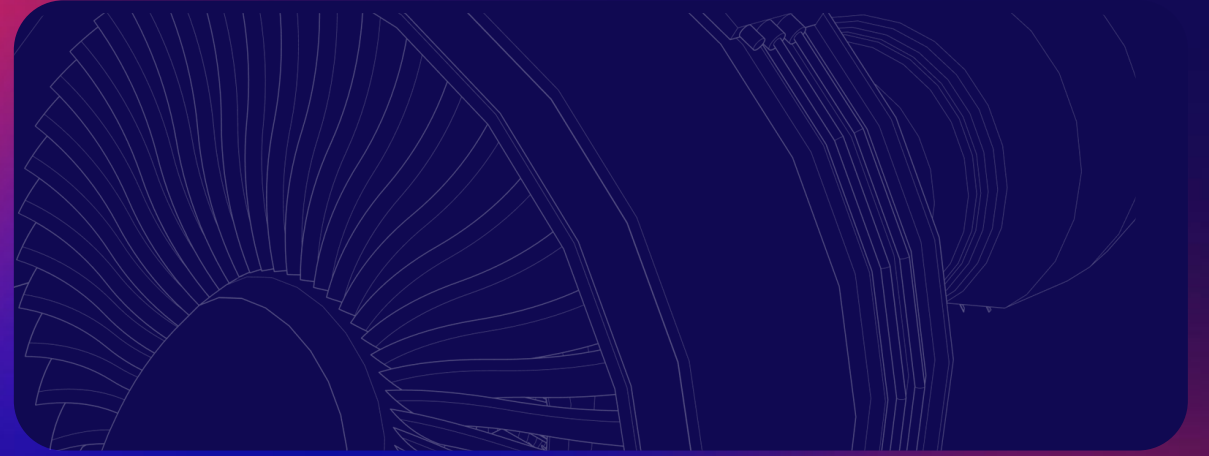


# Clean Aviation funding calls for 2026 under Horizon Europe



Innovate  
UK





Innovate  
UK

OFFICIAL

# Clean Aviation for UK Applicants

15 January 2026

Louise Mothersole

Horizon Europe UK National Contact Point for Mobility

[Louise.Mothersole@IUK.UKRI.ORG](mailto:Louise.Mothersole@IUK.UKRI.ORG)

# Horizon Europe National Contact Points (NCPs)

Team of national advisors, appointed by the Government, to support organisations to successfully participate in Horizon Europe by:

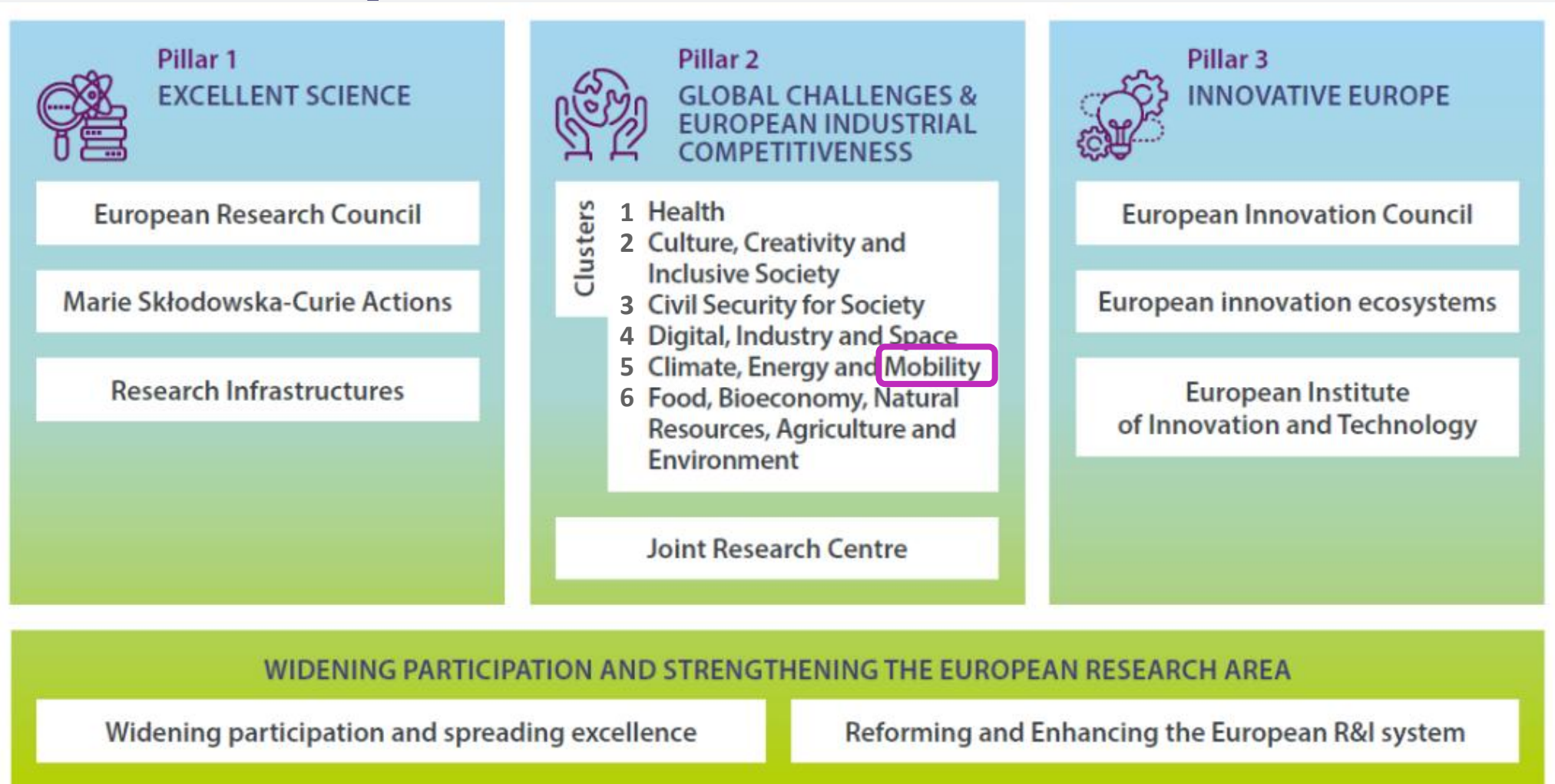
- Raising Awareness of the programme
- Helping you find the right Topic
- Identifying the best ways to find partners
- Navigating the EU funding & tender opportunities portal
- Developing the proposal
- Answering any other Horizon Europe related questions

**Top Tip – get to know your NCP and sign up to get their newsletters** <https://eufunding.ukri.org/subscribe>



Find National Contact  
Points from all  
participating countries

# Horizon Europe



# UK is a 'Country Associated to the Programme'

- 'the Programme' is Horizon Europe, i.e., UK is an [Associated Country](#) (AC) from the 2024 Work Programme onwards
- UK contributes funding to the programme:
  - EU decides where to allocate UK government contribution (paragraph 50 of [Regulation establishing Horizon Europe](#))
- Except in a very few Topics that are restricted (and clearly marked as such):
  - UK organisations **are** fully eligible to coordinate projects
  - UK organisations **are** classed as one of the minimum required 'three different legal entities from three different eligible countries', as long as at least one consortium member is also from a Member State
  - Successful UK organisations **are** funded by EU as project participants/beneficiaries
- The UK is not the only Associated Country, there are currently 19 and more are negotiating association (South Korea will associate from 2025 onwards). [A full list can be seen here](#)

# Clean Aviation Joint Undertaking

# Clean Aviation Joint Undertaking (CA JU)

- [Clean Aviation](#) is an Institutional Partnership following on from Clean Sky (FP7) and Clean Sky2 (Horizon 2020). The Partnership (between the EU and the Private Members) is a legal entity in its own right with offices, employees, etc
- Private Member Partners make a substantial financial commitment, through In-Kind Additional Activities (IKAA) equal to greater than the value of any grant awarded, and an annual subscription of % of the value of IKAA
- The JU officers manage the Work Programme and the delivery of the Projects, but the members develop the Strategic Research and Innovation Agenda ([SRIA](#))
- Calls for proposals will be published on the [EU Funding and Tender Opportunities Portal](#) and **all are fully open to non-members**
- Links to Information days, and other call for proposal information, will be on the Clean Aviation website
- Sign up for their [newsletter](#) to hear about forthcoming opportunities



# Clean Aviation programme is built on three key *thrusters*

## Ultra-efficient regional aircraft

- The configuration of the Ultra-Efficient Regional aircraft concept proposed in Clean Aviation is expected to remain tube and wing and should target an Entry into Service (EIS) from 2035. Such an aircraft concept should have a capacity of around 50-100 passengers (pax) with a design range up to 500 Nautical Miles (NM).

## Ultra-efficient short and medium-range aircraft

- To keep pace with the ambitious decarbonisation roadmap in which the aviation industry is engaged, the ultra-efficient short and medium range (SMR) concept aircraft, one that is 100% SAF capable, will have to rely on new technologies for the plane, the production system, digitalisation of the plane and for using data to improve aircraft operations

## Hydrogen-powered aircraft

- The Hydrogen Powered Aircraft (HPA) concepts are expected to enable zero-carbon emissions in operation. The use of hydrogen might lead to new classes of aircraft between the Regional and SMR segments

# Clean Aviation 4<sup>th</sup> Call for Proposals

- €329.5 million in EU funding: Clean Aviation announces its call 4 for proposals <https://www.clean-aviation.eu/eu3295-million-in-eu-funding-clean-aviation-announces-its-call-4-for-proposals>
- Call 4 Networking Event Pitch and Connect - <https://www.clean-aviation.eu/call-4-networking-event-pitch-connect>
  - **Deadline to apply is 15<sup>th</sup> January!**
- UK SMEs can apply for up to £750 towards travel costs to attend the Pitch and Connect event <https://iuk-business-connect.org.uk/opportunities/travel-support-for-uk-businesses-to-attend-european-events-2025-2026/>

# CLEAN AVIATION CALL 4 – PRELIMINARY TOPICS



H2



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# CLEAN AVIATION OVERVIEW

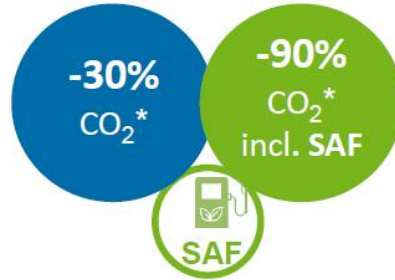
## Clean Aviation Strategic Research Innovation Agenda



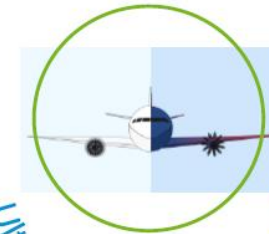
## Clean Aviation's aircraft concepts



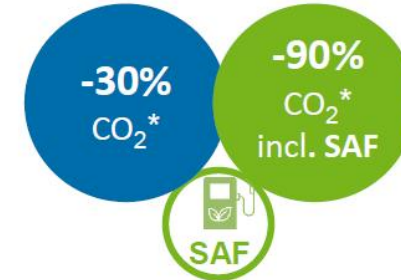
Ultra-efficient Regional aircraft



Hydrogen powered aircraft



Ultra-efficient Short and Medium Range aircraft



\* non-CO<sub>2</sub> effects not yet quantified

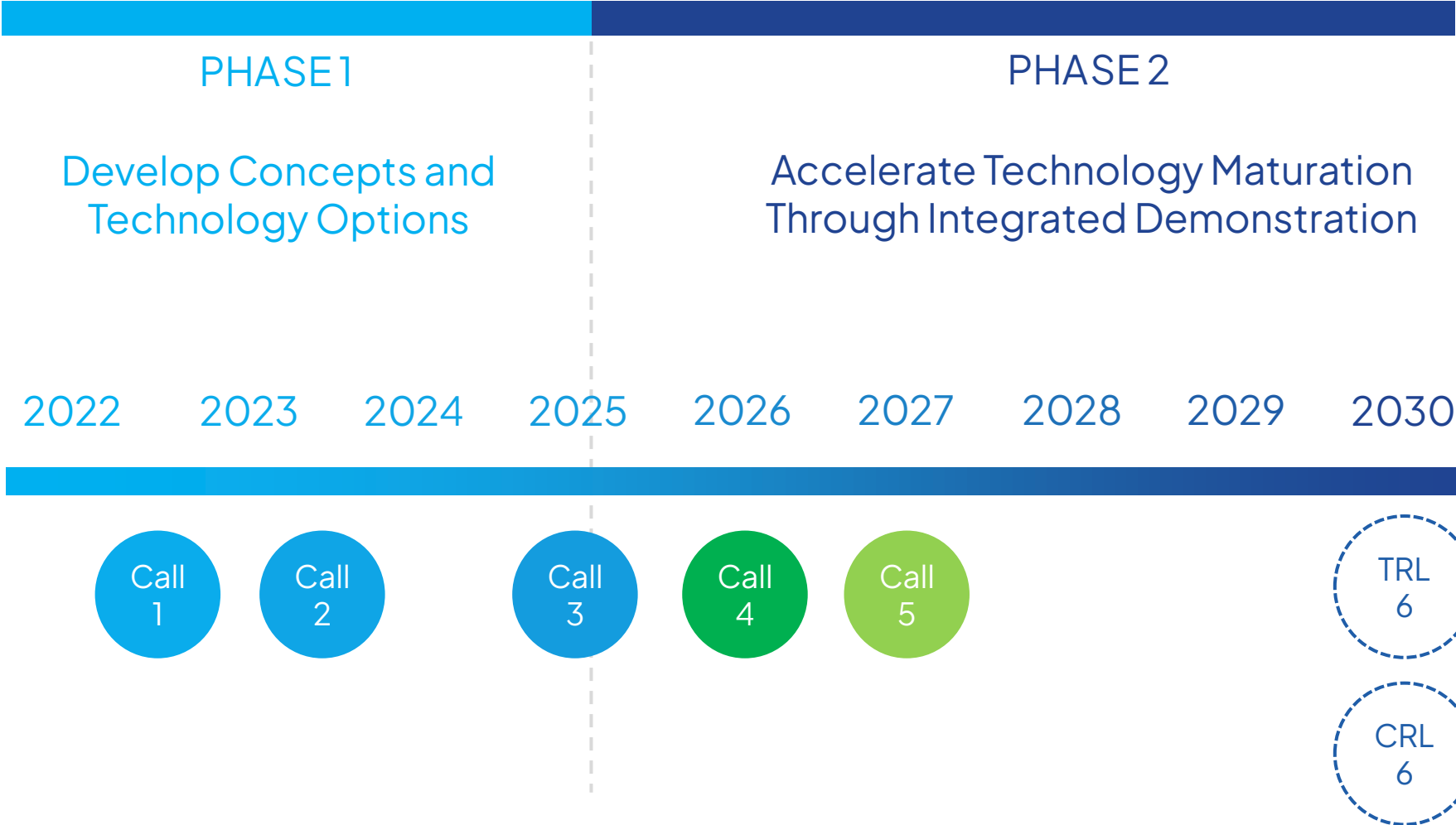
# CLEAN AVIATION STRUCTURE



TRANSVERSAL PROJECTS AND SUPPORT ACTIONS

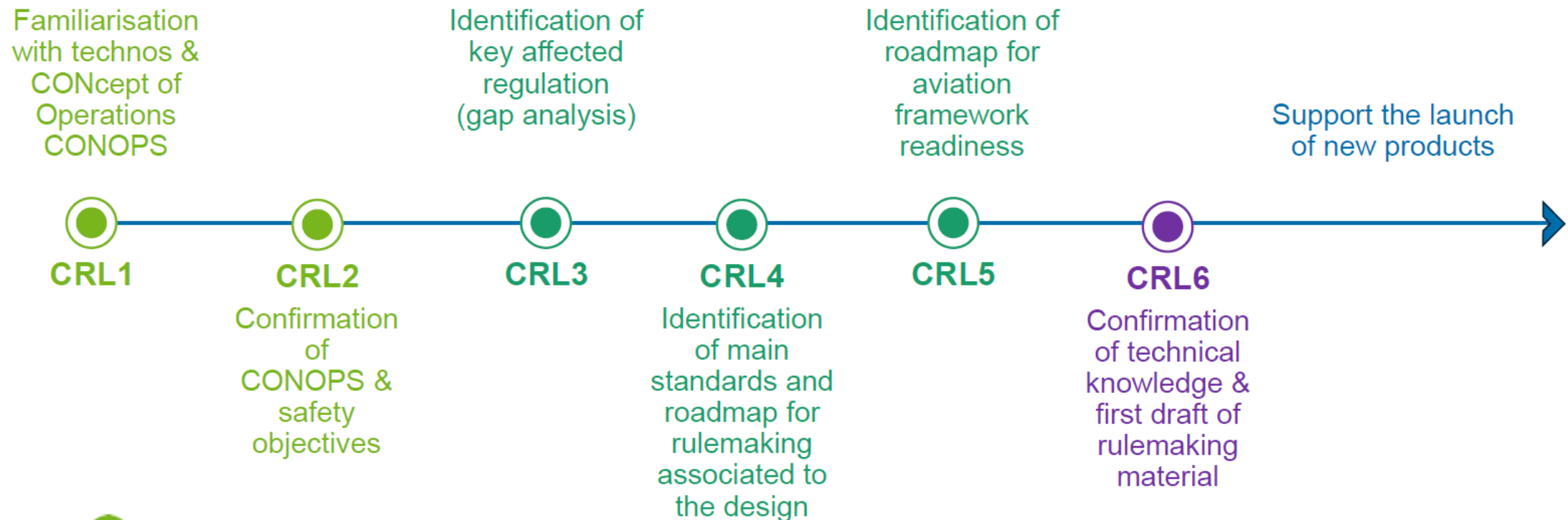
FAST TRACK AREAS

# CLEAN AVIATION TIMELINE



# CERTIFICATION READINESS LEVELS (CRLs)

- A new paradigm and mindset in R&I: co-created within Clean Aviation together with EASA.
- CRL as an standardised scale to define targets and monitor progress.



# PREVIOUS CLEAN AVIATION CALLS AND PROJECTS



H2



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# ⚡ ULTRA-EFFICIENT REGIONAL AIRCRAFT

## Call 1



Hybrid Electric propulsion system for regional Aircraft  
Rolls Royce



-2MW Multi Power train Innovative for hybrid-Electric Regional Application  
GE Avio



Thermal Management Solutions for Hybrid Electric Regional Aircraft  
Honeywell



Electrical Distribution Solutions for Hybrid-Electric Regional Aircraft  
Collins



Hybrid Electric Regional Wing Integration Novel Green Technologies  
Airbus

## Call 2



Hybrid-Electric Regional Fuselage & Empennages  
Leonardo



Open Digital Environment for Hybrid-Electric Regional Architectures  
DLR

## Call 3



Powerplant Hybrid Application for Regional Segment  
Pratt & Whitney Canada



Demonstrator of an Electrified Modern Efficient Transport Regional Aircraft  
ATR



On-board Systems Relevant for Hybridization of Regional aircraft  
Safran

# ✈️ ULTRA - EFFICIENT SHORT - MEDIUM RANGE AIRCRAFT

## Call 1



Hydrogen Engine Architecture  
Virtually Engineered Novelty  
Rolls Royce



Sustainable Water-Injecting Turbofan  
Comprising Hybrid- electrics  
MTU



Open Fan for Environmental Low  
Impact of Aviation  
Safran



Ultra Performance Wing  
Airbus



Fuselage, Rear Fuselage and  
Empennage with Cabin and Cargo  
Architecture Solution validation and  
Technologies for H2 integration  
Airbus

## Call 2



COMmon Platform and Advanced  
INstrumentation Readiness for ultra  
efficient propulsion demonstration  
Airbus



Advanced Wing MATuration And  
integration  
ONERA

## Call 3



Ultra Novel and Innovative Fully  
Integrated Engine Demonstrations  
Rolls Royce



Technology And Knowledge for  
European Open Fan Flight  
Safran



Large scalE Integration demonstrator of  
hybrid electrical Architecture  
Airbus

# H<sub>2</sub> HYDROGEN POWERED AIRCRAFT

## Call 1



Hydrogen and dual fuel combustion Technologies  
Rolls Royce



Hydrogen engine integration in flying platform  
Avio Aero



Next generation high poWer fuel cells for airBORNe applications  
Honeywell



HydrogEn Lightweight & Innovative tank for zerO-emisSion Aircraft  
Aciturri



Liquid hydrogen load bearing tank for commuter  
Pipistrel



Hydrogen Fuel Cell Electric Power Train Demonstration  
Pipistrel

## Call 2



Technological Research On Propulsion by Hydrogen  
Safran



Fuel cell propulsion system for Aircraft Megawatt Engines  
Airbus



Hydrogen-Electric ZeRo Emission Propulsion System  
MTU Aero Engines

## Call 3

# # TRANSVERSAL PROJECTS AND SUPPORT ACTIONS

## Call 1



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



Hybrid-Electric Regional Aircraft Architecture and technology integration  
Leonardo



SMR Aircraft architecture and technology integration Project  
Airbus



European Clean Aviation Regional Ecosystem/synergies with regions  
Aerospace Valley

## Call 2



Clean Aviation Support for Impact Monitoring  
DLR

## Call 3



Hybrid Electric Regional Aircraft Concept for Low EmissionS  
ATR



Short Medium Range - Aircraft Configuration Integration and Impact  
Airbus

# FAST TRACK AREAS

## Call 1

## Call 2

## Call 3



Certification Roadmap to Yield an Optimal and Safety methodology of crashworthiness for an integrated cryogenic Tank for liquid hydrogen storAge on board of future aiRcraft  
University of Campania Luigi Vanvitelli



Modular, scalable and technology- Open Design for future Aviation BATteries  
Fraunhofer Institute



Arc Fault Detection, low EMI and Reliability for Power Electronics in Electric Aircrafts  
Skylife Engineering



Lithium based Innovation for Modular Energy  
Ascendance Flight Technologies

# CALL 4 – PRELIMINARY LIST AND DESCRIPTION OF TOPICS



H2



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# PUBLICATION OF PRELIMINARY LISTS AND DESCRIPTIONS OF TOPICS

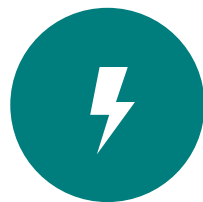
- Subject to formal sign off from the clean aviation governing board (~Feb 26)
- [4th-Call-for-Proposals-Preliminary-list-and-description-of-topics.pdf](#)



**4th Call for Proposals:  
Preliminary list and description of topics**

*ANNEX CAJU-GB-2026 Amended Work Programme and  
Budget 2026-2027*

# OVERVIEW OF PRELIMINARY CALL 4 TOPICS



ULTRA-EFFICIENT  
REGIONAL AIRCRAFT



€40m



HYDROGEN  
POWERED AIRCRAFT



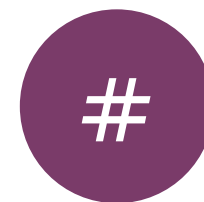
€101m



ULTRA-EFFICIENT  
SHORT-MEDIUM  
RANGE AIRCRAFT



€130m



TRANSVERSAL  
PROJECTS AND  
SUPPORT ACTIONS



€18.5m



FAST TRACK  
AREAS



€40m

Total: €329m

# ULTRA-EFFICIENT REGIONAL AIRCRAFT



1 of 1

| Title  | Description   | Type / €   |
|--|---|--|
| Demonstration of advanced airframe for ultra-efficient regional aircraft | <ul style="list-style-type: none"><li>• Develop and demonstrate an advanced airframe (wing, fuselage, empennage, and key systems) for the hybrid-electric Ultra-Efficient Regional Aircraft.</li><li>• Target a 10% CO<sub>2</sub> reduction versus 2020 state-of-the-art through integrated airframe technologies.</li><li>• Deliver ground demonstrations to TRL6, supporting certification and EIS 2035.</li></ul> | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €40m</li><li>• Up to 1 project expected</li></ul> |

# ULTRA-EFFICIENT SHORT-MEDIUM RANGE AIRCRAFT



1 of 1

| Title  | Description  | Type / €  |
|--|--|---|
| Demonstration of an Optimized System Platform for Ultra-efficient SMR Aircraft   | <ul style="list-style-type: none"><li>• Develop an optimized, certifiable systems platform integrating high-performance computing, power, and data architectures for next-generation ultra-efficient SMR aircraft.</li><li>• Enable advanced functions including active control, hybridisation, and predictive maintenance, validated through a representative TRL6 ground demonstration covering performance, safety, and cybersecurity.</li><li>• Establish clear maturation pathways from TRL6 to CRL4 and onward to aircraft integration targeting EIS 2035.</li></ul> | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €30m</li><li>• Up to 1 project expected</li></ul>  |
| Demonstration of an Ultra-Efficient Rear Fuselage and Empennage and Its Integrated Industrial System enabling EIS2035 for the SMR Aircraft | <ul style="list-style-type: none"><li>• Develop and demonstrate an Ultra-Efficient Rear Fuselage and Empennage (RFE) and its integrated industrial system for the Ultra-Efficient SMR aircraft.</li><li>• Deliver a full RFE component assembly and advanced manufacturing/assembly system at TRL6, enabling high-rate, lightweight, and competitive structural production through co-development of product and process.</li><li>• Ensure clear pathways toward certification, exploitation, industrialisation, and EIS 2035.</li></ul>                                   | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €40m</li><li>• Up to 1 project expected</li></ul>  |
| Ground Demonstration of Hybrid-Electric Propulsion Architectures for the Ultra-efficient SMR aircraft                                      | <ul style="list-style-type: none"><li>• Develop and demonstrate hybrid-electric propulsion architectures for the Ultra-Efficient SMR aircraft, integrating sub-systems into ducted or unducted engines.</li><li>• Achieve TRL5 via ground demonstrations showing aircraft-level benefits, targeting <math>\geq 5\%</math> CO<sub>2</sub> reduction.</li><li>• Define a roadmap to TRL6 by 2030 to support a product launch aligned with EIS 2035.</li></ul>  | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €60m</li><li>• Up to 3 projects expected</li></ul> |

# HYDROGEN POWERED AIRCRAFT

1 of 2

| Title  | Description   | Type / €  |
|--|---|---|
| Demonstration of advanced FC propulsion techno-bricks for the fully electric hydrogen fuel cell aircraft concept | <ul style="list-style-type: none"> <li>• Develop and demonstrate critical components and sub-systems of a hydrogen fuel-cell engine for a fully electric, hydrogen-powered aircraft concept.</li> <li>• Deliver lightweight, compact, and efficient fuel-cell engine components through ground demonstrations at TRL5, with the integrated engine demonstrated at TRL4.</li> <li>• Enable a viable hydrogen fuel-cell propulsion concept with clear development pathways toward future aircraft integration.</li> </ul> | <ul style="list-style-type: none"> <li>• Innovation Action (IA)</li> <li>• €50m</li> <li>• Up to 1 project expected</li> </ul>  |
| Demonstration of an integrated hydrogen fuel system for a fully electric hydrogen fuel cell powered aircraft     | <ul style="list-style-type: none"> <li>• Develop and demonstrate an integrated hydrogen fuel system—from tank pressure management to distribution and conditioning—for a fully electric hydrogen fuel-cell aircraft.</li> <li>• Validate critical hydrogen distribution and conditioning components through TRL5 ground demonstrations.</li> <li>• Achieve on-ground demonstration of the integrated fuel-distribution system at TRL4, supporting future hydrogen fuel-cell propulsion maturation.</li> </ul>           | <ul style="list-style-type: none"> <li>• Innovation Action (IA)</li> <li>• €18m</li> <li>• Up to 1 project expected</li> </ul>  |
| Demonstration of Advanced Low NOx H2C Propulsion System for the direct hydrogen combustion aircraft concept      | <ul style="list-style-type: none"> <li>• Develop and demonstrate an advanced low-NOx hydrogen direct-combustion propulsion system for future hydrogen-powered aircraft.</li> <li>• Demonstrate a low-NOx combustor at TRL5, achieving <math>\geq 30\%</math> NOx reduction while proving operability and integrity.</li> <li>• Validate an efficient hydrogen-combustion engine architecture at TRL4, enabling a viable direct-hydrogen combustion aircraft concept.</li> </ul>   | <ul style="list-style-type: none"> <li>• Innovation Action (IA)</li> <li>• €15m</li> <li>• Up to 1 projects expected</li> </ul> |

# HYDROGEN POWERED AIRCRAFT

2 of 2

| Title  | Description  | Type / €   |
|--|--|--|
| Demonstration of a hydrogen distribution system for a direct hydrogen combustion propulsion aircraft | <ul style="list-style-type: none"><li>• Develop and demonstrate the hydrogen distribution and conditioning system—from tank interface to combustor—for a direct-hydrogen combustion propulsion aircraft.</li><li>• Validate critical components, including the high-pressure hydrogen pump, through TRL5 ground demonstrations.</li><li>• Demonstrate the integrated fuel-distribution system and scaled engine-thrust control function on the ground at TRL4, supporting maturation of hydrogen combustion propulsion</li></ul> | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €18m</li><li>• Up to 1 project expected</li></ul> |

# TRANSVERSAL PROJECTS AND SUPPORT ACTIONS



1 of 1

| Title  | Description  | Type / €   |
|--|--|--|
| Hydrogen powered aircraft concept and key technologies integration and impact assessment                               | <ul style="list-style-type: none"><li>• Integrate and assess the fully electric hydrogen fuel-cell and direct hydrogen-combustion aircraft concepts from the CAJU SRIA at TRL4.</li><li>• Coordinate CAJU key technology projects into a coherent aircraft-level concept demonstrating technical viability.</li><li>• Deliver performance, emissions, and maturity assessments to validate the concepts' readiness for further development.</li></ul>  | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €6m</li><li>• Up to 2 projects expected</li></ul>   |
| Demonstration and Validation of icing Certification Methodologies compatible with EIS2035 for the SMR and REG Aircraft | <ul style="list-style-type: none"><li>• Develop and demonstrate harmonised icing-certification methodologies for Appendix O Supercooled Large Droplet (SLD) conditions.</li><li>• Validate numerical prediction tools against representative test results and define a means of compliance with regulators.</li><li>• Produce a regulatory roadmap with EASA and other authorities to enable efficient future certification and support EIS 2035 for Ultra-Efficient SMR and Regional aircraft.</li></ul>          | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €12m</li><li>• Up to 1 project expected</li></ul>   |
| Operational stakeholders' group to support the deployment of Clean Aviation aircraft concepts and technologies         | <ul style="list-style-type: none"><li>• Form a group of operators to assess the operational implications of the innovative aircraft concepts and disruptive technologies developed under Clean Aviation.</li><li>• Identify operational gaps and risks linked to future deployment and provide actionable recommendations to the Clean Aviation JU and project coordinators.</li><li>• Ensure early operational anticipation to enable seamless technology introduction in airline operations from 2035.</li></ul> | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €0.5m</li><li>• Up to 1 projects expected</li></ul> |

# FAST TRACK AREAS

1 of 3



| Title   | Description  | Type / €   |
|---|--|--|
| Demonstration of low power Ice Protection System technology   | <ul style="list-style-type: none"><li>• Develop and demonstrate a low-power ice-protection system for the wing and empennage of the hybrid-electric Ultra-Efficient Regional Aircraft.</li><li>• Conduct ground demonstrations to TRL5 under EASA CS-25–representative icing conditions.</li><li>• Deliver a lightweight, low-drag solution compatible with regional-aircraft non-propulsive power levels.</li></ul>                         | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €5m</li><li>• Up to 1 project expected</li></ul>  |
| Demonstration of cabin acoustic optimization technology   | <ul style="list-style-type: none"><li>• Develop and demonstrate innovative acoustic-treatment technologies to mitigate cabin noise for the hybrid-electric Ultra-Efficient Regional Aircraft.</li><li>• Conduct ground demonstrations to TRL5 in representative noise and vibration environments.</li><li>• Deliver a lightweight, low-volume solution compatible with regional-aircraft integration.</li></ul>                              | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €5m</li><li>• Up to 1 project expected</li></ul>  |
| Advanced noise-reducing technologies for propulsion systems of next generation Ultra-efficient SMR aircraft | <ul style="list-style-type: none"><li>• Develop and demonstrate advanced noise-reducing, lightweight technologies for UHBR propulsion on the Ultra-Efficient SMR aircraft.</li><li>• Mature distortion-tolerant fan and intake solutions to TRL5, supported by improved and validated aero-acoustic modelling.</li><li>• Achieve cumulative noise-reduction and structural-weight benefits to support future aircraft integration.</li></ul> | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €5m</li><li>• Up to 1 projects expected</li></ul> |

# FAST TRACK AREAS

2 of 3



| Title   | Description   | Type / €   |
|---|---|--|
| Key Technologies for Loads Control Lidar for Ultra-efficient SMR aircraft               | <ul style="list-style-type: none"><li>• Develop and demonstrate key lidar technologies enabling a feed-forward Gust Load Alleviation (GLA) system for the Ultra-Efficient SMR aircraft.</li><li>• Mature critical lidar sub-systems and integration approaches in representative airborne conditions to ensure reliable ahead-of-aircraft turbulence detection.</li><li>• Demonstrate compatibility with flight-control architectures to support load-reduction and structural-weight benefits.</li></ul> | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €5m</li><li>• Up to 1 projects expected</li></ul> |
| Cryo-cooled power electronics for a fully electric hydrogen powered aircraft            | <ul style="list-style-type: none"><li>• Develop and demonstrate cryo-cooled motor-inverter power electronics at TRL5 for a fully electric hydrogen fuel-cell aircraft.</li><li>• Validate reliability and performance of cryogenic power-electronics technologies.</li><li>• Enable more efficient, compact, and scalable cryogenic electric-propulsion systems.</li></ul>  | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €5m</li><li>• Up to 1 project expected</li></ul>  |
| Superconducting motor windings for a fully electric hydrogen fuel cell powered aircraft | <ul style="list-style-type: none"><li>• Develop and demonstrate a superconducting AC motor-winding technology at TRL5 for a fully electric hydrogen fuel-cell aircraft.</li><li>• Validate the winding's reliability and performance under cryogenic operating conditions.</li><li>• Enable more efficient, compact, and scalable cryogenic electric-propulsion systems.</li></ul>  | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €5m</li><li>• Up to 1 projects expected</li></ul> |

# FAST TRACK AREAS

3 of 3



| Title   | Description   | Type / €   |
|---|---|--|
| Innovative light weight and reliable liquid hydrogen tank | <ul style="list-style-type: none"><li>• Develop and demonstrate an innovative, lightweight, and reliable liquid-hydrogen tank concept for integration into hydrogen-powered aircraft.</li><li>• Prove a safe, reliable tank design at TRL4 with a gravimetric index <math>\geq 40\%</math> and dormancy <math>\geq 12</math> hours.</li><li>• Validate performance through on-ground cryogenic and tightness testing.</li></ul> | <ul style="list-style-type: none"><li>• Innovation Action (IA)</li><li>• €5m</li><li>• Up to 1 projects expected</li></ul> |

# ADVICE ON CALL TOPICS

- Applicants are invited to submit their questions (technical and administrative) via the functional mailbox: [CFP-2026-01@clean-aviation.eu](mailto:CFP-2026-01@clean-aviation.eu)
- Questions will be analysed and, when appropriate, the Q&A will be published via the Funding &Tenders (F&T) Portal.
- The FAQ session will open with the launch of the Call, foreseen on 17 February 2026.
- Q&As are linked to the topics concerned.
- Applicants are therefore invited to check the topic documentation on the F&T Portal. The closure date of the FAQ will be clearly stated on the F&T Portal.

# Other (low TRL) aviation in Cluster 5

# Aviation Competitions (Topics) in Horizon Europe Cluster 5 Work Programme [DRAFT 2026/2027](#)

| Topic Number  | Topic Name  | Opening Date | Closing Date                              | Type of Action | Number of Projects | EU grant per project |
|---|---|--------------|---|----------------|--------------------|----------------------|
| <a href="#">HORIZON-CL5-2026-06-Two-Stage-D5-07</a> | AI-assisted digital aircraft design, manufacturing and MRO, towards a competitive aviation          | 18 Dec 2025  | 14 Apr 2026                               | RIA            | 2                  | Around €5.0m         |
| <a href="#">HORIZON-CL5-2027-05-D5-08</a>           | Sustainable aircraft circular design and additive manufacturing, towards a climate neutral aviation | 15 Dec 2026  | 14 Apr 2027                               | RIA            | 2                  | Around €2.5m         |
| <a href="#">HORIZON-CL5-2027-06-Two-Stage-D5-09</a> | Noise reduction breakthroughs for new ultraefficient aircraft                                       | 15 Dec 2026  | 14 Apr 2027<br><b>then</b><br>07 Oct 2027 | RIA            | 2                  | Around €2.5m         |
| <a href="#">HORIZON-CL5-2027-03-D5-21</a>           | Assessing the effect of airport operations on air quality and noise in nearby communities           | 15 Dec 2026  | 14 Apr 2027                               | RIA            | 2                  | Around €3.5m         |



Note that all high Technology Readiness Level Aviation Research and Innovation is carried out within the [Clean Aviation Joint Undertaking](#) who publish their own competitions that are also open to everyone from the UK



# Questions?

[Louise.Mothersole@iuk.ukri.org](mailto:Louise.Mothersole@iuk.ukri.org)



# THANK YOU

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Innovate  
UK

