

Public Consultation on 12 proposed Institutionalised European Partnerships under the future Horizon Europe Research and Innovation programme

Fields marked with * are mandatory.

Introduction

With a proposed budget of nearly 100 billion euro from 2021 to 2027, the Horizon Europe framework programme represents the largest collaborative multinational research and innovation investment in Europe and is open to participants worldwide.

The European Parliament and the Council have provisionally agreed on the Horizon Europe legislative package (COM(2018)435)[1]. Based on the agreement, Horizon Europe promotes a more strategic, ambitious and impact-oriented approach to public-public and public-private partnerships (European Partnerships), ensuring that they can effectively contribute to the Union's policies and priorities.

European Partnerships allow to bring together a broad range of actors to work towards a common goal, develop synergies with EU, national and regional programmes and strategies, and accelerate societal and market uptake. Different forms of European Partnerships can be implemented depending on specific needs, type of activities and criteria: Co-funded, Co-programmed or Institutionalised European Partnerships.

Institutionalised Partnerships are implemented only when other parts of the Horizon Europe programme, including other forms of European Partnerships (Co-funded or Co-programmed), cannot achieve the objectives or generate the necessary expected impacts. The preparation of such Institutionalised Partnerships requires new EU legislation and the setting up of specific legal structures (funding bodies) based on Article 185 and 187 of the Treaty on the Functioning of the EU (TFEU)[2]. As such all Institutionalised Partnerships must be justified with an impact assessment prior to the preparation of the legislative proposals.

The European Commission is currently running the impact assessment of 12 candidate Institutionalised European Partnerships in the following priorities:

1. EU-Africa research partnership on health security to tackle infectious diseases (Global Health)
2. Innovative Health Initiative
3. Key Digital Technologies
4. Smart Networks and Services
5. European Metrology
6. Transforming Europe's rail system

7. Integrated Air Traffic Management
8. Clean Aviation
9. Clean Hydrogen
10. Safe and Automated Road Transport
11. Circular bio-based Europe: sustainable innovation for new local value from waste and biomass
12. Innovative SMEs

This public consultation aims to collect the views of stakeholders and citizens on the need for such Institutionalised European Partnerships and will feed into the impact assessment process. This consultation is structured in two parts: Part 1 covering all candidate Institutionalised European Partnerships and Part 2 specific to each candidate. We invite you to provide feedback on any of the candidate Institutionalised European Partnership.

The questionnaire is available in English, French and German and you can reply in any EU language. You can pause any time and continue later. Your contribution is downloadable once you have submitted your answers.

Responses received after the closing date will not be considered. Questionnaires sent by e-mail or on paper will not be analysed except those due to accessibility needs of people with visual disabilities and their representative organisations.

A summary on the outcome of the public consultation will be published by the Commission services on the '[Have your say](#)' portal.

We thank you for your participation.

[Protection of personal data](#)

[Privacy statement](#) on the protection of personal data in EU Survey

[1] Legal texts for Horizon Europe to be found here: https://ec.europa.eu/commission/publications/research-and-innovation-including-horizon-europe-iter-and-euratom-legal-texts-and-factsheets_en

[2] Following Article 8(1)(c) of the proposed Regulation for Horizon Europe

About you

* Language of my contribution

- ☐ Bulgarian
- ☐ Croatian
- ☐ Czech
- ☐ Danish
- ☐ Dutch
- ☒ English
- ☐ Estonian
- ☐ Finnish
- ☐ French
- ☐ Gaelic
- ☐ German

- ☐ Greek
- ☐ Hungarian
- ☐ Italian
- ☐ Latvian
- ☐ Lithuanian
- ☐ Maltese
- ☐ Polish
- ☐ Portuguese
- ☐ Romanian
- ☐ Slovak
- ☐ Slovenian
- ☐ Spanish
- ☐ Swedish

* I am giving my contribution as

- ☐ Academic/research institution
- ☐ Business association
- ☒ Company/business organisation
- ☐ Consumer organisation
- ☐ EU citizen
- ☐ Environmental organisation
- ☐ Non-EU citizen
- ☐ Non-governmental organisation (NGO)
- ☐ Public authority
- ☐ Trade union
- ☐ Other

* First name

* Surname

* Email (this won't be published)

* Organisation name

255 character(s) maximum

* Organisation size

- ☐ Micro (1 to 9 employees)

- ☐ Small (10 to 49 employees)
- ☐ Medium (50 to 249 employees)
- ☒ Large (250 or more)

Transparency register number

255 character(s) maximum

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

273216767476

* Country of origin

Please add your country of origin, or that of your organisation.

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| <input type="radio"/> Afghanistan | <input type="radio"/> Djibouti | <input type="radio"/> Libya | <input type="radio"/> Saint Martin |
| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon |
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| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> Samoa |
| <input type="radio"/> American Samoa | <input type="radio"/> Egypt | <input type="radio"/> Macau | <input type="radio"/> San Marino |
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| <input type="radio"/> Bahrain | <input type="radio"/> French Polynesia | <input type="radio"/> Micronesia | <input type="radio"/> South Africa |
| <input type="radio"/> Bangladesh | <input type="radio"/> French Southern and Antarctic Lands | <input type="radio"/> Moldova | <input type="radio"/> South Georgia and the South Sandwich Islands |
| <input type="radio"/> Barbados | <input type="radio"/> Gabon | <input type="radio"/> Monaco | <input type="radio"/> South Korea |
| <input type="radio"/> Belarus | <input type="radio"/> Georgia | <input type="radio"/> Mongolia | <input type="radio"/> South Sudan |
| <input type="radio"/> Belgium | <input type="radio"/> Germany | <input type="radio"/> Montenegro | <input type="radio"/> Spain |

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| <input type="radio"/> Benin | <input type="radio"/> Gibraltar | <input type="radio"/> Morocco | <input type="radio"/> Sudan |
| <input type="radio"/> Bermuda | <input type="radio"/> Greece | <input type="radio"/> Mozambique | <input type="radio"/> Suriname |
| <input type="radio"/> Bhutan | <input type="radio"/> Greenland | <input type="radio"/> Myanmar /Burma | <input type="radio"/> Svalbard and Jan Mayen |
| <input type="radio"/> Bolivia | <input type="radio"/> Grenada | <input type="radio"/> Namibia | <input type="radio"/> Sweden |
| <input type="radio"/> Bonaire Saint Eustatius and Saba | <input type="radio"/> Guadeloupe | <input type="radio"/> Nauru | <input type="radio"/> Switzerland |
| <input type="radio"/> Bosnia and Herzegovina | <input type="radio"/> Guam | <input type="radio"/> Nepal | <input type="radio"/> Syria |
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| <input type="radio"/> Brazil | <input type="radio"/> Guinea | <input type="radio"/> New Zealand | <input type="radio"/> Tanzania |
| <input type="radio"/> British Indian Ocean Territory | <input type="radio"/> Guinea-Bissau | <input type="radio"/> Nicaragua | <input type="radio"/> Thailand |
| <input type="radio"/> British Virgin Islands | <input type="radio"/> Guyana | <input type="radio"/> Niger | <input type="radio"/> The Gambia |
| <input type="radio"/> Brunei | <input type="radio"/> Haiti | <input type="radio"/> Nigeria | <input type="radio"/> Timor-Leste |
| <input type="radio"/> Bulgaria | <input type="radio"/> Heard Island and McDonald Islands | <input type="radio"/> Niue | <input type="radio"/> Togo |
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| <input type="radio"/> Cambodia | <input type="radio"/> Hungary | <input type="radio"/> North Korea | <input type="radio"/> Trinidad and Tobago |
| <input type="radio"/> Cameroon | <input type="radio"/> Iceland | <input type="radio"/> North Macedonia | <input type="radio"/> Tunisia |
| <input type="radio"/> Canada | <input type="radio"/> India | <input type="radio"/> Norway | <input type="radio"/> Turkey |
| <input type="radio"/> Cape Verde | <input type="radio"/> Indonesia | <input type="radio"/> Oman | <input type="radio"/> Turkmenistan |
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| <input type="radio"/> Chad | <input type="radio"/> Ireland | <input type="radio"/> Palestine | <input type="radio"/> Uganda |
| <input type="radio"/> Chile | <input type="radio"/> Isle of Man | <input type="radio"/> Panama | <input type="radio"/> Ukraine |
| <input type="radio"/> China | <input type="radio"/> Israel | <input type="radio"/> Papua New Guinea | <input type="radio"/> United Arab Emirates |
| <input type="radio"/> Christmas Island | <input type="radio"/> Italy | <input type="radio"/> Paraguay | <input type="radio"/> United Kingdom |
| <input type="radio"/> Clipperton | <input type="radio"/> Jamaica | <input type="radio"/> Peru | <input type="radio"/> United States |
| <input type="radio"/> Cocos (Keeling) Islands | <input type="radio"/> Japan | <input type="radio"/> Philippines | <input type="radio"/> United States Minor Outlying Islands |
| <input type="radio"/> Colombia | <input type="radio"/> Jersey | <input type="radio"/> Pitcairn Islands | <input type="radio"/> Uruguay |
| <input type="radio"/> Comoros | <input type="radio"/> Jordan | <input type="radio"/> Poland | <input type="radio"/> US Virgin Islands |

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| <input type="radio"/> Congo | <input type="radio"/> Kazakhstan | <input type="radio"/> Portugal | <input type="radio"/> Uzbekistan |
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| <input type="radio"/> Costa Rica | <input type="radio"/> Kiribati | <input type="radio"/> Qatar | <input type="radio"/> Vatican City |
| <input type="radio"/> Côte d'Ivoire | <input type="radio"/> Kosovo | <input type="radio"/> Réunion | <input type="radio"/> Venezuela |
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| <input type="radio"/> Cuba | <input type="radio"/> Kyrgyzstan | <input type="radio"/> Russia | <input type="radio"/> Wallis and Futuna |
| <input type="radio"/> Curaçao | <input type="radio"/> Laos | <input type="radio"/> Rwanda | <input type="radio"/> Western Sahara |
| <input type="radio"/> Cyprus | <input type="radio"/> Latvia | <input type="radio"/> Saint Barthélemy | <input type="radio"/> Yemen |
| <input type="radio"/> Czechia | <input type="radio"/> Lebanon | <input type="radio"/> Saint Helena Ascension and Tristan da Cunha | <input type="radio"/> Zambia |
| <input type="radio"/> Democratic Republic of the Congo | <input type="radio"/> Lesotho | <input type="radio"/> Saint Kitts and Nevis | <input type="radio"/> Zimbabwe |
| <input type="radio"/> Denmark | <input type="radio"/> Liberia | <input type="radio"/> Saint Lucia | |

* Publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

☐ **Anonymous**

Only your type of respondent, country of origin and contribution will be published. All other personal details (name, organisation name and size, transparency register number) will not be published.

☒ **Public**

Your personal details (name, organisation name and size, transparency register number, country of origin) will be published with your contribution.

☒ I agree with the [personal data protection provisions](#)

Part 1: General questions on European Partnerships

As per the political agreement on Horizon Europe, an Institutionalised European Partnership shall be implemented only where other parts of the Horizon Europe programme, including other forms of European Partnerships (co-programmed, co-funded), would not achieve the objectives or would not generate the necessary expected impacts; they should be justified by a long-term perspective and high degree of integration.

There will be three types of European Partnerships under Horizon Europe [1].

Co-programmed European Partnerships are based on memoranda of understanding and/or contractual arrangements between the Commission and private and/or public partners. They are expected to be best suited to partnerships involving industry, but also Member States, foundations, international partners etc. They are jointly implemented by the Commission (Union contribution via Horizon Europe work programmes) and partners (contributions under their responsibility), with full application of Horizon Europe rules for the Union contribution, whereas partners rules apply to their contributions. They allow for more flexibility over time as regards the composition of partners, objectives and activities and require the relatively lowest effort for set-up and implementation compared to the other forms of European Partnerships.

Co-funded European Partnerships are implemented under the responsibility of the partners, that receive a substantial budget contribution from Horizon Europe (Grant Agreement) to cofound their joint programme of activities. They are expected to be best suited to partnerships involving Member States, with research funders and other public authorities at the core of the consortium, and possibility to include foundations and international partners etc. By default national rules apply to calls launched by the consortium. They require a relatively moderate effort for their set-up and implementation compared to other forms of European Partnerships.

Institutionalised European Partnerships are based on the Union participation in and financial contribution to research and innovation programmes undertaken by several Member States (under Article 185 TFEU) or by bodies established under Article 187 TFEU, for partnerships involving typically industry, research organisations but also Member States, foundations and international partners. They are expected to be best suited for long-term collaborations with stable partners and provide only limited flexibility for adaptation during their implementation. Compared to other forms of European Partnerships, they require a relatively high and long-term effort for their preparation and set-up, including the establishment of dedicated entities (funding bodies) for their implementation. By default the rules for participation of Horizon Europe apply for the calls launched under Institutionalised European Partnerships.

[1] Article 8 of COM(2018)435

* 1. Have you been involved in the on-going research and innovation framework programme Horizon 2020 or the preceeding Framework Programme 7?



Yes



No

* Please identify in which capacity (multiple answers possible):



Applied for funding



Received funding



Expert (evaluator, reviewer, etc.)



Participated in governance (programme committee, etc.)



Other

* Are or were you directly involved in a partnership under Horizon 2020 or its predecessor Framework Programme 7?



Yes



No

* Please identify your role in the partnership (select all that apply):

- ☒ Partner/Member/Beneficiary in a partnership
- ☒ Representative in the governance of a partnership
- ☐ Member of a committee for a partnership
- ☐ Expert (evaluator, reviewer) in calls for proposals in partnership
- ☒ Applied for funding under a partnership
- ☐ Provided national cofinancing to a partnership
- ☐ Other

* Please identify the partnership (select all that apply):

- ☐ European and Developing Countries Clinical Trials Partnership (EDCTP2)
- ☐ Innovative Medicines Initiative 2 (IMI2) Joint Undertaking
- ☒ Electronic Components and Systems for European Leadership (ECSEL) Joint Undertaking
- ☒ 5G (5G PPP)
- ☐ European Metrology Programme for Innovation and Research (EMPIR)
- ☐ Shift2Rail Joint Undertaking
- ☒ Single European Sky Air Traffic Management Research (SESAR) Joint Undertaking
- ☒ Clean Sky 2 Joint Undertaking
- ☐ Fuel Cells and Hydrogen 2 (FCH2) Joint Undertaking
- ☐ Bio-Based Industries Joint Undertaking
- ☐ Eurostars-2 (supporting research-performing small and medium-sized enterprises)
- ☐ Ambient Assisted Living (AAL 2)
- ☐ Partnership for Research and Innovation in the Mediterranean Area (PRIMA)
- ☐ European High-Performance Computing Joint Undertaking (EuroHPC)

2. To what extent do you think that the future European Partnerships under Horizon Europe need to:

	1 (Not needed at all)	2	3	4	5 (Fully needed)	Don't Know
* Be more responsive towards EU policy objectives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Be more responsive towards societal needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Be more responsive towards priorities in national and regional research and innovation strategies, including smart specialisation strategies	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Make a significant contribution to achieving the UN's Sustainable Development Goals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

* Make significant contribution to the EU efforts to achieve climate-related goals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Focus more on the development and effective deployment of technology	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* Focus more on bringing about transformative change towards sustainability in their respective area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Make a significant contribution to EU global competitiveness in specific sectors/domains	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

* (Other) Please specify:

500 character(s) maximum

- Ensure the involvement of all relevant stakeholders, at the right levels
- Implement mechanisms allowing to build bridges between partnerships
- PPP need to answer both a Policy objective/priority (climate neutrality, digitalisation, etc) and private sector interests.
- Contribute to the implementation of European Research and Innovation Strategies (like ACARE SRIA)
- Need for mechanisms to facilitate the link between research and deployment (transitional tools)

* 3. What would you see as main advantages and disadvantages of participation in an Institutionalised European Partnership (as a partner) under Horizon Europe?

500 character(s) maximum

We can only report on H2020 experience as modalities for HEU are unknown.

PROS

Long-term visibility and stability for R&T activities
Efficiency of long-term financial commitment & leverage effect
Inclusive instrument (high participation of primes, SMEs, academia, RTOs)
Equal treatment & transparency
Complementarity with EU, national, regional initiatives
Strong & innovative ecosystems, access to excellent partners

CONS

Slow processes
System complexity requires subsequent resources

4. For which of the candidate Institutionalised European Partnership(s) would you like to specifically provide your views through this consultation (you may provide your views for more than one)?

- ☐ EU-Africa research partnership on health security to tackle infectious diseases - Global Health
- ☐ Innovative Health Initiative
- ☐ Key Digital Technologies
- ☐ Smart Networks and Services
- ☐ European Metrology
- ☐ Transforming Europe's rail system

- ☒ Integrated Air Traffic Management
- ☒ Clean Aviation
- ☐ Circular bio-based Europe: sustainable innovation for new local value from waste and biomass
- ☐ Clean Hydrogen
- ☐ Safe and Automated Road Transport
- ☐ Innovative SMEs

Part 2 - Questions on problems, objectives, policy options and impact tailored to each candidate European Partnership

The following questions allow to assess the necessity of a partnership approach, as well as the need for an Institutionalised Partnership for each candidate partnership.

Integrated Air Traffic Management

Air Traffic Management (ATM) ensures the safe separation of aircraft and the efficient flow of air traffic. The efficiency of Air Traffic Management systems is measured by how well they manage air traffic and ensure a seamless and safe flow of traffic in any situation. Current systems are reaching the limits of their ability to manage an ever increasing volume and complexity of air traffic.

The Commission is assessing whether to set up an Institutionalised European Partnership under Article 187 TFEU building on the experience of the SESAR Joint Undertaking (established on the basis of Article 187 TFEU and which functioning is currently planned until 31 December 2024), but would revise its scope, content and implementation and take account of the strengthened scientific, societal, economic and technological impact criteria of Horizon Europe.

The priorities, composition and governance of any new partnership would need to be reviewed to ensure that it addresses the new Air Traffic Management challenges for the EU in the coming decades, such as an increase in air traffic volume and the consequent increased environmental footprint of air transport, and the increasing complexity, digitalisation and automation of Air Traffic Management services.

The [inception impact assessment](#) outlines an early description of the problems, objectives, options and likely impact of a candidate European Partnership in this field.

1. To what extent do you think this is relevant for research and innovation efforts at EU level to address the following problems in relation to air traffic management?

Research and innovation problems:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't Know

Misalignment between basic/exploratory research and industrial research	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Misalignment between R&I and the needs of operational stakeholders	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fragmentation of EU airspace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Local issues (compared to network issues)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Structural and resource problems:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't Know
Need to bring together the Air Traffic Management research community, the manufacturing industry, and operational stakeholders, to ensure aligned development and deployment of innovation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Need to coordinate public funding with private research and innovation funding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Need to synchronise research and innovation activities with EU policy objectives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Appropriate budget	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Need of specific Infrastructure (e.g. simulators, more test sites closer to real operational environment)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Skills required for researchers in this area	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Problems in uptake of air traffic management innovations due to:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't Know
Investments featuring a negative cost-benefit analysis	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Regulation impeding the uptake of innovation	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Absence of standards	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Absence of a clear vision for future system	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slow pace of Air Traffic Management modernisation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

2. In your view, how should the specific challenges described above be addressed through Horizon Europe intervention?

European Partnerships may take any of the following forms:

- a) Co-programmed European Partnerships: based on memoranda of understanding and/or contractual arrangements between the Commission and private and/or public partners;
- b) Co-funded European Partnerships: based on participation in and financial contribution to a programme of R&I activities, using a Programme co-fund action; or
- c) Institutionalised European Partnerships: based on participation in and financial contribution to R&I programmes undertaken by several Member States (under Article 185 TFEU) or by bodies established under Article 187 TFEU (Institutionalised European Partnerships)

- ☐ Traditional calls under Horizon Europe work programmes
- ☐ Co-Funded partnership
- ☐ Co-Programmed partnership
- ☒ Institutionalised Partnership

* Please explain briefly your choice:

500 character(s) maximum

Huge challenges ahead (traffic growth, increased complexity, GHG targets, digitalization). EU partnership is most effective approach:

- long-term framework for innovation driven by EU policy priorities&oversight
- technological pillar to Single European Sky => SESAR ensures consistency in R&D and later deployment, which must be synchronized across the network. ATM is per essence a matter of interoperability.
- help develop strategic value chains
- pool&align resources &investment

3. In your view, how relevant are the following elements and activities to ensure that the proposed European Partnership would meet its objectives?

Setting joint long-term agenda with strong involvement of:

	1 (Not relevant)	2	3	4	5 (Very relevant)	Don't Know
Member States and Associated Countries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Industry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Academia	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Foundations and Non-Governmental Organisations	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other societal stakeholders	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Pooling and leveraging resources (financial, infrastructure, in-kind expertise etc.) through coordination, alignment or integration with:

	1 (Not relevant)	2	3	4	5 (Very relevant)	Don't Know
Member States and Associated Countries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Industry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Academia	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Foundations and Non-Governmental Organisations	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other societal stakeholders	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Partnership composition:

	1 (Not relevant)	2	3	4	5 (Very relevant)	Don't Know
Flexibility in the composition of partners over time	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Involvement of a broad range of partners, including across disciplines and sectors	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Implementing the following activities:

	1 (Not relevant)	2	3	4	5 (Very relevant)	Don't Know
Joint R&I programme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Collaborative R&I projects	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deployment and piloting activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Input to regulatory aspects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Co-creation of solutions with end-users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

4. In your view, how relevant is to set up a specific legal structure (funding body) for the candidate European Partnership to achieve the following?

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't know
Implement its activities more effectively	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Implement activities faster to respond to sudden market or policy needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Implements activities more transparently	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Increase financial leverage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Ensure better links to regulators	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Ensure better links to practitioners on the ground	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Obtain more buy-in and long-term commitment from other partners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Ensure harmonisation of standards and approaches	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Facilitate synergies with other EU and national programmes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Facilitate collaboration with other relevant European Partnerships	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

5. What is your view on the scope and coverage proposed for this candidate institutionalised European Partnership, based on its inception impact assessment?

	Too narrow	Right scope & coverage	Too broad	Don't know
Technologies covered	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Research areas covered	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geographical coverage	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Types of partners covered	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Range of activities covered	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sectoral coverage	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide any comment you may have on the proposed scope and coverage for this candidate Institutionalised Partnership:

500 character(s) maximum

Complement to question 2:
Institutionalised partnership is the relevant instrument:
- brings economies of scale
-brings together stakeholders around a single&integrated joint roadmap
-EU action is more economically efficient than fragmented local initiatives, which may not be possible in many cases.
.

6. In your view, would it be possible to rationalise the candidate European Institutionalised Partnership and its activities, and/or to better link it with other comparable initiatives?

- ☒ Yes
☐ No

(Yes) Please explain why? Which other comparable initiatives could it be linked with?

500 character(s) maximum

Indirect links with Clean Aviation: while distinct partnerships are needed (as stakeholders & processes are different, and because both tackle very different questions), there should be mechanisms for synergies and

cross-fertilization in place as they share some objectives - notably lowering emissions - and solutions need to be developed in a consistent way. Demonstrators interactions could be envisaged.

7. In your view, how relevant is it for the candidate European Institutionalised Partnership to deliver on the following impacts?

Societal impact:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't know
Increased aviation safety levels for all types of flying vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Education of the next generation of aviation professionals and encouragement of diversity and inclusion	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved passenger experience by reducing travel time, delays and costs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Economic/technological impact:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't know
Creation of additional jobs in the air transport industries and the EU economy at large	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased EU aviation industry competitiveness with efficient airspace organisation and optimised traffic flows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Boosted EU industry globally through international agreements and the setting of global standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved customer experience and business opportunities by reducing travel time, improving predictability and reducing the cost of Air Traffic Management services per flight	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
No significant disruption caused by cyber-security vulnerabilities	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Scientific impact:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't know

Contribution to the advancement of science by stimulating innovation along the entire Air Traffic Management services supply chain	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
New scientific knowledge and reinforcement of EU scientific capabilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Clean Aviation

The Commission is assessing whether to propose an Institutionalised European Partnership on Clean Aviation under Horizon Europe. Its overall objective would be bringing together the European aviation supply chain - including on the transition to low carbon aviation - and accelerating the market uptake of technologies with significantly reduced environmental impact. The primary objective is a path towards deep decarbonisation, therefore contributing to the EU's climate and energy goals.

The proposed partnership would build on the experience of the existing Horizon 2020 Clean Sky 2 (CS2) Joint Undertaking (established under Article 187 TFEU), but would revise its scope, content and implementation and take into account the strengthened scientific, societal, economic and technological impact criteria of Horizon Europe.

CS2 is a public-private partnership between the EU and the aviation sector, established under Horizon 2020 and which functioning is currently planned until 31 December 2024. It focuses on the finalisation of research activities initiated under Clean Sky 1 and contributes to improving the environmental impact of aeronautical technologies, including those relating to small aviation.

The [inception impact assessment](#) outlines an early description of the problems, objectives, options and impact that the partnership is likely to have.

1. To what extent do you think this is relevant for research and innovation efforts at EU level to address the following problems in relation to clean aviation?

Research and innovation problems:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't Know
Too long development and innovation cycles to innovative products and services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Structural and resource problems:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't Know

Limited collaboration and pooling of resources between public actors and private actors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Lack of alignment and coordination between EU research, national research and private innovation efforts	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Regulatory barriers in the field of disruptive and digital aviation technology	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Barriers to exploitation due to the financial risk for early movers, especially in areas like urban air mobility	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High costs of demonstration of innovative solutions that hinder commercialisation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Lack of acceptance, security and safety related to new aircraft configurations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Problems in uptake of clean aviation innovations due to:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't Know
Market failures due to inadequate industry investment	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of adequate business models	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Regulatory framework lagging behind technology developments	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Barriers to exploit due to potential lack of global standards	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of consideration of societal and user needs	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. In your view, how should the specific challenges described above be addressed through Horizon Europe intervention?

European Partnerships may take any of the following forms:

- a) Co-programmed European Partnerships: based on memoranda of understanding and/or contractual arrangements between the Commission and private and/or public partners;
- b) Co-funded European Partnerships: based on participation in and financial contribution to a programme of R&I activities, using a Programme co-fund action; or
- c) Institutionalised European Partnerships: based on participation in and financial contribution to R&I programmes undertaken by several Member States (under Article 185 TFEU) or by bodies established under Article 187 TFEU (Institutionalised European Partnerships)

- ☐ Traditional calls under Horizon Europe work programmes
- ☐ Co-Funded partnership
- ☐ Co-Programmed partnership
- ☒ Institutionalised Partnership

*** Please explain briefly your choice:**

500 character(s) maximum

Timescales, risks, interdependencies between technologies, integration challenge at aircraft design level require strong coordination.
JU ensures critical mass & strengthens EU aero-industry ecosystem, global leadership and competitiveness.
Stable, long-term commitment & collaboration from the full innovation chain provides visibility, triggers increased investment in disruptive R&I & market failure risks.
R&I roadmap aligned with public policy & synergies with national programs.

3. In your view, how relevant are the following elements and activities to ensure that the proposed European Partnership would meet its objectives?

Setting joint long-term agenda with strong involvement of:

	1 (Not relevant)	2	3	4	5 (Very relevant)	Don't Know
Member States and Associated Countries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Industry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Academia	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Foundations and Non-Governmental Organisations	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other societal stakeholders	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Pooling and leveraging resources (financial, infrastructure, in-kind expertise etc.) through coordination, alignment or integration with:

	1 (Not relevant)	2	3	4	5 (Very relevant)	Don't Know
Member States and Associated Countries	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Industry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Academia	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Foundations and Non-Governmental Organisations	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other societal stakeholders	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Partnership composition:

	1 (Not relevant)	2	3	4	5 (Very relevant)	Don't Know
Flexibility in the composition of partners over time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Involvement of a broad range of partners, including across disciplines and sectors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Implementing the following activities:

	1 (Not relevant)	2	3	4	5 (Very relevant)	Don't Know
Joint R&I programme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Collaborative R&I projects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Deployment and piloting activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Input to regulatory aspects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Co-creation of solutions with end-users	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. In your view, how relevant is to set up a specific legal structure (funding body) for the candidate European Partnership to achieve the following?

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't know
Implement its activities more effectively	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Implement activities faster to respond to sudden market or policy needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implements activities more transparently	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase financial leverage	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ensure better links to regulators	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Ensure better links to practitioners on the ground	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Obtain more buy-in and long-term commitment from other partners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Ensure harmonisation of standards and approaches	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facilitate synergies with other EU and national programmes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Facilitate collaboration with other relevant European Partnerships	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

5. What is your view on the scope and coverage proposed for this candidate institutionalised European Partnership, based on its inception impact assessment?

	Too narrow	Right scope & coverage	Too broad	Don't know
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Technologies covered	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Research areas covered	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geographical coverage	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Types of partners covered	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Range of activities covered	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sectoral coverage	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide any comment you may have on the proposed scope and coverage for this candidate Institutionalised Partnership:

500 character(s) maximum

The Clean Aviation shall serve the green deal policy objectives and contribute to carbon neutrality. Research areas: the Partnership in itself covers the right research areas, but other issues must be tackled in other partnerships: e.g. batteries for aviation in the Battery partnership.
Geographical coverage: excellence shall remain the only criterion for the selection of partners.

6. In your view, would it be possible to rationalise the candidate European Institutionalised Partnership and its activities, and/or to better link it with other comparable initiatives?

- ☒ Yes
☐ No

(Yes) Please explain why? Which other comparable initiatives could it be linked with?

500 character(s) maximum

No rationalisation but build bridges with other initiatives.

Air transport decarbonisation is too complex for solutions to be developed in CA alone. Upstream cooperation is needed for solutions developed in different sectors to be integrated into aircraft/to ensure new fleets & transport modes can be integrated into ATM.

EC should coordinate & support implementation of synergies with ATM, Key Digital Technologies, Batteries, Clean Hydrogen, cybersecurity, AI, 5G, Made in Europe...

7. In your view, how relevant is it for the candidate European Institutionalised Partnership to deliver on the following impacts?

Societal impact:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't know
Improved public health on the basis of reduction of pollutants, particulates and noise emissions compared to current aircraft technologies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Reduced CO2 emissions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Novel competitive cross-sectoral solutions for decarbonisation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Economic/technological impact:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't know
Increased industrial leadership in aviation technologies and uptake of new technologies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Creation of jobs in the low-carbon economy by strengthening the European aeronautics sector	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
New demand side solutions to decarbonise the transport systems	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Better cross-fertilisation of innovative ideas from SMEs to large companies that can bring them to mass market	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Highly skilled jobs in industry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Low-carbon and competitive transport solutions across all modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Acceleration of key technologies through selected integrated demonstrators	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Scientific impact:

	1 (Not relevant at all)	2	3	4	5 (Very relevant)	Don't know
Advancement of science by stimulating innovation along the entire aviation sector	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
New scientific knowledge and reinforcement of EU scientific capabilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Contact

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