

Clarification No 2

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

1. **Question:** Are scheduled airlines also potential target for The Call for Proposals?

Answer: Yes, indeed. Based on the section 2.1 in the Call for proposals, commercial aviation is included as well.: "The objective of this call is to award a number of grants to foster EGNOS operational implementation for regional aviation, commercial aviation, business (corporate) aviation, general aviation (training, emergency services) and rotorcraft with a final aim to maximise public benefits, increase and foster a network effect on current and future development of EGNOS enabled operations."
2. **Question:** Is there a possibility for the deadline to be extended?

Answer: According to the published EGNOS Plan 2015 it was foreseen to sign the awarded grant agreements by end of the year. At the moment GSA does not expect any extension of the deadline.
3. **Question:** Is there any views on how many projects per area will be granted?

Answer: According to section 4 of the Call for Proposals the indicative number of projects are 9. The number of projects finally receiving funding will depend on the quality of the submitted proposals and also the availability of the allocated budget. The sum of projects to be funded would preferably cover all areas of activities listed in the Call for Proposals.
4. **Question:** Is a cost benefit analysis needed for each proposal?

Answer: No, it is not. It is up to the applicant to decide whether it would give value to the proposal or not. The applicant can decide how to justify the 'Impact' criterion (criterion no.2 of the award criteria) in the proposal, with a cost benefit analysis or with other means.
5. **Question:** Is there a preference from the GSA for the template of the consortium agreement?

Answer: No, there isn't any preference from GSA.
6. **Question:** Do you need expression of interest from NAA to demonstrate the support to a proposal?

Answer: It is not a requirement, however how it is stated in award criterion no.1, it is relevant for the scoring to show support from stakeholders in order to demonstrate visibility and impact of the project.
7. **Question:** What does this mean: "Indirect costs are not eligible for beneficiaries that receive an operating grant"?

Answer: Further reference to section 11.2 lit h) under the section "non-eligible costs" is made, reading: "*indirect costs shall not be eligible under a grant for an action awarded to a beneficiary which already receives an operating grant financed from the Union budget during the period in question.*"

8. **Question:** What is the probability of Switzerland becoming a participating third part country to the activities of the European GNSS Programmes prior to the deadline of the Call?

Answer: It is recommended to applicants from Switzerland to approach their national authorities by requesting a confirmation whether the respective procedure to adopt the Cooperation Agreement¹ with EU to allow Switzerland's participation to E-GNSS Programmes was already successfully concluded.

According to Article 27.2 of this Cooperation Agreement: “[...] *as regards elements of this Agreement falling within the competence of the European Union, to apply it provisionally from the first day of the month following the date of the second notification confirming the completion of the procedures necessary for this purpose.*”

9. **Question:** Can RPAS manufacturers and owners be considered as aircraft owner?

Answer: In area of activity F, the proposal shall demonstrate how the project will support EGNOS based operation, in this case in RPAS. There is no requirement for aircraft owner for activity F.

10. **Question:** Where is the list of successful proposals during the previous funding period?

Answer: The list is published on GSA websites in a News item on the following link: <http://www.gsa.europa.eu/news/13-projects-funded-foster-egnos-implementation-aviation>

11. **Question:** On the web, the deadline is corrected to be reported to 30 Oct. Is it still 30 September?

Answer: On the GSA website the deadline for submission of proposals is stated as **30/9/2015**. Similarly in the text of the Call for Proposals “EEX.0030” deadline for submission of proposals is 30/09/2015 as well. Please make sure, you are looking at the right Call for Proposals.

12. **Question:** Is there a foreseen or indicative budget for area A and B?

Answer: No, there is no specific budget allocated to any area of activity.

13. **Question:** Will the presentation material of the info-session held on 16 July 2015 will be shared with us?

Answer: Yes, indeed. The material will be published on the GSA website approximately one week after the info-session.

14. **Question:** What is the program duration – is it maximum of three years? When should the programs commence?

Answer: There is not a specific duration for each project. However please consider that the Call for Proposals estimated maximum indicative duration of three years. It was chosen in view of the overall objectives of the programme, however it is up to the applicant to define the appropriate duration of the project. Also the commencement of each project is for the applicant to define, taking into account the implications for proper project implementation and the indicative programme duration. The proposal shall reflect to the objectives of the call and shall aim to achieve the maximised result/impact within a short-term (in line with criterion no.2).

¹ L 15/3 OJ, 20.01.2014 Cooperation Agreement between the European Union and its Member States, of the one part, and the Swiss Confederation, of the other, on the European Satellite Navigation Programmes



15. **Question:** Applicants in activity A – RNP APCH procedures to LPV minima could be ANSPs, airports owners or operators. Is military airport owner (i.e. state army) eligible applicant within this activity? The considered airport has mixed military and civil operations, civil one exceeds military traffic, but is owned by army, however civil operations are performed under the regional governmental company.

Answer: Yes, military airport can also apply as long as they comply with the criteria set for the eligible applicants in section 6 of the Call for Proposals as long as the grant is not aimed to support military activities Bearing in mind the Call for Proposals' focus on EGNOS adoption, in particular provide convincing arguments that this goal would still be reached through the military operators involvement and does not shift the focus on non -civil aviation. In view of the objective of the Call for Proposals in section 2.1 and according to section 5 of the Call for Proposals: “[..] any project directly or indirectly contrary to EU policy or against public health, human rights or against citizen’s security will be rejected.”