

Clarification No 1

Related to Call for Proposals GSA/EEX.0030/2015 “EGNOS adoption in Aviation”

1. **Question:** We would like clarifying in respect of area A & B activities scope i.e. fostering the design, development and operational implementation of EGNOS based operations including RNP & PinS approach procedures at different European aerodromes.

The Call for Proposals does not mention any (high level) estimate of the number of procedures and/or locations envisaged for the design and implementation within the scope of this project. We would very much appreciate here a clarification/guidance which can help us further define the level of effort.

Answers: There is no limitation on number of procedures and/or locations envisaged for the design and implementation defined. The expected output of the proposal is operational implementation of EGNOS based procedures in order to maximise public benefits and increase network effect. Level of effort should be estimated by applicant.

2. **Question:** We own and operate Piper Archer III aircraft (1997/98 models) for training/rental and we are interested to know whether we could be eligible for any grants to enable us to upgrade avionics to facilitate GNSS approaches-in particular at [...] airports where we currently perform most of our instrument approaches. Please let us know how to proceed.

Answer: Please refer to Area of activity C and D in section 6.2 of the call for proposals. Eligibility criteria are described in section 6. The applicant should assess how to submit a proposal according to the call description and forms provided.

3. **Question:** We fly a TB20GT aircraft which presently has a KLN94+KMD550 (non LPV capable). Installing LPV capability while preserving essential present functionality would be probably 2 x IFD540 which would cost USD 28,000 plus installation. We would be very interested in hearing from you about the extent of your grants in this case.

Answer: Please refer to Area of activity C and D in section 6.2 of the call for proposals. Eligibility criteria are described in section 6. The applicant should assess how to submit a proposal according to the call description and forms provided.

4. **Question:** Is a private entity/company eligible to participate and to submit an application for services defined in Areas A and B as defined in section 6.2 of above mentioned tender document?

Answer: According to sections 6.1 and 6.2, eligible applicants for Areas A and B are:
Legal persons or natural persons are eligible, as long as they represent at least Air Navigation Service Providers (ANSPs) or Aerodromes/heliports/helipads and performing the core activities described in the proposal.

Private entity/company are eligible if they fulfil these requirements.



5. **Question:** Could you please clarify some information on eligibility conditions: is it possible for Ukrainian organisations to take part in above mentioned Call for Proposals, and if yes, are there any possible limitations?

Answer: No, Ukraine cannot participate. Please refer section 6.1 of the Call for Proposals, according to which legal and natural persons of European Union Member States or another participating third country to the activities of the European GNSS Programmes can apply for the grants. At the time of publication of the Call for Proposals, Ukraine is not participating to the EU GNSS Programmes.

6. **Question:** Is it possible to get financial support not only for upgrading existing GPS equipment in an aircraft, but also for a new GPS equipment & installation?

Answer: The call is addressing equipment and installation of GPS+SBAS capable devices in order to perform LPV approaches. The full value of the equipment or assets (avionics systems) bought specifically for the action (retrofit) may be eligible. Please refer to Area of activity C and D in section 6.2 of the call for proposals.

7. **Question:** Is it possible to get financial support not only for SBAS procedures, but also for Baro-VNAV procedures when combined with new SBAS procedures?

Answer: Based on the area A –RNP APCH procedures to LPV minima, SBAS procedures are eligible for funding under this Call for Proposals. Therefore, as long as there is a LPV line in the chart along with a LNAV/VNAV one, common tasks and related costs leading to the publication of such a chart are eligible, such as airport obstacle survey or shared design costs. Specific implementation of only Baro-VNAV procedures is not in the scope of the call.

8. **Question:** Is it possible to get financial support for SBAS procedures for instrument approach down to cloud base followed by a VFR landing?

Answer: Eligible activities specified in section 6.2 are implementation of SBAS based procedures such as RNP APCH approach procedures down to LPV minima or to PinS procedures (for rotorcraft). The case of “cloud-breaking” procedures is not so standardised yet in Europe. They can be eligible under activity F. Development of enablers and other EGNOS based operations adoption, provided that these procedures are based on SBAS and approved by the corresponding NSA for publication.