Minutes of States’ Representatives Group
Meeting No. 5
13 December 2022, 11:00 – 13:00
(Hybrid Meeting – in-person + remote connection)

Agenda

1. Adoption of the agenda
2. Approval of the minutes of the 13 October 2022 meeting
   a) Review of implementation status of action points
   b) Status of formal nominations; new participants (if any).
3. Clean Sky 2 progress
4. Clean Aviation update
   a) Upcoming SRG consultation on the second amended Clean Aviation Work Programme 2022-2023: timeline and actions
5. Commission update on the ERA pilot on aviation infrastructure
6. Synergies with national / regional research programmes
   a) Commission update on the synergies with other HE programmes
   b) Presentation of Spain’s national programme
   c) Clean Aviation approach towards extending/building synergies with Regions [open discussion]
7. Next meetings dates and long-term plan for SRG activities
8. Any other business

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

He noted that this fifth meeting of the SRG was not foreseen this year, however, there were several reasons why it was called. He highlighted that the JU would inform the SRG about progress on the signatures of the grant agreement for call 1, and that at the same time preparations had already begun for call 2. He informed Members that this would mean that the SRG would receive the documents related to the amended Clean Aviation Work Programme 2022-2023 by 19 December. The SRG would then be tasked with reviewing the documents between that date and 13 January 2023.

Two countries were represented in-person and 12 countries remotely, for a total of 14:

- In-person: ES, HR.
- Remotely: IE, PT, TR, HU, SE, LU, NL, NO, FR, SK, IT, PL

1. Adoption of the Agenda

There were no comments on the draft agenda and thus the agenda was deemed adopted.
2. Approval of minutes of the preceding meeting (13 October 2022)

The Chair reminded Members that the draft minutes had been sent to Members in due time. Members did not make any comments regarding the draft minutes. The minutes were thus deemed adopted. The JU stated that they would be published on Clean Aviation’s website in due course.

    a) Review of action points

The Chair, listed the following 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). The SRG had already responded to three questions 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.

The fourth action point related to Clean Aviation’s SRG’s relationship with SESAR’s SRG. The Chair informed Members that he would be attending a meeting with the SRG chair in January to move forward with the definition of common views and collaboration between the two groups. The next opportunity for collaboration being the Alliance for Zero Emissions Aviation.

The fifth action point was the joint meeting of the SRG with the SAB and Roland Berger, where the latter presented its project results. The meeting took place on 23 November.

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

The JU informed Members that the nomination of Bart Jorrissen (BE) had been finalised. It also noted that the nominations for Bulgaria (BU) and Latvia (LV) were still pending.

3. Clean Sky 2 Progress

The JU presented the progress overview of Clean Sky 2 at the end Q3 2022 (at Programme level). The Chair asked about the initiatives to be taken by the JU if some activities or demonstrators are not achieved by the end of the programme. The JU responded by saying that it must be studied on a case-by-case basis. Entities could use their own resources to finish their activities, including national or regional funding programmes, for example. But there could be other options depending on each individual case.

The JU went on to explain that Clean Sky 2 had reached its objectives in terms of reduction of CO₂ emissions, however that was not the case for NOₓ, especially where it concerned cruise emissions. The Chair asked how the reduction of NOₓ could be achieved. He questioned whether it would be under the next Clean Aviation calls or through the modification of the SRIA
or under Cluster 5 calls. The JU explained that it was too soon to decide, stressing that it had just received the information, and it would be necessary to analyse it in detail before coming to a conclusion.

4. **Clean Aviation Update**

   **a) Upcoming SRG consultation on the second amended Clean Aviation Work Programme 2022-2023: Timeline and actions**

   The JU gave an update on the second amended Clean Aviation Work Programme 2022-2023. It highlighted that the call was expected to be launched on 9 February, with 8 IA topics and 1 CSA. The evaluation period should be finished by the next summer break.

   The JU noted that whilst a couple of topics had been excluded there was a possibility for them to be included in call 3 in 2024, if they were better defined by then.

   SRG members were informed that the consultation would begin on 19 December, and it would last four weeks. The JU appreciated that this was during the Christmas period, but strict deadlines needed to be kept to maintain a February launch.

   The Chair took note of the action requesting comments from SRG members on the topic descriptions and the Work Programme amendment, and that this consultation was to be completed by mid-January.

   **Serhat Melik (TR)** asked about the CEI for associated partners, to which the JU responded that there was no template yet. It was stated that the plan was to launch the CEI a bit later in 2023 to allow participants in call 2 to apply for it.

   The Chair commented that there was a compromise with the JU that all of the projects coming from call 1 from non-members providing IKAA could be accepted once these entities become associated. It is stressed that the later they join the programme as members, the more difficult it would be for them to provide the IKAA foreseen and committed in the proposals. The JU clarifies that IKAA could not be taken into account before the signature of the letter of commitment by the entity.

   The JU went on to state that whilst it would like to apply a kind of retroactive contribution for those entities, following their signing of the grant agreement (even if they were to become associated later), legally it would not be possible.

   **Francky Callwaert (EC)** suggested launching a CEI for new JU members with several cut-off dates. A first one early in 2023 to allow participants in call 1 to become a member as soon as possible, a second one once the results of call 2 were made public, and potentially a third one, early 2024, for latecomers. He added that not only participants in calls should be able to apply for membership.
The Chair emphasised that it was very important to launch the CEI as soon as possible, to be sure that the founding members could be supported with the in-kind contributions committed in the proposals.

The JU pointed out that other JUs were not launching any CEIs for new members.

**Francky Callewaert (EC)** stated that he would investigate this matter within the EC and whether it was acceptable from the EC’s perspective.

The EC underlined that it was something that the EC and countries expected from the JU. For the EC, the launching of the CEI should be done as soon as possible.

**Francky Callewaert (EC)** stressed that the public perception was that JUs were “closed clubs”. Launching CEIs for additional members was a practical measure to combat this perception. Clean Sky 2 had an extensive membership while Clean Aviation currently is counting only 39 members.

The Chair noted an action point for SRG: to provide an opinion about the CEI for associated partners (how, when, under which criteria, competition, contribution, evaluation method and system, IT tool to be implemented).

**Bob Flynn (IE)** asked about the situation with the UK and the allocation of funding. He asked whether the money allocated to those projects would be redistributed or potentially used for future projects or calls down the line. The JU explained that these funds would be used for the launch of call 2.

The JU highlighted that the participation of the JU in national or regional info days during call 1 was a success story. It asked about the SRG’s intention to organise info days again with the support and participation of the JU, preferably before the Clean Aviation forum, potentially in February (after the publication of call 2, tentatively set for 9 February).

5. **Commission update: General information regarding ERA Action 12**

The EC briefly presented on Action 12 of the ERA programme. It was noted that a co-funded partnership instrument was no longer an option for implementing the initiative. There was some potential for a co-funded initiative under cluster 5 Work Programme 2025. EC informs that there will be another meeting of the ERA forum on 14 December, that would be addressing this point. The point should be raised in either Q1 or Q2 2023 SRG meetings.

The EC agreed that the SRG would be informed of the next steps as soon as the EC has consolidated its view on this matter.

6. **Synergies with national / regional research programmes**

   a) **Commission update on the synergies with other HE programmes**

In its update, the EC stated that on 6 July 2022, the EC adopted the guidelines for synergies with ESIF.
The EC made known that it was looking to implement synergies within Clean Aviation. It would potentially be necessary to go beyond the MoUs, to update the MoU and transform them into a Memorandum of Cooperation or a Memorandum of Commitment.

It was noted that the EC and the JU were preparing options for a closer cooperation on synergies. It was expected that a document would become available at the beginning of 2023. The intention was to prepare a meeting in the Committee of Regions, tentatively early June or in September to promote the cooperation options on a wider scale in the way that the JU could promote the MoUs updated in the context of Clean Aviation, taking into consideration the guidelines adopted by the EC. The EC held that this would lead to increasing the visibility of the existing results of MoUs and Clean Sky 2.

The Chair asked about the CEI on synergies. The JU responded, stating that since there was a topic under Work Programme 2022-2023 of Cluster 5 which includes the action to look for synergies which explicitly mentions Clean Aviation and SESAR 3, there was a risk of duplication. In close dialogue with the Commission, the JU had concluded that the CEI should be put on hold for the time being.

The Chair stated that the mentioned topic was a mixture of different initiatives (organisation of Aerodays, support to aviation research infrastructures, support to AZEA, to analyse and find gaps in aviation). He concluded that those different activities needed to be developed by different kinds of entities. He added that Clean Aviation should support the action in some way.

The EC responded, stating that synergies were one of the measures that this group (i.e. the SRG) had to address. The Chair explained that the group was firstly analysing national funding programmes that support aviation, which were presented during the SRG meetings. Secondly, SRG were waiting for the CEI on synergies. Now, SRG needed to think better about how to approach it. The EC asked the SRG to provide examples of cooperation, to which the Chair proposed the IKAAs supported by national programmes as strong examples.

The Chair also proposed that one of the first steps for the SRG to comply with SBA requirements could be to start with a country fiche, as it was done in the past. He underscored that it would allow the SRG to have an overview about what has been done and what will be done in each country.

b) Presentation of Spain’s national programme

*Juan Francisco Reyes (ES)* presented Spain’s national programme. Details can be found in the presentation uploaded to CIRCABC.

c) Clean aviation approach towards extending / building synergies with regions (open discussion)

Due to time constraints, this agenda point was postponed until the next SRG meeting.
7. **Next meeting dates and long-term plan for SRG activities**

Since Clean Aviation Forum would be held 22 and 23 March, and there would be a session focused on Call 2 (23 March in the afternoon), it was proposed that date for the SRG meeting should be 24 March 2023. It would allow members to attend both the meeting and to the Forum in-person.

8. **AOB**

No other specific points were addressed under AOB.

The Chair closed the meeting.

- End of minutes -