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With qualified electronic signature(s)

EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

The Director-General

Amendment No. 1
to
Contribution Agreement MOVE/B3/SUB/2022-l 83/SI2.867424

The **European Union** (hereinafter referred to as "the Union"), represented by the European Commission (hereinafter referred to as "the Commission"), represented for the purposes of signature of this Amendment by Ms Magda KOPCZYŃSKA, Directorate-General for Mobility and Transport,

(Hereinafter referred to as the 'Contracting Authority'),

on the one part,

and

the European Union Aviation Safety Agency ('EASA'), established by Regulation (EU) 2018/1139, represented by Mr Luc TYTGAT, Acting Executive Director,

(Hereinafter referred to as 'the Organisation'),

on the other part,

Having regard to the above-mentioned Contribution Agreement concluded between the Union and the Organisation on 25 February 2022;

Whereas the Organisation has requested the Commission to amend the above-mentioned Contribution Agreement for the following reason:

- To include the entrusted tasks identified under the Horizon Europe Work programme 2023-2024 (European Commission Decision n C(2023) 2178 of 31 March 2023) and as consequence to increase the budget as foreseen in the Commission Decision.

Have agreed as follows:

Article 1

Article 1.1 of the special conditions is replaced by the following text:

"The purpose of this Agreement is to provide a contribution by the Contracting Authority for the implementation of the Entrusted Tasks identified under the European Union's Framework Programme for Research and Innovation ('the entrusted tasks'). Notably, tasks identified under the Horizon Europe Work programme 2021-2022 (European Commission Decision C(2021)4200 of 15 June 2021) implementing the six Horizon Europe Indirect Management Actions relating to aviation safety research to prepare future regulation in the "Safe, resilient transport and smart mobility services for passengers and goods" chapter of Cluster 5, and under the Horizon Europe Work programme 2023-2024 (European Commission Decision n C(2023) 2178 of 31 March 2023) implementing a Horizon Europe Indirect Management Action relating to research on aviation safety and sustainability issues to prepare future standards and regulations in the "Other actions" chapter of Cluster 5 as described in Annex I ("Description of the Entrusted Tasks")."

Article 2

Article 1.4 of the special conditions is replaced by the following text:

"The Entrusted Tasks are fully financed by the EU Contribution under the Work programme 2021-2022 (European Commission Decision C(2021)4200 of 15 June 2021) and under the Work programme 2023-2024 (European Commission Decision n C(2023) 2178 of 31 March 2023) implementing the Horizon Europe Specific Programme."

Article 3

Article 1.5 of the special conditions is replaced by the following text:

"The Organisation shall send annually a global management declaration and a global audit or control opinion to the European Commission headquarters."

Article 4

Article 3.1 of the special conditions is replaced by the following text:

The total cost of the Action is estimated at EUR 22.7 million, as set out in Annex III. The Contracting Authority undertakes to provide a contribution up to a maximum of EUR 22.7 million (the "EU Contribution"). The final amount will be established in accordance with Articles 18 to 20 of Annex II.

Article 5

Article 4.1 of the special conditions is replaced by the following text:

"The pre-financing rate is 100% (full transfer in one single instalment) and paid by the Contracting Authority at the latest thirty (30) days after receiving, for the financing under

European Commission Decision C(2021)4200 of 15 June 2021, the Agreement signed by both Parties and, for the financing under European Commission Decision n C(2023) 2178 of 31 March 2023, the amendment number 1 signed by both Parties."

Article 6

Annex I is replaced by the amended Annex I enclosed to this amendment.

Article 7

The following Article 7 should be added to the special conditions:

"Article 7 - Additional specific conditions applying to the Action

Simplified Cost Option (SCO)

In accordance with Article 18, paragraphs 18.5 to 18.9 of the General Conditions eligible staff costs will be charged on an hourly basis, following the ex-ante assessed methodology of EASA. Applicable hourly rates are reflected in the Annex III of this agreement."

Article 8

Annex III is renamed "Budget of the Action" and is replaced by the amended Annex III enclosed to this amendment.

Article 9

Annex VI "Request for Payment template" enclosed is added to the list of Annexes.

Article 10

All the other provisions of the Contribution Agreement shall remain unchanged.

Article 11

The present amendment shall form an integral part of the Contribution Agreement and it shall enter into force on the date on which it is signed by the last party.

Done in duplicate, in English.

For the Organisation

Name: Mr Luc TYTGAT
Position: Acting Executive Director

Qualified electronic signature by:
LUC JACQUES V. TYTGAT
Date: 2024-03-22 10:36:47 +01:00

Signature:
Date:

For the Contracting Authority

Name: Ms Magda KOPCZYŃSKA
Position: Director-General

Qualified electronic signature by:
MAJA BAKRAN MARCICH
Date: 2024-03-13 21:19:43 +01:00

Signature:
Date:

ANNEX I – Description of the Entrusted Tasks

Original text of the 2nd Contribution Agreement of ANNEX I

These targeted research actions are intended to ensure that the European Union maintains its leading role in the safety of air transport while enabling the use of disruptive technologies, including digitalisation and decarbonisation. Therefore, this Agreement offers the opportunity to contribute to the Green Deal strategic objectives and the associated the Fit for 55 package .

Furthermore, the objective of this initiative is to develop capabilities for EASA to address safety research needed to fulfil its mandate as set under Article 86 of EASA's Basic Regulation1. Article 86, Paragraph 2 stipulates that the Agency shall implement civil aviation related parts of the Framework Programme for Research and Innovation where the Commission has delegated the relevant powers to it.

The annual EU contribution has not foreseen the capability for the Agency to address such actions from its own means. The use of a contribution agreement for the delegation of research actions to EASA therefore meets the criteria foreseen in Article 7 of the EASA Financial Regulation.

The Union financial support for this initiative was approved by the European Commission Decision C(2021)4200 of 15 June 2021 under the Horizon Europe - Work Programme 2021-2022 "Safe, resilient transport and smart mobility services for passengers and goods" chapter of Cluster 5 and, specifically, the six Indirect Management Actions to be carried out by EASA:

1. Response to lessons-learnt from recent accidents / incidents in air transport: the investigations of recent incidents and accidents in commercial aviation have raised the need to enhance further the end-to-end verification of complex systems, evolve airworthiness and flight standards, detect potential faults and improve the survivability of occupants in case of accidents;

2. Safety standards for the introduction of key concepts and technologies: technological innovation for air transport requires the comprehensive evaluation of benefits, constraints, standardisation and deployment issues. Often, before new product approval, Aviation Authorities need to re-assess existing safety standards and certification processes to ensure their applicability to new technologies. Here the absence of up-front dedicated safety assessment and relevant data raises the risk of delaying deployment, or worse creating safety gaps with new products and processes. This research action concerns preparation for the safe introduction of several new concepts (reduced crew or single crew operations) and technologies (big data technologies, artificial intelligence, drones and U-Space) culminating with new or evolved aviation standards and regulations, encompassing aircraft system certification methods and tools, operational procedures and flight training processes and systems;
3. Solutions for runway safety: with the forecasted increase of traffic the importance of maintaining the highest levels of safety standards for runway operations remains paramount,

[1] Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91.

in particular to address the risks of aircraft runway collisions and excursions. These risks are part of the key risk areas for commercial air transport as reported from the EASA Annual Safety Review. The underlying issues include technical and operational issues, for instance the incomplete situational awareness for dense traffic runway operations, the gaps in solutions for the monitoring of runway surface conditions and the entry of erroneous flight parameters by crews. This research action will build upon previous developments for the prevention and mitigation of runway accidents, such as those undertaken by the SESAR Programme and the EREA Future Sky Safety initiative, and will align with joint action plans prepared by aviation stakeholders for the prevention of runway incursions or excursions;

4. Standards supporting the digital transformation of aviation: the fast-paced digital transformation observed in several industrial sectors is extending to aviation and air transport. The need to anticipate the changes and evolutions of aviation standards requires timely and upstream investigation, through several case studies, of the application of radically new concepts and processes for aviation products, processes and operations (such as machine-learning techniques, 'internet of things'). This includes developing capabilities such as tools and methods for design, simulation (digital twins), verification and validation and their application to aircraft certification, regulatory approval and safety monitoring processes;

5. Development of new aviation health safety standards (for flight crews): current aviation standards have been built with duly consideration to occupational safety and health conditions affecting flight crew members. Nevertheless the lack of a comprehensive investigation centred on actual air transport operations of the potential hazards, incidents, causes and the appropriate mitigations, including new health monitoring solutions, represent a major obstacle for the evolution of those standards. In particular the monitoring of the impact of diseases or health issues during the career of aviation professionals requires the investigation of the state-of-the-art of medical research developments, the development of extensive health data sets and the validation of solutions for use in an aviation environment. As an example, a review of the current examination process of pilots living with HIV and HIV treatment revealed a lack of specific research on this subject;

6. Impact of security measures on safety: the implementation of aviation security measures can have a direct impact on safety aspects of aerodrome or aircraft operations. Airport security, aircraft security, cargo and mail or inflight security are the areas where interdependencies are highly visible and where any security requirements should also consider possible impacts on and potential contribution to aviation safety. The research action aims to provide new methods, tools and data for the effective performance of safety analysis while considering security measures, involving the different stakeholders concerned and to support the preparation of the evolutions needed in safety standards and in the aviation regulatory framework.

Type of Action: Indirect Management by EASA
Indicative timetable: First quarter of 2022
Indicative budget: EUR 14.20 million

Original text of the 2nd Contribution Agreement from Annex III

The maximum budget for the Entrusted Tasks is EUR 14.200.000, to be paid in one single instalment. EASA shall allocate the budget in the best possible way to achieve the objectives and tasks of this agreement. The Union contribution shall cover the costs of the Entrusted Tasks mentioned in Annex I, including remuneration, through procurement procedures.

The remuneration of EASA by the European Commission for the implementation of the activities entrusted under this Agreement shall be 7% of the maximum amount as determined under Article 3.1.

Work plan table

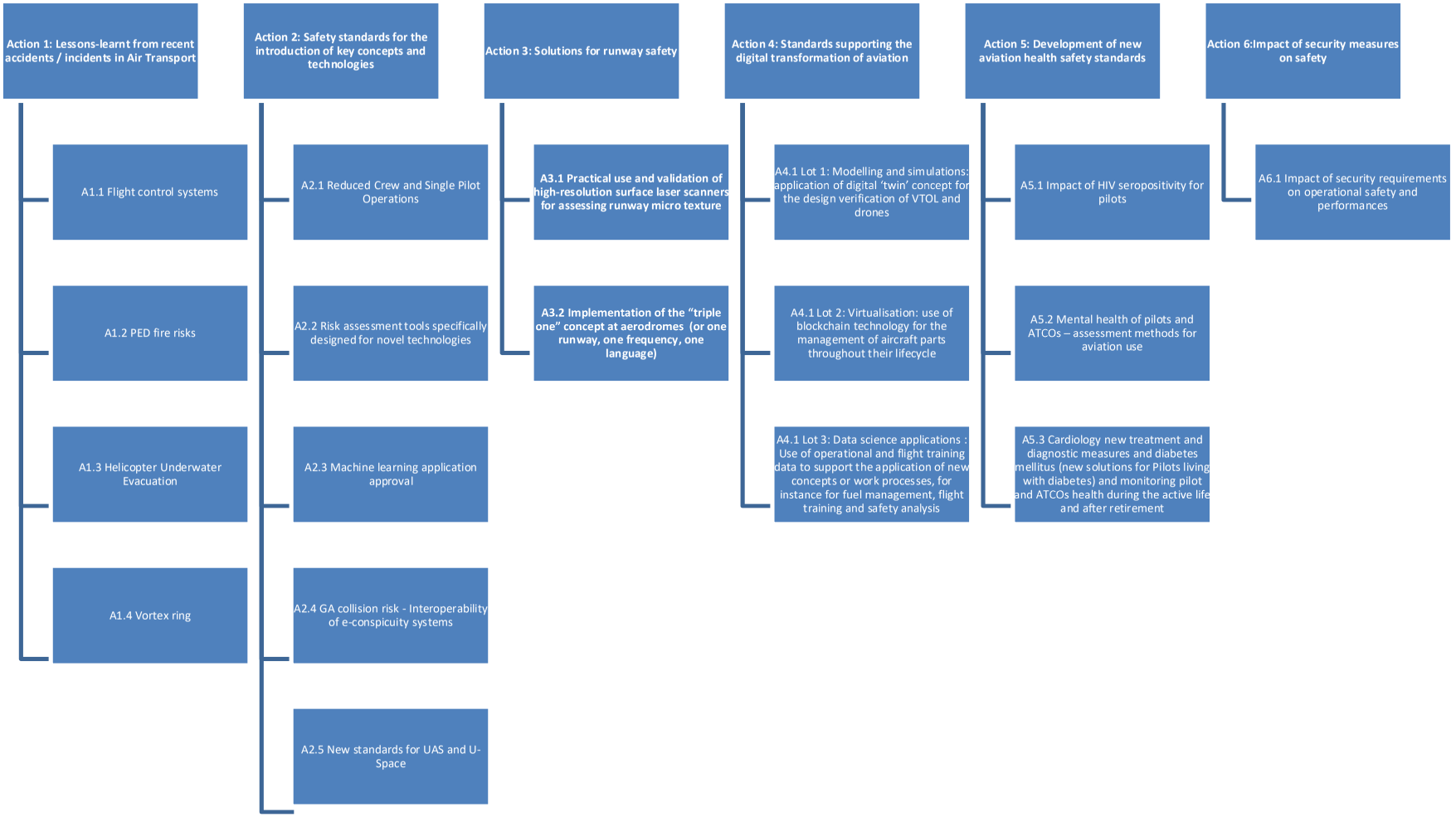
Action	Included topics	Planned period of tender publications	Planned period to submit tender proposals	Link to tender documents	Expected start date of work	Planned duration of work	Expected end date of work	Planned allocated budget
Action 1: Lessons-learnt from recent accidents / incidents in Air Transport	• Flight control systems • PED fire risks • Helicopter Underwater Evacuation • Vortex ring	Q3-Q4/2021	Q4/2021-Q1/2022	not yet published	Q1-Q2/2022	Up to 36 months	Q2/2025	3,400,000
Action 2: Safety standards for the introduction of key concepts and technologies	• Reduced Crew and Single Pilot Operations • Risk assessment tools specifically designed for novel technologies • Machine learning application approval • GA collision risk – Interoperability of e-conspicuity systems • New standards for UAS and U-Space	Q3-Q4/2021	Q4/2021-Q1/2022	not yet published	Q1-Q2/2022	Up to 36 months	Q2/2025	3,400,000
Action 3: Solutions for runway safety	• Practical use and validation of high-resolution surface laser scanners for assessing runway micro texture • Implementation of the "triple one" concept at aerodromes (or one runway, one frequency, one language)	Q3-Q4/2021	Q4/2021-Q1/2022	not yet published	Q1-Q2/2022	Up to 36 months	Q2/2025	2,100,000

Action	Included topics	Planned period of tender publications	Planned period to submit tender proposals	Link to tender documents	Expected start date of work	Planned duration of work	Expected end date of work	Planned allocated budget
Action 4: **Standards supporting the digital transformation of aviation**	• Modelling and simulations: application of digital 'twin' concept for the design verification of VTOL and drones • Virtualisation: use of blockchain technology for the management of aircraft parts throughout their lifecycle • Data science applications : Use of operational and flight training data to support the application of new concepts or work processes, for instance for fuel management, flight training and safety analysis •	Q3-Q4/2021	Q4/2021-Q1/2022	not yet published	Q1-Q2/2022	Up to 36 months	Q4/2025	2,100,000
Action 5: **Development of new aviation health safety standards**	• Impact of HIV seropositivity for pilots • Mental health of pilots and ATCOs – assessment methods for aviation use • Cardiology new treatment and diagnostic measures • Diabetes mellitus (new solutions for Pilots living with diabetes) • Monitoring pilot and ATCOs health during the active life and after retirement	Q4/2021	Q1/2022	not yet published	Q2/2022	Up to 24 months	Q2/2024	1,700,000

Action	Included topics	Planned period of tender publications	Planned period to submit tender proposals	Link to tender documents	Expected start date of work	Planned duration of work	Expected end date of work	Planned allocated budget
Action 6: Impact of security measures on safety	• Impact of security requirements on operational safety and performances	Q3/2021	Q4/2021-Q1/2022		Q1/2022	Up to 24 months	Q1/2024	1,500,000

Tasks, milestones, timelines, and deliverables are described in the technical specifications of the procurement documents for each topic.

The chart below provides a summary of the six research actions of the Horizon Europe Work Programme and the associated tender procedures.


Action 1: Lessons-learnt from recent accidents / incidents in Air Transport
A1.1 Flight control systems
A1.2 PED fire risks
A1.3 Helicopter Underwater Evacuation
A1.4 Vortex ring
Action 2: Safety standards for the introduction of key concepts and technologies
A2.1 Reduced Crew and Single Pilot Operations
A2.2 Risk assessment tools specifically designed for novel technologies
A2.3 Machine learning application approval
A2.4 GA collision risk - Interoperability of e-conspicuity systems
A2.5 New standards for UAS and U-Space
Action 3: Solutions for runway safety
A3.1 Practical use and validation of high-resolution surface laser scanners for assessing runway micro texture
A3.2 Implementation of the "triple one" concept at aerodromes (or one runway, one frequency, one language)
Action 4: Standards supporting the digital transformation of aviation
A4.1 Lot 1: Modelling and simulations: application of digital 'twin' concept for the design verification of VTOL and drones
A4.1 Lot 2: Virtualisation: use of blockchain technology for the management of aircraft parts throughout their lifecycle
A4.1 Lot 3: Data science applications : Use of operational and flight training data to support the application of new concepts or work processes, for instance for fuel management, flight training and safety analysis
Action 5: Development of new aviation health safety standards
A5.1 Impact of HIV seropositivity for pilots
A5.2 Mental health of pilots and ATCOs – assessment methods for aviation use
A5.3 Cardiology new treatment and diagnostic measures and diabetes mellitus (new solutions for Pilots living with diabetes) and monitoring pilot and ATCOs health during the active life and after retirement
Action 6:Impact of security measures on safety
A6.1 Impact of security requirements on operational safety and performances

Evaluation overview table

Subjects	Project Management Indicators (PMI)	Target for PMIs	Project Impact Indicators (PII)	Target for PIIs (1 year after end of projects)
Overall objectives: To improve civil aviation safety in the European Union through urgent search activities; To contribute to a high, uniform level of environmental protection; To promote, worldwide, the views of the Union regarding civil aviation standards and civil aviation rules; To disseminate research and innovation results.			Number of safety risk assessments, new or amended rules, safety promotion actions, and dissemination action	New safety risk assessments have taken into account the results of the research action Where the results of the research action indicates a rule change, rulemaking tasks are projected in the European Plan for Aviation Safety (EPAS) Where the results of the research action indicates a level of safety a robustness of the existing rules, safety promotion actions are projected in EPAS For all research topics, dissemination actions have been launched within the European Union and through interactions with ICAO, other regional regulators and international cooperation projects

Subjects	Project Management Indicators (PMI)	Target for PMIs	Project Impact Indicators (PII)	Target for PIIs (1 year after end of projects)
Specific objectives – action 1: The targeted actions focus on specific safety issues, for which no new technological development will be undertaken but, building on previous research and innovation actions, the relevant changes to the aviation safety standards will be prepared and coordinated with stakeholders. This may include • Further develop the understanding of complex errors in critical or automated aircraft systems (e.g. air sensors, flight controls and the applicability of new techniques for design verification and real-time fault detection); • Understand the risks for fire and smoke from lithium batteries in aircraft cabin, refinement of operational standards and procedures to mitigate these; • Develop comprehensive analysis and gather representative data for the assessment of aircraft evacuation issues, particularly for helicopter and VTOL ditching on water.	Achievement of the research project objectives and deliverables as published in the technical specifications of the procurement documents	90% by end of the project	Number of rulemaking activities	A rulemaking task and/or safety promotion actions and/or new research actions have been projected in EPAS to adequately address the threat

Subjects	Project Management Indicators (PMI)	Target for PMIs	Project Impact Indicators (PII)	Target for PIIs (1 year after end of projects)
Specific objectives – action 2: The targeted actions focus on specific safety issues, for which no new technological development will be undertaken but, building on previous research and innovation actions, the relevant changes to the aviation safety standards will be prepared and coordinated with stakeholders. This may include: • Risk assessment framework for reduced crew and single crew operational concepts; • Development of certification standards supporting the introduction of artificial intelligence techniques for safety-critical aviation applications; • Introduction of new technologies for flight training devices (rules adaptation); • New safety standards for drone autonomous operations and U-Space services.	Achievement of the research project objectives and deliverables as published in the technical specifications of the procurement documents	90% by end of the project	Number of rulemaking activities	A rulemaking task and/or safety promotion actions and/or new research actions have been projected in EPAS to adequately address the threat

Subjects	Project Management Indicators (PMI)	Target for PMIs	Project Impact Indicators (PII)	Target for PIIs (1 year after end of projects)
Specific objectives – action 3: The targeted actions focus on specific safety issues, for which no new technological development will be undertaken but, building on previous research and innovation actions, the relevant changes to the aviation safety standards will be prepared and coordinated with stakeholders. This may include: • Consolidation of best-practice and issues for the implementation of the ICAO 'triple one' concept (one runway, one frequency, one language); • Introduction of new technologies for runway state assessment (assessing runway micro-texture); • Enable mitigating means for frequent causes of incidents such as the entry of erroneous take-off parameters.	Achievement of the research project objectives and deliverables as published in the technical specifications of the procurement documents	90% by end of the project	Number of rulemaking activities	A rulemaking task and/or safety promotion actions and/or new research actions have been projected in EPAS to adequately address the threat

Subjects	Project Management Indicators (PMI)	Target for PMIs	Project Impact Indicators (PII)	Target for PIIs (1 year after end of projects)
Specific objectives – action 4: The targeted actions focus on specific safety issues, for which no new technological development will be undertaken but, building on previous research and innovation actions, the relevant changes to the aviation safety standards will be prepared and coordinated with stakeholders. This may include: • Develop a robust safety risk assessment methodology to support the identification and consolidation of safety hazards and their mitigation using numerical tools (the 'digital twin' concept); • Prepare the roadmap for the next evolution(s) of airworthiness and maintenance standards for new digital applications and validate the new capabilities for the associated performance and risk assessment.	Achievement of the research project objectives and deliverables as published in the technical specifications of the procurement documents	90% by end of the project	Number of rulemaking activities	A rulemaking task and/or safety promotion actions and/or new research actions have been projected in EPAS to adequately address the threat

Subjects	Project Management Indicators (PMI)	Target for PMIs	Project Impact Indicators (PII)	Target for PIIs (1 year after end of projects)
Specific objectives – action 5: : The targeted actions focus on specific health issues for aviation personnel, for which, the relevant changes to the aviation safety standards will be prepared and coordinated with stakeholders. This may include: • Comprehensive assessment of health risks for aviation professionals in the fields of cardiovascular diseases and mental health, incl. risks following COVID-19 infection; • Investigation of aviation health safety issues (causes, incidence, mitigations) in the context of aircraft cabin environment, including air contamination events; • Evaluation of innovative solutions for health monitoring and protection in the context of aircraft operations; • Evolution of aeromedical standards for aviation professionals, including solutions for health monitoring of aviation professionals during their career, for pilots living with HIV.	Achievement of the research project objectives and deliverables as published in the technical specifications of the procurement documents	90% by end of the project	Number of rulemaking activities	A rulemaking task and/or safety promotion actions and/or new research actions have been projected in EPAS to adequately address the threat

Subjects	Project Management Indicators (PMI)	Target for PMIs	Project Impact Indicators (PII)	Target for PIIs (1 year after end of projects)
Specific objectives – action 6: The research action aims to provide new methods, tools and data for the effective performance of safety analysis while considering security measures, involving the different stakeholders concerned and to support the preparation of the evolutions needed in safety standards and in the aviation regulatory framework. This may involve: • Assessment of the impact of security requirements on operational safety and performance, including development of new solutions and tools to ensure efficient assessment in the early phases of development.	Achievement of the research project objectives and deliverables as published in the technical specifications of the procurement documents	90% by end of the project	Number of rulemaking activities	A rulemaking task and/or safety promotion actions and/or new research actions have been projected in EPAS to adequately address the threat
Output for actions 1 to 6: the requested output of the different topics are described in detail in the technical specifications of the procurement documents through tasks, milestones, timelines and deliverables	Achievement of the research project tasks, milestones, timelines and deliverables	90% by end of the project	As described under the 6 actions	As described under the 6 actions

Text for proposed amendment of the 2nd Contribution Agreement

Horizon Europe - Work Programme 2023-2024

The Union financial support for this initiative was approved by the European Commission Decision n C(2023) 2178 of 31 March 2023 implementing a Horizon Europe Indirect Management Action relating to research on aviation safety and sustainability issues to prepare future standards and regulations in the "Other actions" chapter of Cluster 5 and, specifically, the following topics to be carried out by EASA:

1. **Training media allocation - simulator vs. actual flying:** the allocation of training media to the various objectives and phases of pilot training have been defined several decades ago. Technological evolution of training-media, the pedagogical development in pilot training, changing economic context and environmental protection needs for aviation make the reassessment of the allocation of training-media necessary to prepare the evolutions of flight training standards.

2. **New intelligence solutions exploiting big data technologies and data science:** building on the capacities of the 'Data4Safety' (D4S) programme (coordinated by EASA) and exploiting previous R&I initiatives, there is a need to mature new intelligence solutions building on big data technologies and data science and to make them available to a larger community of aviation actors and stakeholders. These new intelligence solutions are expected to be matured in view of (1) a generalised use in aviation safety risk management, (2) their application to other aviation domains such as security, cyber-security, environmental protection, operational efficiency and training and (3) their potential application to other transport modes and sectors.

3. **Evolutions of airworthiness standards for new aircraft structure designs using materials, processes and advanced manufacturing methods:** review of design practice suggests that composite structures now applied to aircraft principal structural elements have been designed largely based upon experience and limited understanding and quantification of the many competing failure modes. Furthermore, lack of a standard approach to design for damage no-growth (the usual expected philosophy) and communication challenges throughout complex supply chains have complicated the matter. In addition, the environmental (e.g. thermal, moisture) coefficient differences which exist between some materials in hybrid structural configurations (mixed material) can be significant and difficult to predict in complete structures in service, sometimes resulting in unexpected damage in service (in the metallic and/or composite structure). The research action is aimed at supporting the development of certification requirements, means of compliance, and associated guidance applicable to one, or more, of EASA products and/or other emerging products, e.g. Vertical Take-off and Landing (VTOL) aircraft.

4. **Aviation Resilience - Cybersecurity Threat Landscape:** The increasing connectivity of aircraft and ground systems with the use of internet technologies or aeronautical communications, raises an emerging risk of remotely compromising aircraft systems, as claimed by the hackers' community. To be able to correctly evaluate the risks from cybersecurity threats on aviation and their acceptability, it is first necessary to establish the impact on the safety of flights, taking into account for instance types of operations being conducted, pilots' situational awareness, and traffic situation. Some threats have already been evaluated by analysis but an end-to-end evaluation is needed due to the human factor issues involved, both in the cockpit and on the ground segment. As new 'entrants' to aviation, drone operations represent one specific domain to address as part of the project.

5. **New health safety measures in aircraft:** the COVID-19 crisis has revealed again the critical role of air transport in accelerating the transmission of infectious diseases, as it was previously observed for the severe acute respiratory syndrome (SARS) in 2002/03, the influenza H1N1 virus in 2009. Ensuring the preparedness of the air transport system to achieve a strong resilience to infectious disease outbreak or high-threat pathogen events, is now an essential enabler for the economical sustainability of the air transport sector. The objectives of the project are to investigate the possibilities to further reduce the spread of a series of airborne infectious agents (viruses, bacteria, fungi) within the aircraft environment by improving filtration systems, recirculation systems and cabin airflow, including individual air supply nozzles, to ensure that passengers are not adversely affected during the flight.

6. **Colour vision requirements in the new full glass cockpit environment and modern ATCO consoles:** recently, major progress in aircraft design as well as in the development of air traffic control (ATC) stations, including full glass cockpit, LED displays and other technologies. In order to increase the safety and decrease the reaction times a lot of information provided to pilots and ATC controllers is colour coded. Fulfilment of targeted research needs on aviation standards, notably those evolving from the needs for mitigation of occurred accidents/incidents, perceived emerging threats and other international obligations of EASA and European States at large – namely those in the framework of ICAO.

7. **Strengthening and coordinating a European network of experts in support to non-CO2 emission impact assessment and policy option assessment:** the understanding of the climate impact of aviation non-CO2 emissions is constantly evolving, the recent report from the Commission and EASA highlighted the need to reduce these uncertainties in order to implement effective mitigation policy measures pursuant to Article 30(4) of the EU Emissions Trading System Directive. Developing, agreeing and implementing an effective policy response to the issue of the climate impact of non-CO2 emissions from the aviation sector requires a coordinated effort and consensus across a wide range of relevant stakeholders (e.g. scientific community, academia, aircraft operators, fuel producers, ANSPs, NGOs, regulators, analysts and policymakers at EU / State level). The measures can be clustered into three categories: financial/market-related, fuel standards/aircraft engine emission standards and specific operational measures. The project encompasses the establishment of a non-CO2 science network (incl. EU and non-EU teams), the consolidation of the series of recent research project results, the evaluation with on-going/planned projects on required actions to address open issues and gaps as well as the definition of the roadmap for enhanced impact assessment capabilities. The results will also support work on the climate impact of non-CO2 emissions in the ICAO Committee on Aviation Environmental Protection (CAEP).

Type of Action: Indirectly managed action
Indicative timetable: as of 1st quarter 2024
Indicative budget: EUR 8.50 million from the 2024 budget

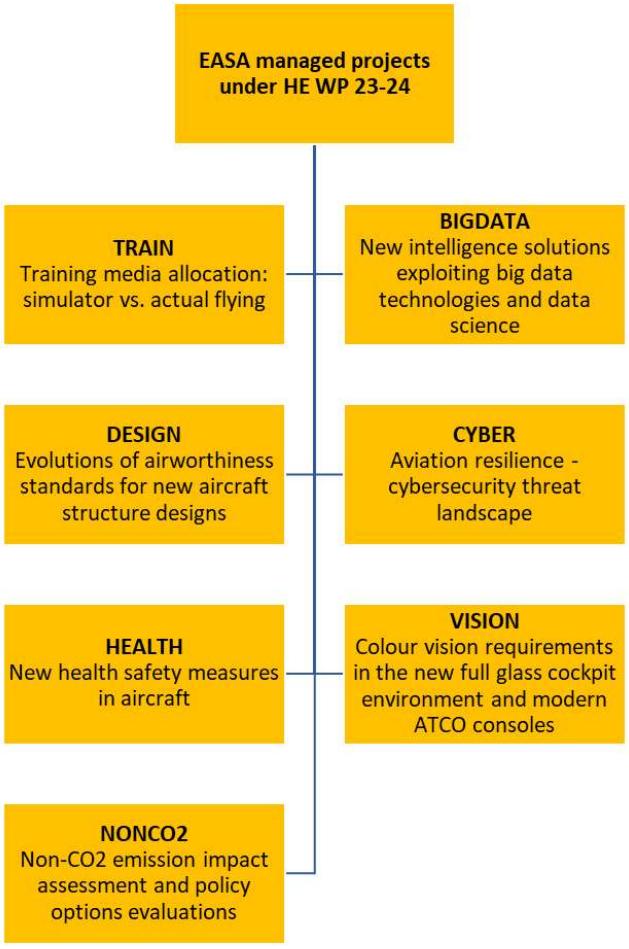
In accordance with the Contribution Agreement Manual, audit costs are direct eligible costs under certain conditions. As part of the eligible costs, audit costs in support of the annual management declaration are considered as direct eligible costs.

Work plan table

The table below provides the initial work plan, outlining the expected quarters for the tender publications, award decisions, contract start and end dates. Detailed specifications of tasks, milestones, timelines, deliverables, and their requirements are described in the technical specifications of the procurement documents for each project. For the BIGDATA and NONCO2 projects, existing framework contracts will be used.

Action	Action title	Tender publication	Tender proposal deadline	Award decision	Contract start	Contract end	Tentative maximum budget in €
TRAIN	Training media allocation: Simulator vs. actual flying	Q4/23	Q1/24	Q2/24	Q2/24	Q2/26	950,000
BIGDATA	New intelligence solutions exploiting big data technologies and data science	-		-	Q2/24	Q2/27	1,820,000
DESIGN	Evolutions of airworthiness standards for new aircraft structure designs	Q4/23	Q1/24	Q2/24	Q2/24	Q2/27	1,090,000
CYBER	Aviation Resilience - Cybersecurity Threat Landscape	Q4/23	Q1/24	Q2/24	Q2/24	Q2/26	1,490,000
HEALTH	New health safety measures in aircraft	Q4/23	Q1/24	Q2/24	Q2/24	Q2/27	1,100,000
VISION	Colour vision requirements in the new full glass cockpit environment and modern ATCO consoles	Q4/23	Q1/24	Q2/24	Q2/24	Q2/27	720,000
NONCO2	Non-CO2 emission impact assessment and policy options evaluation	-	-	-	Q1/24	Q1/26	940,000

The chart below provides a summary of the seven research projects addressing the 7 themes of the orizon Europe Work Programme.



Evaluation overview tables

The overall objectives for this action are:

- To improve civil aviation safety in the European Union through urgent search activities;
- To contribute to a high, uniform level of environmental protection;
- To promote, worldwide, the views of the Union regarding civil aviation standards and civil aviation rules;
- To disseminate research and innovation results;
- To strengthen the capabilities of aviation authorities and regulators.

The table below provides an overview of the project management indicators and the specified targets, which should be equal for all projects.

Project Management Indicators (PMI)	**Target for PMIs**
Achievement of the overall objectives and the research project specific objectives	100%
Compliance of the project deliverables with specified objectives, task descriptions and defined acceptance requirements	100%
Compliance with defined project durations	80% (extensions for unforeseeable events possible)
Implementation of defined communication, dissemination, and knowledge-sharing actions	80%
Implementation of regular project management and technical management meetings	100%
Availability of business implementation plans to generate impact	100%
Availability of actual project management plans and risk management registers	100%
Availability of a defined project management methodology with common tools and templates	100%

The table below provides an overview of the project impact indicators and the specified targets for the different projects.

Project Impact Indicators (PII)	**Target for PMIs, if relevant**	**Tentatively relevant for**
Contributions to pre-rulemaking activities, such as regulatory gap analysis, SCs, MoCs	90% (depending on priorities and resources availability)	DESIGN, HEALTH
Newly initiated rulemaking tasks or contributions to planned or ongoing rulemaking tasks – EPAS actions	80% (depending on priorities and resources availability)	TRAIN, DESIGN, CYBER, HEALTH, VISION
Newly initiated safety promotion tasks or contributions to planned or ongoing safety promotion tasks – EPAS action	80% (depending on priorities and resources availability)	TRAIN, CYBER, HEALTH
New project research initiation requests	50% (depending on priorities and resources availability)	BIGDATA, DESIGN, NONCO2
Creation of a new roadmaps or strategy papers or amendments of existing ones	100%	TRAIN, BIGDATA, NONCO2
Input to the European Safety Risk Management (SRM) process	100%	TRAIN, DESIGN, CYBER, HEALTH, VISION
Increase of competency and knowledge of aviation authority staff	100%	All
Initiation of a new international relation action based on the research results	100%	All
Improvements of internal processes for core activities, such as certification, oversight, rulemaking	100%	BIGDATA, CYBER, NONCO2

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1. Budget for the Action[1]	All Years			
Costs	**Unit[11]**	**# of units**	**Unit value (in EUR)**	**Total Cost (in EUR)**
1. Human Resources				
1.1 EASA Project Team[12]	Unit cost per hour	1.647,06	85	140.000,00
1.2 EASA Experts Fees & Charges[12]	Unit cost per hour			0,00
1.3 EASA Experts Subsidy[12]	Unit cost per hour			0,00
1.4 EASA Support[12]	Unit cost per hour			0,00
1.5 SNE	actual cost / month			0,00
1.6 Non-EASA Technical[2]	Per man day			0,00
1.7 Non-EASA Administrative[3]	Mixed			0,00
Subtotal Human Resources				**140.000,00**
2. Travel and per diem				
2.1 Travel[4]				
2.1.1 Travel EASA	Per travel			63.333,33
2.1.2 Travel non-EASA includes contractor, industry, ICAO etc.	Per travel			0,00
2.1.3 Travel Partner States/Beneficiaries[5]	Per travel			0,00
2.1.4 Carbon Offsetting	Per travel			0,00
2.1.5 Local transportation[6]	Per travel			0,00
2.2 Per diems for missions/travel[7]				
2.2.1 Per diem EASA	Per diem			31.665,90
2.2.2 Per diem non-EASA includes contractor, industry, ICAO etc.	Per diem			0,00
2.2.3 Per diem Partner States/Beneficiaries[5]	Per diem			0,00
Subtotal Travel and per diem				**94.999,23**
3. Local office, equipment and supplies, other costs, services				
3.1 Local office[8]				
3.1.1 Office rent	Per month			0,00
3.1.2 Consumables - office supplies	Per month			0,00
3.1.3 Other services (tel/fax, electricity/heating, maintenance)	Per month			0,00
3.2 Equipment and supplies[9]				
3.2.1 Purchase or rent of vehicles				
3.2.2 Furniture, computer equipment	Per item			0,00
3.2.3 Other (please specify)				
3.3 Other costs, services				

3.3.1 Publications				
3.3.2 Studies, research	Per study			20.882.954,04
3.3.3 Expenditure verification/audit/evaluation - external audit cost	Per audit	6	7000	42.000,00
3.3.4 Translation, interpreters	Per man day			0,00
3.3.5 Financial services (bank guarantee costs etc.)	Per item			0,00
3.3.6 Event costs [10]	Per event			55.000,00
3.3.7. Visibility actions	Per event			
Subtotal Local office, equipment and supplies, other costs, services				**20.979.954,04**
4. Subtotal direct eligible costs of the Action (1-3)				**21.214.953,27**
5. Indirect costs/remuneration fee (maximum 7% of 4. 'Subtotal of direct eligible costs of the Action')				1.485.046,73
6. Total eligible costs of the Action, excluding reserve (4+5)				**22.700.000,00**
7. Provision for contingency reserve (maximum 5% of 4. 'Subtotal of direct eligible costs of the Action')				
8. Total eligible costs (6+7)				**22.700.000,00**
9. - Taxes - Contributions in kind				
10. Total accepted costs of the Action (8+9)				***22.700.000,00***

1. The description of items must be sufficiently detailed and all items broken down into their main components. The number of units and the unit value must be specified for each item depending on the indications provided. The budget has to include costs related to the Action as a whole, regardless the
2. Includes contractor experts e.g. project office manager
3. Includes contractor experts e.g. logistic assistants, interims, project office assistants
4. Costs for C02 offsetting of air travel may be included. C02 offsetting shall in that case be achieved by supporting CDM/Gold Standard projects (evidence must be included as part of the supporting documents) or through airplane company programmes when available. If information is not
5. Please specify: "Partner States" or "Beneficiaries"
6. e.g. for project office staff / not for event related transportation if covered by per diem
7. As per the EC mission guideline.
8. Costs related to budget headings 1 and 3 of the budget, when they relate to a Field office that is shared by several projects, can be declared as costs actually incurred without invoking a simplified cost option, by applying an apportionment of office costs.
9. Please separate cost for purchase or rental.
10. Includes e.g. venue, catering, local event transportation
11. Use "UNIT COST per flight/month/kit etc..." or "LUMPSUM" or "FLAT RATE" or "APPORTIONMENT" in case of simplified cost options. Use different lines for each type of simplified cost options and per beneficiary. In worksheet 2, the methods used to determine and calculate them must be clearly described and substantiated and the Beneficiary proposing and using them must be univocally identified. (for more guidance see Annex K - Guidelines-
12. EASA staff cost using the simplified cost option

1. Budget for the Action[1]	All Years			
Costs	**Unit[11]**	**# of units**	**Unit value (in EUR)**	**Total Cost (in EUR)**
1. Human Resources				
1.1 EASA Project Team (Research)[12]	Unit cost per hour	1.647,06	85	140.000,00
1.2 EASA Experts Fees & Charges[12]	Unit cost per hour			0,00
1.3 EASA Experts Subsidy[12]	Unit cost per hour			0,00
1.4 EASA Support[12]	Unit cost per hour			0,00
1.5 SNE	actual cost / month			0,00
1.6 Non-EASA Technical[2]	Per man day			0,00
1.7 Non-EASA Administrative[3]	Mixed			0,00
Subtotal Human Resources				**140.000,00**
2. Travel and per diem				
2.1 Travel[4]				
2.1.1 Travel EASA	Per travel			33.333,33
2.1.2 Travel non-EASA includes contractor, industry, ICAO etc.	Per travel			0,00
2.1.3 Travel Partner States/Beneficiaries[5]	Per travel			0,00
2.1.4 Carbon Offsetting	Per travel			0,00
2.1.5 Local transportation[6]	Per travel			0,00
2.2 Per diems for missions/travel[7]				
2.2.1 Per diem EASA	Per diem			16.666,67
2.2.2 Per diem non-EASA includes contractor, industry, ICAO etc.	Per diem			0,00
2.2.3 Per diem Partner States/Beneficiaries[5]	Per diem			0,00
Subtotal Travel and per diem				**50.000,00**
3. Local office, equipment and supplies, other costs, services				
3.1 Local office[8]				
3.1.1 Office rent	Per month			0,00
3.1.2 Consumables - office supplies	Per month			0,00
3.1.3 Other services (tel/fax, electricity/heating, maintenance)	Per month			0,00
3.2 Equipment and supplies[9]				
3.2.1 Purchase or rent of vehicles				
3.2.2 Furniture, computer equipment	Per item			0,00
3.2.3 Other (please specify)				
3.3 Other costs, services				

3.3.1 Publications				
3.3.2 Studies, research	Per study			13.061.028,04
3.3.3 Expenditure verification/audit/evaluation - external audit cost	Per audit			0,00
3.3.4 Translation, interpreters	Per man day			0,00
3.3.5 Financial services (bank guarantee costs etc.)	Per item			0,00
3.3.6 Event costs [10]	Per event			20.000,00
3.3.7. Visibility actions	Per event			
Subtotal Local office, equipment and supplies, other costs, services				**13.081.028,04**
4. Subtotal direct eligible costs of the Action (1-3)				**13.271.028,04**
5. Indirect costs/remuneration fee (maximum 7% of 4. 'Subtotal of direct eligible costs of the Action')				928.971,96
6. Total eligible costs of the Action, excluding reserve (4+5)				**14.200.000,00**
7. Provision for contingency reserve (maximum 5% of 4. 'Subtotal of direct eligible costs of the Action')				
8. Total eligible costs (6+7)				**14.200.000,00**
9. - Taxes - Contributions in kind				
10. Total accepted costs of the Action (8+9)				***14.200.000,00***

1. The description of items must be sufficiently detailed and all items broken down into their main components. The number of units and the unit value must be specified for each item depending on the indications provided. The budget has to include costs related to the Action as a whole, regardless the
2. Includes contractor experts e.g. project office manager
3. Includes contractor experts e.g. logistic assistants, interims, project office assistants
4. Costs for C02 offsetting of air travel may be included. C02 offsetting shall in that case be achieved by supporting CDM/Gold Standard projects (evidence must be included as part of the supporting documents) or through airplane company programmes when available. If information is not
5. Please specify: "Partner States" or "Beneficiaries"
6. e.g. for project office staff / not for event related transportation if covered by per diem
7. As per the EC mission guideline.
8. Costs related to budget headings 1 and 3 of the budget, when they relate to a Field office that is shared by several projects, can be declared as costs actually incurred without invoking a simplified cost option, by applying an apportionment of office costs.
9. Please separate cost for purchase or rental.
10. Includes e.g. venue, catering, local event transportation
11. Use "UNIT COST per flight/month/kit etc..." or "LUMPSUM" or "FLAT RATE" or "APPORTIONMENT" in case of simplified cost options. Use different lines for each type of simplified cost options and per beneficiary. In worksheet 2, the methods used to determine and calculate them must be clearly described and substantiated and the Beneficiary proposing and using them must be univocally identified. (for more guidance see Annex K - Guidelines-
12. EASA staff cost using the simplified cost option

1. Budget for the Action[1]	All Years				Year 1		
Costs	**Unit[11]**	**# of units**	**Unit value (in EUR)**	**Total Cost (in EUR)**	**Unit**	**# of units**	**Unit value (in EUR)**
1. Human Resources							
1.1 EASA Project Team[12]	Unit cost per hour			0,00	Unit cost per hour	0	0
1.2 EASA Experts Fees & Charges[12]	Unit cost per hour			0,00	Unit cost per hour	0	0
1.3 EASA Experts Subsidy[12]	Unit cost per hour			0,00	Unit cost per hour	0	0
1.4 EASA Support[12]	Unit cost per hour			0,00	Unit cost per hour	0	0
1.5 SNE	actual cost / month			0,00	actual cost / month	0	0
1.6 Non-EASA Technical[2]	Per man day			0,00	Per man day	0	0
1.7 Non-EASA Administrative[3]	Mixed			0,00	Mixed	0	0
Subtotal Human Resources				**0,00**			
2. Travel and per diem							
2.1 Travel[4]							
2.1.1 Travel EASA	Per travel			30.000,00	Per travel		
2.1.2 Travel non-EASA includes contractor, industry, ICAO etc.	Per travel			0,00	Per travel		
2.1.3 Travel Partner States/Beneficiaries[5]	Per travel			0,00	Per travel		
2.1.4 Carbon Offsetting	Per travel			0,00	Per travel		
2.1.5 Local transportation[6]	Per travel			0,00	Per travel		
2.2 Per diems for missions/travel[7]							
2.2.1 Per diem EASA	Per diem			14.999,23	Per diem		
2.2.2 Per diem non-EASA includes contractor, industry, ICAO etc.	Per diem			0,00	Per diem		
2.2.3 Per diem Partner States/Beneficiaries[5]	Per diem			0,00	Per diem		
Subtotal Travel and per diem				**44.999,23**			
3. Local office, equipment and supplies, other costs, services							
3.1 Local office[8]							
3.1.1 Office rent	Per month			0,00	Per month		
3.1.2 Consumables - office supplies	Per month			0,00	Per month		
3.1.3 Other services (tel/fax, electricity/heating, maintenance)	Per month			0,00	Per month		
3.2 Equipment and supplies[9]							
3.2.1 Purchase or rent of vehicles							
3.2.2 Furniture, computer equipment	Per item			0,00	Per item		
3.2.3 Other (please specify)							
3.3 Other costs, services							

3.3.1 Publications							
3.3.2 Studies, research	Per study			7.821.926,00	Per study		
3.3.3 Expenditure verification/audit/evaluation - external audit cost	Per audit	6	7000	42.000,00	Per audit	1	7000
3.3.4 Translation, interpreters	Per man day			0,00	Per man day		
3.3.5 Financial services (bank guarantee costs etc.)	Per item			0,00	Per item		
3.3.6 Event costs [10]	Per event			35.000,00	Per event		
3.3.7. Visibility actions	Per event				Per event		
Subtotal Local office, equipment and supplies, other costs, services				**7.898.926,00**			
4. Subtotal direct eligible costs of the Action (1-3)				**7.943.925,23**			
5. Indirect costs/remuneration fee (maximum 7% of 4. 'Subtotal of direct eligible costs of the Action')				556.074,77			
6. Total eligible costs of the Action, excluding reserve (4+5)				**8.500.000,00**			
7. Provision for contingency reserve (maximum 5% of 4. 'Subtotal of direct eligible costs of the Action')							
8. Total eligible costs (6+7)				**8.500.000,00**			
9. - Taxes - Contributions in kind							
10. Total accepted costs of the Action (8+9)				***8.500.000,00***			

1. The description of items must be sufficiently detailed and all items broken down into their main components. The number of units and the unit value must be specified for each item depending o provided. The budget has to include costs related to the Action as a whole, regardless the part financed by the Contracting Authority.
2. Includes contractor experts e.g. project office manager
3. Includes contractor experts e.g. logistic assistants, interims, project office assistants
4. Costs for C02 offsetting of air travel may be included. C02 offsetting shall in that case be achieved by supporting CDM/Gold Standard projects (evidence must be included as part of the supporting through airplane company programmes when available. If information is not available, enter a global amount.
5. Please specify: "Partner States" or "Beneficiaries"
6. e.g. for project office staff / not for event related transportation if covered by per diem
7. As per the EC mission guideline.
8. Costs related to budget headings 1 and 3 of the budget, when they relate to a Field office that is shared by several projects, can be declared as costs actually incurred without invoking a simplified applying an apportionment of office costs.
9. Please separate cost for purchase or rental.
10. Includes e.g. venue, catering, local event transportation
11. Use "UNIT COST per flight/month/kit etc…" or "LUMPSUM" or "FLAT RATE" or "APPORTIONMENT" in case of simplified cost options. Use different lines for each type of simplified cost options an worksheet 2, the methods used to determine and calculate them must be clearly described and substantiated and the Beneficiary proposing and using them must be univocally identified. (for more Guidelines-Checklist for simplified cost options).
12. EASA staff cost using the simplified cost option

Total Cost (in EUR)
0,00
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7.490,00

n the indications

documents) or

cost option, by

d per beneficiary. In
guidance see Annex K -

2. Justification of the Budget for the Action

Costs
1. Human Resources
1.1 EASA Project Team
1.2 EASA Experts Fees & Charges
1.3 EASA Experts Subsidy
1.4 EASA Support
1.5 SNE
1.6 Non-EASA Technical
1.7 Non-EASA Administrative
Subtotal Human Resources
2. Travel and per diem
2.1 Travel
2.1.1 Travel EASA
2.1.2 Travel non-EASA includes contractor, industry, ICAO etc.
2.1.3 Travel Partner States/Beneficiaries

2. Justification of the Budget for the Action

Costs
2.1.4 Carbon Offsetting
2.1.5 Local transportation
2.2 Per diems for missions/travel
2.2.1 Per diem EASA
2.2.2 Per diem non-EASA
2.2.3 Per diem Partner States/Beneficiaries
Subtotal Travel and per diem
3. Local office, equipment and supplies, other costs, services
3.1 Local office
3.1.1 Office rent
3.1.2 Consumables - office supplies
3.1.3 Other services (tel/fax, electricity/heating, maintenance)
3.2 Equipment and supplies
3.2.1 Purchase or rent of vehicles

2. Justification of the Budget for the Action

Costs
3.2.2 Furniture, computer equipment
3.2.3 Other (please specify)
3.3 Other costs, services
3.3.1 Publications
3.3.2 Studies, research
3.3.3 Expenditure verification/audit/evaluation
3.3.4 Translation, interpreters
3.3.5 Financial services (bank guarantee costs etc.)
3.3.6 Event costs
3.3.7. Visibility actions
3.3.8. External audit cost
Subtotal Local office, equipment and supplies, other costs, services
4. Subtotal direct eligible costs of the Action (1-3)
5. Indirect costs/remuneration fee (maximum 7% of 4. 'Subtotal of direct eligible costs of the Action')

All Years
Clarification of the budget items *Provide a narrative clarification of each budget item demonstrating the necessity of the costs and how they relate to the action (e.g. through references to the activities and/or results in the Description of the Action).*
This budget line covers working time on the project management and project assisstance related tasks for the EASA project manager and EASA project assisstant(direct eligible cost only).
This covers the cost of EASA technical experts for the technical implementation of project activities, that otherwise would be financed through EASA fees and charges (direct eligible cost only).
This covers the cost of EASA technical experts for the technical implementation of project activities, that otherwise would be financed through subsidy (direct eligible cost only).
This covers the cost of EASA support staff supporting the project. This includes working time for financial reporting, procurement and payment processing (direct eligible cost only).
This covers the cost of SNE supporting the project.
This covers the cost of technical experts external to EASA, for the implementation of specific activities for which: - EASA does not necessarily have the required skills, or - EASA has no experts available to carry out the activity.
This covers the cost of Non-EASA administrative staff supporting the project.
The cost covers travel expenses related to EASA staff involved in project activities (e.g. Project Manager, Operational Manager, Project Assistant, experts).
The cost covers travel expenses related to Non-EASA staff involved in project activities (e.g. Short and long term experts, non-paid speakers, etc.).
The cost covers travel expenses related to beneficiaries'/partner countries' experts.

All Years
Clarification of the budget items *Provide a narrative clarification of each budget item demonstrating the necessity of the costs and how they relate to the action (e.g. through references to the activities and/or results in the Description of the Action).*
EASA and the selected project partners will make every effort to minimise the environmental impact of the project. CO2 emissions related to project travel will be off-set where possible.
The cost covers transportation cost such as visits to industry facilities, etc.
The cost covers per diem expenses related to EASA staff involved in project activities (e.g. Project Manager, Operational Manager, Project Assistant, experts).
The cost covers per diem expenses related to Non-EASA staff involved in project activities (e.g. Short and long term experts, non-paid speakers, etc.).
The cost covers per diem expenses related to beneficiaries'/partner countries' experts.
Local project office rental cost.
Small purchases for the office, e.g. laser pointer
Email service for long term experts, etc.

All Years
Clarification of the budget items *Provide a narrative clarification of each budget item demonstrating the necessity of the costs and how they relate to the action (e.g. through references to the activities and/or results in the Description of the Action).*
Studies, simulation services, etc.
Cost for contracting audit or control opinions.
Interpretation services and equipment during activities, consultations, etc.
Incidentals for organising activities, such as rent for venues, catering, production of handout material, etc.
Please refer to the project Communication and Visibility Plan.
The estimated ***annual*** external audit cost per agreement is 7,000.00 EUR (based on the financial offers received by EASA to date). The actual cost will be allocated on a pro-rata basis (total amount charged by the external auditor/number of agreements audited).

Justification of the estimated costs *Provide a justification of the calculation of the estimated costs. Note that the estimation should be based on real costs or on simplified cost options, if allowed.*
The category does not represent a duplication of the project assistant activities foreseen under 1.1. The type of activity that will be performed by the project assistant (part of the project team and charged at the project team rate) is different than the activities foreseen to be performed in this category and charged at a different, lower rate. Here are included, among others, procurement activities, financial verification activities, accounting activities, specifically performed for this project, by the agency's support functions belonging to distinct Agency Departments (e.g. Finance Department).

Justification of the estimated costs *Provide a justification of the calculation of the estimated costs. Note that the estimation should be based on real costs or on simplified cost options, if allowed.*

Justification of the estimated costs *Provide a justification of the calculation of the estimated costs. Note that the estimation should be based on real costs or on simplified cost options, if allowed.*
An audit report is required for each financial year during which finanacial transactions are recorded. *E.g. for a 3-year project starting in November 2023, four audit reports will be necessary. Consequently, the cost will be 7,000.00*4 = 28,000.00 EUR*

3. Expected sources of funding & summary of estimated costs[1]

		Amount EUR
Expected sources of funding		
EU/EDF contribution sought in this application **(A)**		
CO-FINANCING (1+2+3+4) **(B)**		0
1. Other contributions (Applicant, other Donors etc)		
Name	*Conditions*	
		0
		0
2. Revenue from the Action [6]		0
To be inserted if applicable and allowed by the guidelines:		
3. In-kind contributions [7]		0
4. Volunteers' work [8]		0
Expected TOTAL CONTRIBUTIONS **(A)+(B)**		
Estimated Costs		
Estimated TOTAL ELIGIBLE COSTS [2] **(C)**		
EU/EDF contribution expressed as a percentage of total eligible costs [4] **(A/C x 100)**		
To be inserted if applicable and allowed by the guidelines:		
Taxes/In-kind contributions [5]		
Estimated TOTAL ACCEPTED COSTS [3] **(D)**		
EU/EDF contribution expressed as a percentage of total accepted costs[4] **(A/D x 100)**		

Percentage %
100%
100%

Ref. Ares(2024)2186952 - 22/03/2024

ANNEX VI

Request for payment / Declaration of Costs[i] for Contribution Agreement

Date of the Request for payment / Declaration of costs ……../……./…….

For the attention of
[Address of the Contracting Authority]
[Financial unit indicated in the Contribution Agreement] [ii]

Reference number of the Contribution Agreement: .....

Title of the Contribution Agreement: .....

Name and address of the Organisation: .....

Request for payment number / Declaration of Costs: [Your reference] ……...

Period covered by the request for payment / by the Declaration of Costs:

From **...../...../.....**

To **...../...../.....**

Dear Sir/Madam,

The incurred costs under this Contribution Agreement, covering the whole duration as indicated above are:

_____€

Please find attached the following supporting documents:

- [Final/Intermediate] narrative and [Final/Intermediate] financial report

I hereby certify on honour that the information contained in this request for payment/Declaration of costs is full, reliable and true, that the costs incurred can be considered eligible in accordance with the Agreement and that this request for payment is substantiated by adequate supporting documents that can be checked.

Yours faithfully,

Name, <signature>[iii]

[i] In case the incurred costs partially or fully use the prefinancing paid, the present document is a Declaration of the Costs incurred.
[ii] If applicable, please do not forget to address a copy of this letter to the European Union Delegation mentioned in Article 5 of the Special Conditions of the Contribution Agreement.
[iii] Please use exclusively QSIGN when document sent electronically or blue ink hand signature when sent by post.