	Question text	Votes	Labels	Status	Participant Name
1	To MTU Do you recommend to cover the H2 tank as part of the Engine TC? If yes how do you handle the overall integration impacts on the aircraft?	10	MTU	Answered	Jean-Philippe Tarres
2	@CONCERTO: Are some of the outcomes of your gap analysis work publicly available? This is in relation to the gap analysis summary that was shown.	8	Concerto	Answered	Johannes Hien (Cranfield Aerospace Solutions)
3	Power cell: can you comment on any testing done with fuel cell fire/explosion? Any fleet learnings from such events?	8	PowerCell	Answered	Catalin Fotache
4	Is it realistic to expect we could progress from TRL6 to EIS (including type certification) in five years?	7	Clean Aviation	Answered	Catalin Fotache
5	What's EASA's position on MTU's recommendation to handle HFS as well as the electrical power train as part of the engine certification?	7		Answered	Patric Ulrich
6	Gap analysis seems to be a main issue. Is there a combined (as in EASA + FAA + CAA) list of results/gaps?	6	Roadmap	Answered	Bernhard Linseisen
7	Will safe testing procedures of H2 tanks be part of the WP?	6	White Paper	Answered	Bernhard Linseisen
8	APU: how do you plan to ensure timely detection (concentration AND flame) in entire space (e.g., detector networks, models, etc)	6	APUS	Answered	Catalin Fotache
9	Which safety factor is envisaged for tank design, 1.5 or 2.0?	6	crashworthiness	Answered	Tobias Wille
10	How does EASA wants to coordinate research so no duplication occurs?	6		Answered	Marco Buitelaar (Royal NLR)
11	Is EASA somehow harmonizing Hydrogen airworthiness policy with local EU CAAs especially regarding the aircraft specifically designed for scientific purposes?	5	Roadmap	Answered	TOMÁŠ URÍK
12	To EASA/FAA - Do you intend to define (E)TSOs for specific/specialised components or functions for FCS should there be appropriate standards to support them?	5	Roadmap	Answered	Niraj WADHER
13	The TRL progress usually develops technologies IP restricted. There is a suitable path to allow their sharing to enhance the certification path?	5	Airbus	Answered	mauro baldizzone
14	@ APUS: Which DAL will be applied ?	5	APUS	Answered	AB
15	Can we expect something equivalent to ATEX zoning / NEC classified areas for integration spaces in an aircraft?	5		Answered	Jonas Büttner
16	@MTU: Could you explain why do you not anticipate a weight advantage using compositive tanks vs steel/aluminium. Is this related to liquid hydrogen tanks only?	5	MTU	Answered	Johannes Hien (Cranfield Aerospace Solutions)
17	MTU: leak mgt with double schroud pipe & passive discharge-> how do you tackle schroud failure and also residual H2 quantity in the syst after depressurisation?	5	MTU	Answered	B.Toussaint
18	RR: Regarding fire and explosion risks, what do you anticipate as prevention protection means at engine level?	5	Rolls-Royce & DLR	Answered	B.Toussaint
19	Crashworthiness: are fire engulfment tests going to be required, as its is for automotive high pressure tanks?	5	crashworthiness	Answered	Maciej Karny
20	Will there be a similiar approach for Fuel Cell Propulsion Systems as the SC-19 (Special Condition for Electric / Hybrid Propulsion Systems)?	4	Roadmap	Answered	Patric Ulrich
21	Would a fuel cell system, a LH2 dewar system or other H2 carrying components that can potentially leak create a designated fire zone in the aircraft?	4	Airbus	Answered	Jonas Büttner
22	To Airbus: to learn from smaller demonstrator projects is a good approach and there are several ongoing - also within Airbus eg rotorcraft or unmanned systems?	4	Airbus	Answered	Stefan Andres (Piasecki Aircraft)
23	How are the outputs of CONCERTO expected to be incorporated into CAJU call 3 requirements	4	Clean Aviation, Concerto	Answered	Dean Carpenter
24	Has the H2 Fire & Explosion Research Steering Group been launched already?	4		Answered	François Bellabal
25	CONCERTO: Will there be further H2 synergies workshops, maybe extending outside the aviation bubble?	4	Concerto	Answered	Bernhard Linseisen
26	To APUS. Have you decided to perform your flight tests in Europe after evaluating performing them in other regions like US? If so, what led your decission.	4	APUS	Answered	Javier Ortega San Martín
27	APUS: How much mass increase did you experience between initial planning and prototype configuration? What were the main drivers?	4	APUS	Answered	Malte Höltken (Aufwind)

28	TRL and CRL are well identified in the Roadmap but to get a stable mature design is a must have for certification: what is the Roadmap for associated MRLs?	4	Concerto	Answered	Philippe Hémeury
29	RR: have you done or plan to do any testing with real leaks, fittings or pinhole?	4	Rolls-Royce & DLR	Answered	Catalin Fotache
30	@MTU how would you address emergency pressure relief requirements for the tank in aspect of certification?	4	MTU	Answered	Maciej Karny
31	@RR you mentioned embrittlement issues Did you face those on material selected as tolerant to embrittlement? Ageing effects due to exposure to saturated H2 env?	4	Rolls-Royce & DLR	Answered	Joël Jezegou
32	LH2 tank crashworthiness: how do you define and quantify the margin for " H2 unknowns"?	4	crashworthiness	Answered	Jean-Philippe Tarres
33	EASA: Is there some kind of "bulletin board" for matching experts and topics in the field of standardisation?	4		Answered	Bernhard Linseisen
34	To Toyota about H2 leak détection: what concentration of H2 triggers the shut-off valve of tank ?	3	Toyota	Answered	Emmanuel Isambert
35	Will the FAA Hydrogen Working Group be open to EU participants?	3	Roadmap	Answered	Stefan Andres (Piasecki Aircraft)
36	Hayashi-sama: Many think one key handicap of H2 is the volume required to store it. Do you think there will be a more compact, still safe, way of storing H2?	3	Toyota	Answered	Javier Ortega San Martín
37	To CAA UK: why do you think that liquid hydrogen technology does not reach TRL8-9 before 2036? What is on the critical path from your point of view?	3	Roadmap	Answered	Stefan Andres (Piasecki Aircraft)
38	How many gap analysis did find CS-23 aircraft weight limits an issue ?	3	SDO	Answered	Miha Kunaver
39	Will AIR6464 serve as AMC's when it's published?	3	SDO	Answered	Patric Ulrich
40	Are lessons from automotive maintenance be evaluated for continuing airworthiness requirements?	3	SDO	Answered	Malte Höltken (Aufwind)
41	EASA presented three proposals on certification boundaries. Is there a preferred boundary agreed by COB?	3	Roadmap	Answered	ZUHAIR MIR
42	TO UK CAA - Is your Sandbox open to UK orgs only? Is the intention to focus on specific topics to be complementary with the currently launched SDO activities?	3	Roadmap	Answered	Niraj WADHER
43	To APUS: how are the responsibilities splitted between EASA and NAA?	3	APuS - EASA	Answered	Stefan Gehring
44	PowerCell: are other technologies than PEM fuel cell stack being considered for aviation projects ?	3	PowerCell	Answered	Emmanuel Isambert (EASA)
45	Crashworthiness: Are consequences on the ground considered outside the LRS for plane occupants?	3	crashworthiness	Answered	Bernhard Linseisen
46	Hayashi-San: You mentioned using the technology in many applications. What were the main challenges when transferring to these other applications so far?	2	Toyota	Answered	Bernhard Linseisen
47	Question to SAE about AE-5CH (Airport): is production of H2 also covered ?	2	SDO	Answered	Emmanuel Isambert (EASA)
48	Question for SDO speakers: at which horizon would you foresee an industry standard (TSO) for propulsion batteries?	2	SDO	Answered	Grégory Lièvre (EASA)
49	To EUROCAE/SAE. Who will develop (modified) standards for existing systems in the presence of hydrogen?	2	SDO	Answered	Marco Buitelaar (Royal NLR)
50	How will the H2 WG with EASA, FAA and UK CAA interface with the existing CAPP and hybrid electric propulsion activities under CMT.	2	Roadmap	Answered	Stuart Anderson
51	What's the progress with airport/ vertiports infrastructure guidelines for h2 storage	2	SDO	Answered	Gopala krishna Rathlavat
52	to EASA H2 Hazards> to be clear if you require "NO unintended external leakage of H2" does this mean no "boil-off" acceptable for liquid H2?	2		Answered	Stefan Andres (Piasecki Aircraft)
53	@emily you mentioned 3rd parties within consideration for crashworthiness, is it intended to expand the safety objectives definitions i.e. 25.1309 to cover them	2	crashworthiness	Answered	ZUHAIR MIR
54	@MTU/EASA Do you see benefits for further dividing requirement regiemes (i.e. establishing CS-FC Fuel Cell, CS-H2S H2 Storage, CS-EE Electric Engine etc.)?	2	MTU	Answered	Malte Höltken (Aufwind)
55	AIRs are not standards. They are Information Reports. In fact there is only ONE current standard for hydrogen in aviation, AS6858, is this not correct?	1	SDO	Answered	Catalin Fotache

56	Are the levels of accepted residual risk reflected (e.g. based on aircraft use or complexity) in the envisioned standards / regulations?	1	SDO	Answered	Malte Höltken (Aufwind)
57	Can you elaborate on technology boundaries within the white paper? Will the focus of safety objectives still be dominating in a performance based regulation?	1	White Paper	Archived	Malte Höltken (Aufwind)
58	Are there lessons learned from other technology introduced in existing regulation structure (i.e. FRP structures, cockpit automation)? Is this looked at?	1	Airbus	Archived	Malte Höltken (Aufwind)
59	Concerto: Will the results from CLR 4 be published to ensure consensus among the companies and alignment with the regulatory authority?	1	Concerto	Answered	Patrick Sachs
60	To APUS: permit to flight apart, do you still pursue the idea of developing integral wing tanks?	1	APUS	Answered	Javier Ortega San Martín
61	MTU: What are the reasons for not using passive (i.e. pressure difference driven) LH2 transfers pressurized by GH2?	1	MTU	Archived	Bernhard Linseisen
62	@MTU Do you see benefits for further dividing requirement regiemes (i.e. establishing CS-FC Fuel Cell, CS-H2S H2 Storage, CS-EE Electric Engine etc.)?	1	MTU	Withdrawn	Anonymous
63	@MTU: is there a concern of time lag between input requirement of increased fuel need and pressure increase in passive tank?	1	MTU	Archived	Maciej Karny
64	@Rolls Royce: Are there any possiblities of exhaust gas aftertreatment to reduce NOx, similar to SCR / Ad-Blue injection for combustion engines?	1	Rolls-Royce & DLR	Archived	Stefan Bohatsch - Powercell
65	@PowerCell: What are the requirements towards test facilities?	1	PowerCell	Answered	Bernhard Linseisen
66	@EASA : Has BLEVE been considered in the event of a crash and potential rupture of an LH2 tank? Or sudden rupture due to material failure?	1	crashworthiness	Withdrawn	Anonymous
67	I would suggest that EASA, entitled to confidentiality, survey the whole H2 aviation industry to assess where the community stands on the Gartner curve.	1	EASA highlights	Answered	François Bellabal
68	Many think one key handicap of H2 is the volume required to store it. Do you think there will be a more compact, still safe, way of storing H2? Thanks!!	0	Toyota	Withdrawn	Anonymous
69	Is rewriting CS-25 regulation from prescriptive basis to performance basis considerd?	0	Airbus	Answered	Anonymous
70	CA: will there be the right calls to destinguish between different fundamental studies to be provided to anyone and those that have to remain restricted?	0	Clean Aviation	Answered	Tobias Wille
71	@RR: What facilities would be required for testing within CAVENDISH?	0	Rolls-Royce & DLR	Archived	Bernhard Linseisen
72	MTU: Is FCS redundant and would peak power demand be distributed over several FCS ?	0	MTU	Archived	Emmanuel Isambert (EASA)
73	@RR does the turbine operational behaviour change when "switching" from JET-A1 to H2?	0	Rolls-Royce & DLR	Archived	Malte Höltken (Aufwind)
74	@MTU: why not just establish a controls interface with realtime data hand-shakes instead of challenging certification regulation boundaries?	0	MTU	Archived	ZUHAIR MIR