Minutes of the meeting

1. Adoption of the Agenda

Juan Francisco Reyes (ES) welcomed the States Representatives Group (SRG), JU members, and EC representatives and chairs the meeting.

The European Commission (EC) requested that point four and five of the agenda be swapped. This change was accepted by the participants and the amended agenda was adopted accordingly.

The meeting was attended by seven countries in-person and eleven countries remotely, for a total of 18:

- In-person: AT, BE, DE, ES, NL, NO, PL.
- Remotely: EE, EL, HR, IE, IT, FR, RO, SK, PT, TR, GE

2. Closing the election procedure for the SRG Chair

Christos Vasilakos (CAJU) summarised that the elections for SRG Chair and Vice-Chair took place in July and August 2022 following a nomination process which opened after the last SRG meeting in June. Members could either put their own name forward for a position or nominate another member.

In total there was one nomination for Chair (Juan Francisco Reyes) and no nomination for Vice-Chair. Members were invited to vote electronically by sending their ballots to the SRG functional mailbox.

Following the voting period Juan Francisco Reyes (ES) was deemed elected as SRG Chair on 14 September 2022.

Juanfran (ES) thanked SRG members and called for nominations for Vice-Chair in order to support him for the important work that SRG has to address in the future.

Kai Wagner (DE) proposed himself as vice-chair should ACARE MSG not be revived. He noted that he would inform the SRG of his final decision during the next meeting.
3 Approval of minutes of the preceding meeting (29 June 2022)

Members did not make any comments with regard to the minutes. The minutes were thus deemed adopted. The JU stated that they would be published on Clean Aviation’s website in due course.

3.1 Review of action points

Juanfran (ES) listed the action points from the last meeting:

The first point related to the 1st call of proposals of CAJU. The SRG requested information regarding distribution of proposals and projects per country and budget from the JU. Following the meeting the CAJU sent an Excel document with the information and the action point was thus deemed closed.

The second action point concerned the new ERA action (the pilot ERA action focused on EU aviation). SRG had already responded to three questions that have been requested by the EC.

The third action point was to present a couple of national funding programmes, which was to be undertaken by Germany and Spain later in the meeting under point 6.2 of the agenda.

3.2 Status of formal nominations; new participants (if any).

There was a new nomination for an alternate for Germany (DE): Hartwig Hagen. At the time of the meeting, the formal nomination for Bart Jorissen (BE) was still pending as well as nominations for Bulgaria (BU) and Latvia (LV).

4 Update from the European Commission

4.1 ERA pilot on aviation infrastructure.

Andrea Gentili (EC) presented an update to the SRG on the ERA pilot ARTI, under ERA Action 12 and outlined the EC’s ambition for a European organisation to manage the use of physical infrastructure and prioritise new developments. He highlighted that there is no intention to create an extra group of Member States and the EC would prefer to make use of the Clean Aviation SRG to run the potential co-funded partnership. He stressed that the creation of a new partnership would not be an easy process. Beyond that, he noted that the EC was thinking about defining a kind of infrastructures agenda. It would be a good opportunity for SRG to be involved from the outset and support the definition and the coordination of the initiative. The idea could be to create a subgroup specifically for this point. The EC notified
the SRG that it would send them the new draft by the 21st of October. It would then be for the SRG to decide whether or not to accept the responsibility.

*Juanfran (ES)* informed the EC that an answer would be given (jointly with the comments on the new draft), hopefully by the 26th of October midnight.

*Francky Callewaert (EC)* presented in more detail the ERA pilot ARTI and mentioned that the organisation could construct a European IT platform (cloud based). It would have the authority and knowledge to design and manage a European Aviation research technology roadmap. The organisation would also serve as a knowledge base for aviation on an open data, open-source basis. It would be able to assess the impact of new technologies, identify knowledge gaps for new research programmes. The Commission went on to summarise the early assessment and priorities of the pilot project.

*Francky (EC)* outlined that the pilot project would be a co-funded partnership between the Commission and Member and Associated States. The Commission noted that it envisaged contributing EUR 50-70 million and that Member States would contribute double the Commission’s contribution (approx. EUR 100-140 million). The SRG was briefed that the start date of the project was set for January 2025.

(NO) asked if the contribution of Member and Associated States could be in kind.

*Francky (EC)* responded that the details about the implementation would be defined once the proposal had been accepted by the EC and the Member and Associated States.

5 Clean Aviation update

5.1 Report from the Governing Board

*Juanfran (ES)* attended the meeting as an observer for the SRG on 27 September 2022. The agenda was included in the slides. The meeting was broken up into two main parts. Firstly, there were the items for decision. The JU presented the overview of the topics launched under the first call and provided a brief overview about the evaluation process. Following the evaluation, there was an adjustment of around EUR 110 million. It was recommended by experts based on the WP descriptions. The reasons to cut it was based on the phase 1 objectives, contributions to the SRIA, the timing of the activities in relation with the technical roadmap and the level of maturity. The experts also considered that approximately EUR 130 million in activities of the call were not proposed, and it should be considered for the next call. The Governing Board approved the list of actions selected for funding for Call 1 proposals.

The Board agreed for the Technical Committee to propose a revised roadmap to address possible gaps resulting from 1st call outcome, to reassess the current 2nd call for proposals.
topics and propose a prioritised list of topic areas to fit the remaining funding of the Work Programme 2022-23 (of EUR ~153 million). Secondly, there were the items for information. Board members were informed on back-office arrangements with regard to the status of the implementation and set-up for the accounting services of the Joint Undertakings. Finally, the Board agreed to maintain the 27 October date for holding a GB Alternates meeting, where the preliminary proposal of the Technical Committee would be presented with regard to the prioritisation of the topics to be included in the Call 2 proposals and realigning of the roadmap.

5.2 Outcome of the 1st Call of Proposals

Ron Van Manen (CAJU) began with a reminder of the projects launched under the 1st Call in the current work programme. He briefly explained the process from the evaluation of proposals to the Governing Board approval of the evaluations to the Board’s decision and grant preparation. He then provided the SRG with the final list of from the 1st Call evaluation results, ranked 1 to 20, with a proposed maximum adjusted EU funding of EUR 728 million. He also provided the SRG with information on the list of rejected proposals per topic. SRG members were then given a breakdown of funding values. Based on the proposed max. EU funding all proposals passing all thresholds were placed on the “Retained List” and can be invited to grant preparation. Technical adjustments totalling EUR -110 million were recommended. Experts considered EUR ~130 million of activities not currently proposed for funding to be essential for the achievement of the SRIA HLO. EUR 90 million of this concerned the EUR -110 million of adjustments. These activities should be considered for topics in subsequent calls. Involvement of EASA in actions was noted to be largely undefined and not yet reflected in funding amounts, and the resourcing required would need to be established in the grant preparation phase. He informed the SRG that the Technical Committee was on track to propose a prioritised list of topic areas to fit remaining funding of WP 2022-23 (EUR ~153 million). He stressed that if no association agreement with the UK were to be signed, then funding to UK entities would not be able to take place as the EU could not provide that funding. He noted however, that the UK entities had a guarantee from the British government that it would provide funding for the UK entities’ projects.

Juanfran (ES) asked whether it was mandatory for coordinators to cut the proposed activities by experts, or perhaps if it were possible for them to cut other activities, respecting budgetary adjustments.

Ron (CAJU) clarified that the activities proposed to be deleted are out of the scope of the 1st call, the SRIA or maturity level foreseen.
Juanfran (ES) asked for further information on the new process of providing IKAAs (in-kind contributions for additional activities) during Clean Aviation, and the simplification in respect of the process under Clean Sky 2.

Ron (CAJU) summarised the overall approach to IKC (in-kind contribution), noting that the SBA defined minimum contributions from the Private Members at total IKC level and that the definition of the IKOP (in-kind contributions for operational activities) under Horizon Europe was different and narrower than under Horizon 2020. He reminded that the Call topic conditions were used to define a minimum level of contributions by the consortium involved in the proposals submitted as a means to identify the best / most relevant "baseline" to record, monitor and report IKC during the Programme execution. However, like in CS2 the ongoing IKC monitoring would be via annual plans, reporting and their certificate, and this would involve dynamic planning. He explained that the IKC contributions were limited by the legal text to Members i.e., no contributions from non-member participants could be recognised/recorded, but that in accordance with the WP and Call proposed, the participants in proposals who were not yet members could identify and propose IKC which would be considered eligible on condition of their accessing the JU as new members in the upcoming CEI. He clarified that there were still actions pending related to recording and monitoring IKC including IT systems (e.g., through central/common IT systems related to grant management) and that the JU would advise the SRG how this would work in due course (likely early in 2023).

Juanfran (ES) addressed the following specific questions, on behalf of the SRG members, and requested for a general simplification process in comparison to Clean Sky 2:

- For those that were already members of Clean Aviation. In 2023, could they declare IKAAs regarding the activities that members had already developed during 2022? The reasoning being that in 2022 those entities were already members of Clean Aviation and could assist in getting the 1.5 IKC.

- For old and the new members in the future, what would the process be for providing IKAAs coming from the national or regional funding programmes (ESIF and national regional resources or Next Generation)? Juanfran explained that in some programmes, there was a national certification once per year, and it could be used directly to accept those activities as IKAAs, to simplify the process and allow synergies between EU and national/regional programmes.

- In some national funding programmes (Spain for example), universities and research organizations participate in projects as subcontractors. Could they provide this kind of work as IKAAs?

Ron (CAJU) suggested that all SRG key questions could be collected and send to the JU to be answered by writing.
6 Synergies with national/regional research programmes

6.1 Presentation of CS2 Synergies

Christos (CAJU) updated the SRG on Clean Sky 2 synergies with Member States and regions. He noted that it had built on the experience gained from Clean Sky 2. It had stepped up its efforts to capitalise on synergies and complementarities with national and regional R&I programmes and extended its network of collaborating Member States and Regions at both strategic and operational levels. He presented the MoU that had been signed between the Clean Sky 2 JU and Member States and Regions, as well as some examples of national/regional calls and pilot projects that had been stemmed from the collaboration within the MoU.

Christos (CAJU) highlighted that 18 Memoranda of Understanding had been signed at national or regional level. By the end of 2020, the MoUs had also fostered 52 pilot projects. These cover a wide range of equipment and technologies – including airflow characterisation, sensors, new composites, and quieter powerplants. He outlined that the projects benefited from a total budget of more than €50m from the European Structural Investment Funds (ESIF) and were supported by different funding schemes from the Managing Authorities. In addition, 12 “Clean Sky Synergy Label”, a quality label, awarded to complementary activities to CS2 projects, via an independent evaluation process.

6.2 Presentation of DE and ES national programs

Hartwig Hagena (DE), a representative from the German Aerospace Centre (DLR) presented Germany’s Federal Aviation Research Programme (LuFo Climate). It was noted that Germany had been working on this initiative for 27 years. 150 proposals were selected from the 348 submitted in the current call (LuFo Climate VI-3). He then gave an overview of the objectives. Namely, LuFo VI aimed to: make climate neutral aviation happen, invest in the digitalisation of the entire value chain, explore future mobility concepts, and enhance the competitiveness of SMEs while supporting the internationalisation of German aerospace suppliers. LuFo funding grew from less than EUR 50 million in the 1990s to over EUR 300 million by 2022.

In transitioning from LuFo VI-2 to VI-3 Germany has aimed to enable disruptive and climate neutral propulsion systems. Reducing primary energy consumption of the aircraft and all its sub-systems, reducing material and resource-consumption. Hartwig Hagena (DE) went on to outline LuFo’s ambitious targets for 2035, notably up to 40% weight-reduction, and up to 50% noise and energy reduction. He then went through DLR’s climate tool for calculating the climate impact of proposals and also the timeline for LuFO VI-3 from 2022 to project approval starting on 1 January 2023.

Due to time constraints Spain’s (ES) presentation was postponed to the next meeting of the SRG.
6.3 Update on Call for Expression of Interest (CEI)

Christos (CAJU) informed the SRG that at the time of the meeting there was no new update on the call for expression of interest since the previous update during the June SRG meeting. A meeting with the European Commission was set for the week after the SRG meeting and more information would be shared at the next SRG meeting in December.

7 Planning of SRG meetings 2022

Juanfran (ES) explained that the proposed dates of 15 and 16 December 2022 coincided with the EC Cluster 5 info day in Brussels. The project GREENET (National Contact Points (NCPs) network) has also organized the Brokerage event for those dates, and the Steering committee on 14 December. Some of SRG members would be participating in GREENET as NCPs.

It was decided that a new date would be explored for the next SRG meeting, either by end of this year or beginning of 2023.

8 AOB

At the end of the meeting SRG members were informed that this would be Christos Vasilakos (CAJU) last meeting as part of the Clean Aviation SRG secretariat.

Juanfran (ES), Ron (CAJU), the EC and other SRG members thanked Christos for the excellent work he had done over the years and conveyed their appreciation for the support he had given to the SRG during his time at Clean Sky 2 and Clean Aviation.

The meeting was closed at 12:00.

- End of minutes -