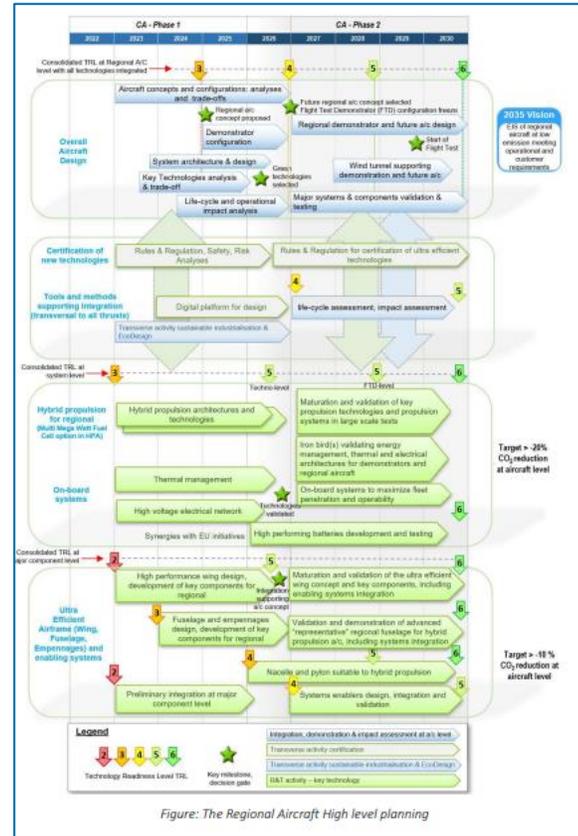


Figure: The Regional Aircraft High level planning

HPA

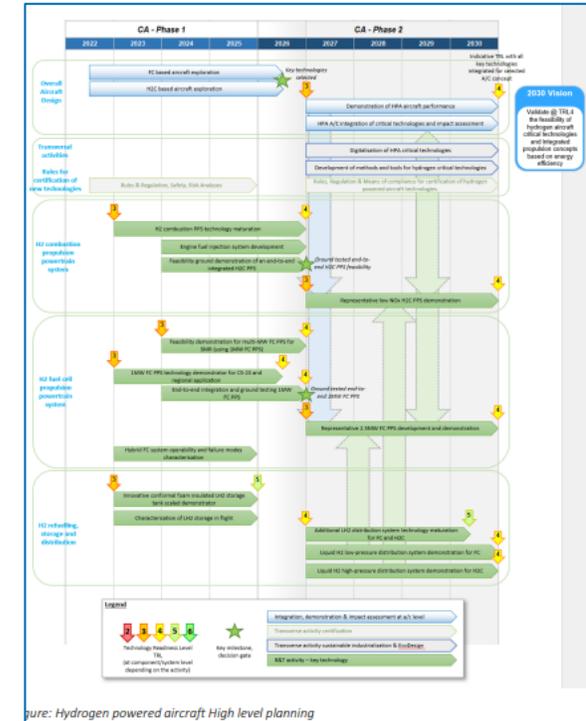


Figure: Hydrogen powered aircraft High level planning

Impact Monitoring (IM)

Impact and contribution to Clean Aviation High-Level Goals (HLGs): Alignment of results and progress towards the contribution to the SRIA High-Level Objectives (performance targets and industrial readiness towards EIS2035*) will be regularly assessed (by consortia and the CAJU) against Key performance indicators defined across projects.

- Continuous monitoring: Ensure relevant exchanges of information and data:
 - **At aircraft concepts (a/c) SMR ACAP/HERA/ACIandI/HERACLES project(s):** Collection of data from the other relevant project(s) contributing to the aircraft architecture **on a yearly basis**
 - **At sub-systems areas/key technologies/demonstration level:** Delivery data to the other relevant project(s) on aircraft architecture **on a yearly basis**

- **Impact Monitoring Project deliverables :** Issue an annual impact/performance assessment including a **TRL & path to CRL** assessment supported by evidence, in order monitor and assess the progress of the activity towards the targeted impact and performance.

Impact Monitoring Framework



Special skills / capabilities expected from the applicant(s)/ consortium

Consortium configuration

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

Consortium
Technical
capabilities &
skills (incl.
innovation
potential)

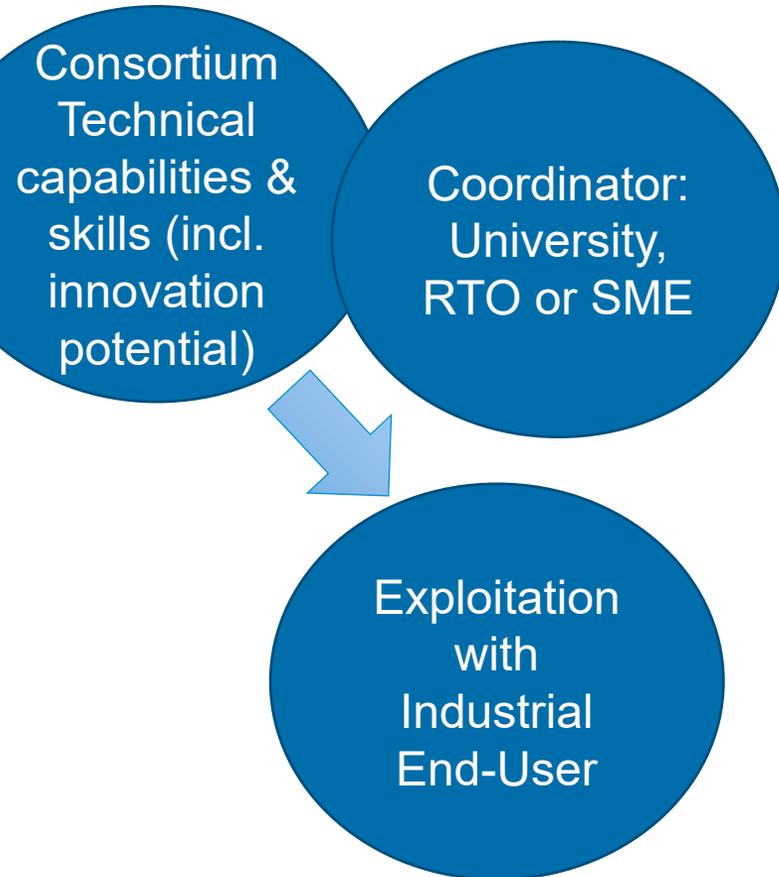
Exploitation
and
Industrial
potential

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

Consortia capabilities, skills and expertise to deliver the expected impact

FTA: Special skills / capabilities expected from the Applicant(s)/ consortium

- Consortium configuration



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
- The **industrial “end-user”** of the project shall be capable to integrate and mature the aircraft concept as addressed and described in the Amended Work Programme and Budget 2024-2025 and Clean Aviation SRIA.

Rules of submission, evaluation, selection of proposals in the open calls (example of LSP/ACI)

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)

- 1) Experts' individual assessment
- 2) Consensus Phase (including possible hearings)
- 3) Topic Panel Review – cross reading of final reports (Evaluation Summary Reports)
- 4) Call Panel Review (optional)

- 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 (example of LSP/ACI)

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:

[A] EXCELLENCE

- i. Relevance vs the SRIA/topic objectives
- ii. Clarity and pertinence of the project's objectives (SMART objectives)
- iii. Soundness of the proposed overall methodology
- iv. High level of innovation and associated performance objectives.



Make sure you are using the **CA JU templates** (Part B and Annexes) available on the Portal for this Call!

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 Application Form Template (Part B and Annexes).

Evaluation criteria: Excellence, Impact, Implementation (example of LSP/ACI)

[B] IMPACT

- i. **Credibility of the pathways to achieve the expected outcomes and impacts** (quantitative measurement/assessment and performance monitoring strategy)
- ii. **Measures to maximize expected outcomes and impacts**
- iii. **Credible plan for a potential market uptake**
- 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.
- v. **Existing synergies with Programmes** (EU, national, regional)



Make sure you are using the **CA JU templates** (Part B and Annexes) available on the Portal for this Call!

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 the CA JU Application Form template (Part B and Annexes).

Evaluation criteria: Excellence, Impact, Implementation

(example of LSP/ACI)

[C] IMPLEMENTATION

- 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;**
- ii. **Appropriateness of the financial plan and budget in line with the topics' indicative value;**
- iii. **Consortium configuration and the necessary expertise to meet the objectives and mitigate technical risks;**
- iv. **Match of technical capabilities and skills with the Topic Area and congruent with the programme objectives embodied in the topic;**
- v. **Ability to involve supply chain and into an equal or higher tier industrial organisation;**
- vi. **Ability to ensure an adequate level of in-kind contribution to the CA JU as defined in the calls/topics.**



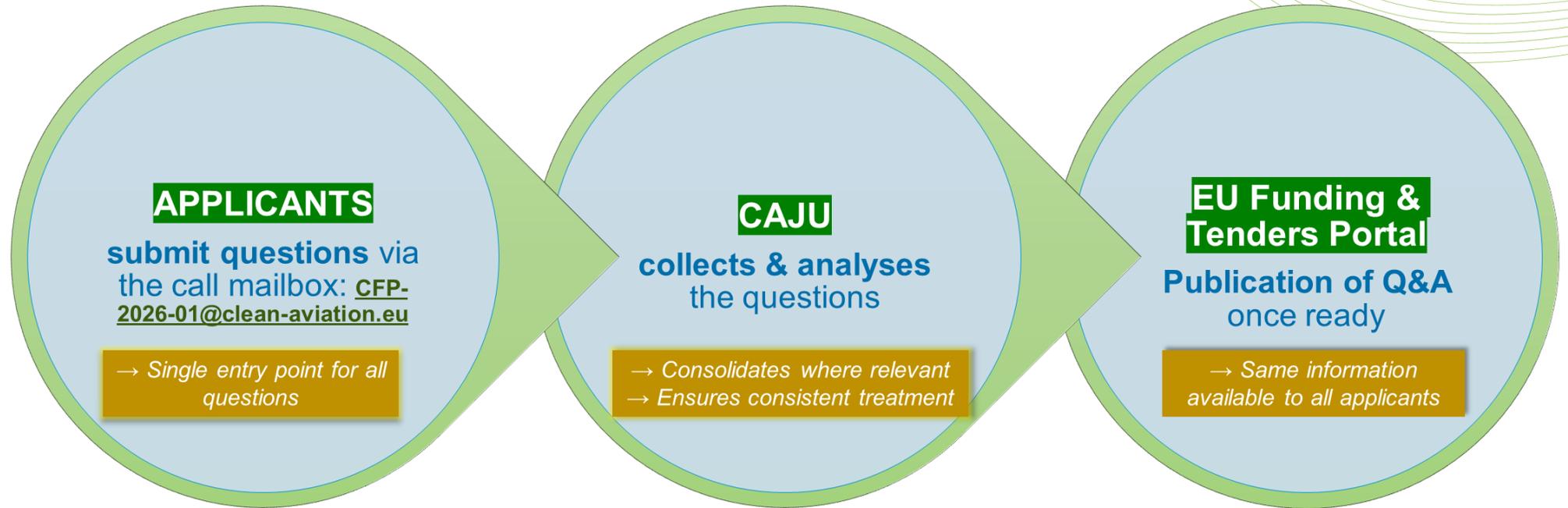
Make sure you are using the **CA JU templates** (Part B and Annexes) available on the Portal for this Call!

Call 4 Reference documents via F&T Portal

Call Background documentation :

1. CAJU Call 4 topics descriptions (Annex 4.1 to the Amended Work Programme and Budget 2026-27);
2. CAJU Amended Work Programme and Budget 2026-27 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 (2022)
4. Clean Aviation Strategic Research and Innovation Agenda 2024 (CAJU SRIA)
5. CAJU Model Consortium Agreement v 2026
6. Clean Aviation Contract template for the provision of services by the European Aviation Safety Agency (EASA)
7. Applicable for **Large-Scale (LSP) or Aircraft Concept Integration (ACI) Topic**:
 - a. Application Form Model for IA and RIA Actions - CAJU+ supporting tables to Part B “technical description” and Annexes.
 - b. Evaluation Form IA an RIA Actions - CAJU
8. Applicable for **Fast Track Activities (FTA) Topic**:
 - a. Application Form Model for FTA - CAJU+ supporting tables to Part B “technical description” and Annexes.
 - b. Evaluation Form FTA – CAJU
9. Applicable for **Coordination and Support Action (CSA) Topic** :
 - a. Application Form Model for CSA - CAJU+ supporting tables to Part B “technical description” and Annexes.
 - b. Evaluation Form CSA – CAJU
10. CAJU Q&A releases
11. Model Cooperation Agreement v 2026
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)
15. [Regulation \(EU\) 2021/2085](#) adopted by the Council of the European Union on 19/11/2021 establishing the Joint Undertakings (JU) under Horizon Europe (HE)
16. [HE Programme Guide](#)
17. [HE Online manual](#)

FAQ with Applicants – Practical Guidance



*Applicants are advised to **check the Q&A provided with the Call launch.***

Applicants are advised to regularly check the [CA JU website](#) and [Participant Portal](#) for updates to the call information and questions

⚠ No individual replies are provided via the Call mailbox. All relevant responses are consolidated and published via the Funding & Tenders Portal: **Q&A final release mid April.**



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CALL 4 RULES FOR PARTICIPATION

Pablo Ballesteros Pelaez
Legal Officer
Clean Aviation JU

CALL 4 DOCUMENTS – NAVIGATION THROUGH LEGAL CONDITIONS



SUGGESTED READING ORDER

1. CAJU Amended Work Programme 2026-2027:
 1. Call Topics Description (Annex III) – CAJU Work Programme
 2. Section 2.4.3– “2.4.3 Conditions and management of the calls”
2. Strategic Research and Innovation Agenda
3. General Annexes of the European Commission Work Programme 2026-2027
4. CAJU Rules for submission, evaluation, selection, award and review procedures of Calls for Proposals
5. Proposal templates published under the call page (Funding and Tenders Portal)
6. Q&A call page updates

General Annexes

Type	Condition	Description
Admissibility	Submission, content	<ul style="list-style-type: none"> • Submission before call deadline, electronically and complete • Readable, accessible and printable (formatting rules) • Page limits • Plan for exploitation and dissemination of results (+ comms activities)
Participation	Types of participants	Beneficiaries, Affiliated Entities, Associated Partners, Third Parties providing in-kind contributions, Subcontractors
Participation	 Restrictions	Application of Horizon Europe Regulation Art. 22(6) – see slide 6
Participation	Minimum consortium composition (3 legal entities)	<ul style="list-style-type: none"> • At least one independent legal entity established in a Member State and • At least two other independent legal entities, each established in different Member States or Associated Countries.
Funding eligibility	Place of establishment	Slide 5 (List of participating countries (V3.7 – 01.01.2026))
Funding eligibility	Gender equality plans	Must have the moment of grant signature and during the duration of the grant
Capacity	Financial, operational & exclusion	Demonstrate they have the staff, systems and legal standing to deliver the work (operational capacity) and sufficient financial strength/resources to support the project (financial capacity) to be eligible for funding – and not being in (disqualifying) exclusion situation.

CALL 4 TOPICS – SPECIFIC TOPIC CONDITIONS

Legal aspects	LSP (TRA, REG, SMR, HPA)	ACI	FTA	CSA
EU contribution per proposal <i>Special eligibility condition</i>	Eligibility - Maximum	Eligibility - Maximum	Expected	Eligibility - Maximum
Special eligibility condition - minimum 15% of the total EU contribution to SMEs, RTOs and universities		N/A	N/A	N/A
Special eligibility condition applicable to the coordinator	N/A	 European based aircraft integrator	 SME, University or RTO	N/A
Topic condition - Special role – “End-user” – Associated Partner	N/A	N/A	 European based aircraft integrator	N/A
In-kind contributions (IKC) - total IKC at least 1.5 times the proposal funding request in aggregate			N/A	N/A
Cooperation Agreement for phase 2 to ensure connection and transfer of results from phase 1 projects to phase 2			N/A	
Involvement of EASA - Third Party providing IKC			N/A	N/A
Award criteria	As in Calls 1 to 3	As in Calls 1 to 3	Simplified	Simplified
Scoring – weight factor	Score for ‘Impact’ = weight of 1.5	Score for ‘Impact’ = weight of 1.5	Equal weight	Equal weight

ELIGIBILITY FOR FUNDING (Associated Countries)

Non-legally binding

- | | |
|---------------------------|-----------------------------|
| 1. Albania | 11. Montenegro |
| 2. Armenia | 12. New Zealand |
| 3. Bosnia and Herzegovina | 13. North Macedonia |
| 4. Canada | 14. Norway |
| 5. Faroe Islands | 15. Republic of Korea (NEW) |
| 6. Georgia | 16. Serbia |
| 7. Iceland | 17. Switzerland (NEW) |
| 8. Israel | 18. Tunisia |
| 9. Kosovo | 19. Türkiye |
| 10. Moldova | 20. Ukraine |
| | 21. United Kingdom |



“Transitional Arrangements” apply as by HE Work Programme

1. Egypt (applicable to the entire Programme for award procedures implementing Union budget for the year 2025 and onwards)
2. Japan (applicable to Pillar II ‘Global Challenges and European Industrial Competitiveness’, including for the institutionalised European partnerships, for award procedures implementing Union budget for the year 2026 and onwards)
3. Morocco (applicable for the entire Programme).

HORIZON EUROPE RESTRICTION MEASURES

General Annexes to the HE WP 2026-2027

Non-legally binding



The [COUNCIL IMPLEMENTING DECISION \(EU\) 2022/2506](#) on measures for the protection of the Union budget against breaches of the principles of the rule of law in Hungary that took effect on 16 December 2022.



*As from 16 December 2022, Article 2(2) of this Decision provides that **no legal commitments** can be entered into with Hungarian public interest trusts established under the Hungarian Act IX of 2021 or any entity maintained by such a public interest trust. The prohibition to sign legal commitments involving Union funding applies to the entire chain of financing that involves Union funding.*

For additional information HU restrictions, please consult your coordinator or check [FAQs](#) published on the F&T portal

Legal entities established in **China** are **NOT eligible to participate** in:

- Horizon Europe Innovation Actions in any capacity
- Research & Innovation Actions – cluster 5 *Destinations* (1 exception)

Chinese universities linked to the Ministry of Industry and Information Technology (MIIT) **NOT eligible to participate** in any actions

CLEAR



Legal entities established in **Russia and Belarus** or in any occupied territory of Ukraine are **NOT eligible to participate** in any capacity.

Legal entities established **outside Russia**, but **owned by 50% or more** by a legal person, entity or body established in Russia **NOT eligible to participate** in any capacity.

EASA PARTICIPATION IN CAJU ACTIONS



For the **LSP and ACI**, the consortia are required to engage with EASA - technical contribution, where applicable, shall be in the form of in-kind contributions in the area of certification and other areas (Art. 71 SBA)

THIRD PARTY PROVIDING IKC (Art. 9.2 MGA) – EASA’s contribution is paid under its “Fees & Charges” while the BEN should claim costs in the action under Art. 6.2.C.3 of the HE MGA



A “[Model Service Contract](#)” agreed by CAJU&EASA is available to support this cooperation model and costs classification

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

The involvement of EASA in the proposal as **third party** shall be **complemented**, where applicable, by **other possible agreements** already in place between EASA and the consortium partner in charge of the certification aspects and which is relevant for the project execution



NOT MANDATORY
FOR FAST-TRACK ACTIVITIES ACTIONS & CSA

COOPERATION AGREEMENT



LEGAL BASIS

Legal condition applicable to the relevant call topics and to the funded projects - Part of the 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



WHEN

For Call 4: submit proof of accession to the Cooperation Agreement **within 3 months from GA signature** (if not acceded already via call 1-3 projects)



WHERE

Operationalization at action level: special project *deliverable* → **Cooperation Plan** (to be submitted by month 6)



WHO

There is a Cooperation Agreement currently in force between the participants of projects selected in previous CA calls to which **call 4 participants will be requested to accede** once the GA are signed (except for FTA Grant Agreements participants).

SUBCONTRACTORS

- ❖ May implement part of the action, if needed by the BEN.
- ❖ Only limited parts of the action can be subcontracted → ACTION TASKS
- ❖ Tasks cannot be subcontracted to BEN of the same consortium
- ❖ Based on business conditions (Profit)
- ❖ Tasks cannot be subcontracted to Affiliated Entities (“AE”) with some exceptions

The BEN REMAINS FULLY RESPONSIBLE TOWARDS THE GRANTING AUTHORITY for action tasks performed by subcontractors.



Exception

Subcontracting to an **affiliated entity**, conditions:

- ❖ a framework contract in place
- ❖ an affiliated entity is the usual provider
- ❖ a subcontract is priced at market conditions

It is beneficiary's responsibility to provide evidence confirming above mentioned conditions including proof that the subcontracting entails best value for money and that no conflict of interest exists.

Subcontracted tasks and estimated costs are set out in Annex 1 and 2

BENs will award the subcontractor ensuring best value for money / lowest price no conflict of interest

The BENs contractual obligations also apply to the subcontractor

CAJU CONSORTIUM AGREEMENT MODEL* (in case of selection and signature of the grant)



Must be a **written agreement between members of the consortium** (internal)



Complements the GA on several aspects: and must **NOT** contain any provision contrary to it:

- ❖ Internal organization of the consortium
- ❖ Distribution keys for payments and financial responsibilities
- ❖ Settlement of internal disputes
- ❖ Liability, indemnification and confidentiality arrangements



Should be **negotiated and concluded by M1** (proof of signature to be provided to the JU at M1 – not the actual agreement)



Model now covering aspects related to **ASSOCIATED PARTNERS** – will be available as part of the call documents package (topic pages)



Co-funded by
the European Union

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| Thank you

**Slide pack presented at the Info Day in Brussels on 18 Feb 2026
is available via the link below**

[Call 4 Online Info Day | Clean Aviation](#)