

# Scope and Objectives of the call

## Scope:

- ✓ Award a number of grants to foster EGNOS operational implementation for civil aviation in all market segments (Regional Aviation, Business Aviation, General Aviation and rotorcraft)

## Objectives:

- ✓ Foster the implementation of EGNOS based operations
- ✓ Development and/or installation of GPS/EGNOS enabled avionics
- ✓ Approval of Air Operator Certificate for LPV operations of aircraft already equipped with SBAS capabilities
- ✓ Development of enablers to accelerate EGNOS adoption and preparation for futures capabilities

# The Call is structured in 7 Areas of activities

- A** RNP APCH procedures to LPV minima based on EGNOS:
- B** PinS Procedures to LPV minima based on EGNOS:
- C** Aircraft or rotorcraft forward fit
- D** Aircraft or rotorcraft retro fit
- E** Development of Service Bulletin
- F** Development of Supplemental Type Certificate
- G** Other EGNOS based operations and development of Enablers

# Areas of activities (I)

## Approach Procedures Implementation

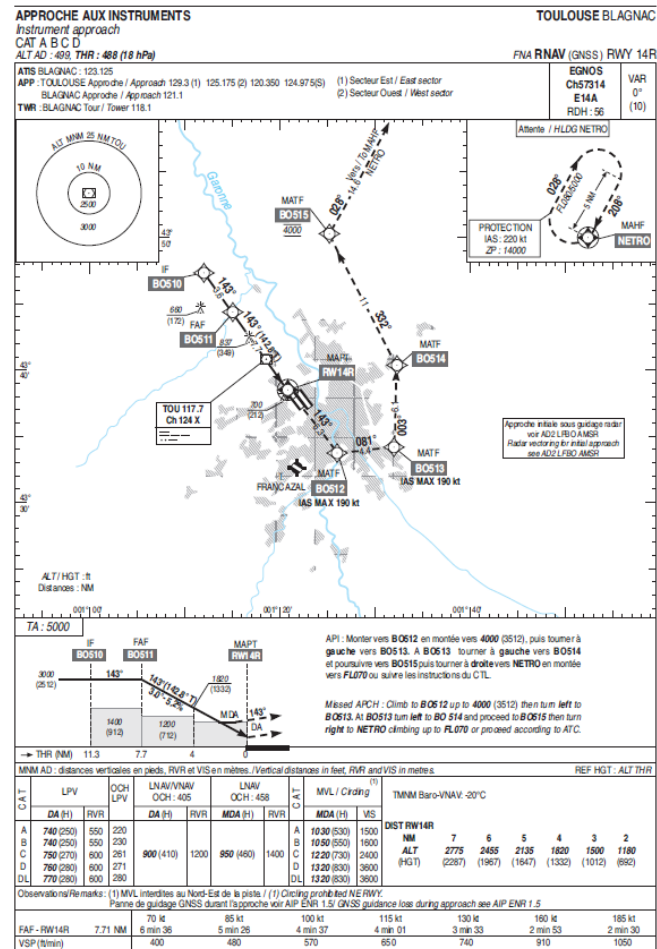
### A RNP APCH procedures to LPV minima

- ✓ Design, development and publication of EGNOS LPV procedures (at European airports)
- ✓ Typical activities:
  - ✓ Procedure design
  - ✓ Safety Assessment
  - ✓ Ground and Flight validation

### B PinS Procedures to LPV minima

- ✓ Focus on helicopter Point in Space approach operations serving heliports, helipads or oilrigs

**Expected output: operational implementation**



# Areas of activities (II)

## Aircraft upgrade

C

### Aircraft or rotorcraft **forward** fit

- ✓ Focus on development of SBAS LPV capability in new aircraft models and/or entry into operation
- ✓ Certain aircraft manufacturers may include the *SBAS LPV capability as an optional package* in some of their models.
- ✓ This area supports **development and acquisition of such SBAS LPV options.**

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### Aircraft or rotorcraft **retro** fit

- ✓ Focus on in-service aircraft/rotorcraft not certified to perform LPV procedures
- ✓ Two scenarios:
  1. Airframes equipped with EGNOS LPV avionics but without a LPV operational approval: **funding for operational approval;**
  2. Airframes not equipped with EGNOS LPV avionics: in addition, **costs related to hardware acquisition, hardware installation and certification could be funded.**

# Areas of activities (III)

## Avionics solutions

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### Service Bulletin

- ✓ Aircraft or rotorcraft manufacturers may generate Service Bulletins (SBs) to include SBAS LPV capabilities in some of their models. These improvements are usually offered to customers as optional items.
- ✓ This area will fund **development of SBs involving SBAS LPV.**

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### Supplemental Type Certificate

- ✓ Supplemental Type Certificates (STCs) are major modifications to an existing type certified aircraft. STCs are usually developed, designed and owned by non-TC holders (Part-21 EASA approved organisations).
- ✓ This area funds **development of STCs, involving SBAS LPV**

**Expected output: SB and STC commercially available**

# Areas of activities (IV)

## Enablers and other EGNOS based operations

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**Any** activity that addresses the development of enablers to accelerate EGNOS adoption and its operational use by civil aviation

Possible activities: (not limited list)

- ✓ Development of RNP 0.3 routes where GNSS prediction is replaced by EGNOS
- ✓ Localizer Performance approaches (LP)
- ✓ LPV 200 (SBAS CAT I )
- ✓ Enablers, such as: flight simulators for training purposes, flight validation tools...

# Eligibility criteria

## Eligible applications

Submitted by legal or natural persons established in an EU Member State or another participating third country (Article 30 of the GNSS Regulation).

No restriction on consortium size

For proposals on approach procedures:

- ✓ At least one entity should be ANSP or aerodromes/heliports/helipads

For proposals on aircraft equipment and approvals:

- ✓ At least one entity should represent airspace users (airlines, flight operators, pilots, aircraft owners, avionics and aircraft manufacturers)

Applicants shall not be in one of the situations referred to in Articles 106(1) and Articles 107, 108 and 109 of the EU Financial regulation.

# Award criteria

Relevance and credibility of the proposed approach	Impact in terms of economic and public benefits	Coherence and effectiveness of the work plan
<p>How relevant is the proposal to the objectives of the published theme?</p> <p>Overall quality of the proposal in terms of its methodology</p> <p>Feasibility of the proposal targeting operational implementation</p> <p>Involvement and endorsement of key stakeholders, such as CAA</p> <p>Proven experience in EGNOS based operations implementation</p>	<p>Is the proposal supported by a positive Cost Benefit analysis?</p> <p>Public and economic benefits thanks to rationalisation of ground infrastructure thanks to LPV implementation</p> <p>Increased access to small airports thanks to EGNOS and catalyst for more efficient airspace use</p> <p>Maximisation of the operational use of EGNOS: e.g. Equipment of aircraft flying to LPV destinations and implementation of LPVs at airports within the destination network of operators equipped with LPV capabilities</p>	<p>Appropriateness of the management structures and procedures, including risk and innovation management</p> <p>Complementarity of the participants within the consortium</p> <p>Coherence of the work plan in terms of activities' definition, schedule, effort and cost, including justification of the resources to be committed</p> <p>Feasibility of the work plan, e.g. availability of regulations and support from authorities</p>



# EU funding

Maximum budget of this call: 6 M€

Indicative value of a grant: 500.000 €

Maximum EU financing rate:

Direct costs: 60% funding

+

Indirect costs: flat rate 7% of the direct costs

## Non-cumulative award

Each action may give rise to the award of only one grant from the budget to any one partner

## Non-retroactivity

No grant may be awarded retrospectively for actions already completed

## Non-profit rule

Where a profit is made, GSA is entitled to recover the percentage of the profit

## Co-financing

EU financing may not cover 100% of the total costs of the action. It may take the form of:

- ✓ Partner's own resources
- ✓ Income generated by the action
- ✓ Contribution from third partners

# Eligible Costs

## Eligible Costs

### Eligible direct costs:

- ✓ Costs of personnel
- ✓ Costs of natural persons working under a contract with the partner
- ✓ Subsistence allowances
- ✓ Costs of travel
- ✓ Depreciation costs of equipment or other assets
- ✓ Duties, taxes and charges
- ✓ Costs of consumables and supplies
- ✓ Costs arising directly from requirements imposed by the grant agreement
- ✓ Costs relating to a pre-financing guarantee lodged by the beneficiary of the grant
- ✓ Costs relating external audits
- ✓ Costs of financial support to 3<sup>rd</sup> parties

### Eligible indirect costs:

Costs connected with infrastructure, depreciation of buildings , water/gas/electricity, insurance,...

## Non-Eligible Costs

### In addition, following costs shall not be considered eligible:

- ✓ Return on capital
- ✓ Debt and debt service charges
- ✓ Provisions for losses or debts
- ✓ Interest owed
- ✓ Doubtful debts
- ✓ Exchange losses
- ✓ Bank charges from transfers
- ✓ Costs of another funded action
- ✓ Contributions in kind from 3<sup>rd</sup> parties
- ✓ Excessive or reckless expenditure
- ✓ Deductible VAT
- ✓ Participation by staff in Union institutions

# Important Dates

## Timing

Stages	Date and time or indicative period
Publication of the call	31 July 2014
Deadline for submitting applications	31 October 2014 – at 16:00 Prague time
Evaluation period	November 2014
Info to applicants on the outcome of evaluation	December 2014
Signature of Grant Agreement	December 2014

# How to submit a proposal: Forms

## SET A: Administrative forms

- A1 – Proposal Overview: One form per project
- A2 – Proposal Summary: One form per project
- A3 – Lead organisation profile: One form per project
- A4 – Partner profile :One form per partner involved in the project
- A5 – Additional Funding: Only for third parties (not part of consortium)

## SET B: Technical proposal

- B1 – Technical proposal: Template available: free text+forms
- B2 – Preliminary Budget: Cost/requested funding per partner and aggregated amount
- B3 – Financial capacity ratios: balance sheet for funding > 60K€
- B4 – Operational capacity: technical competences (CVs) and equipment
- B5 – Declaration of honour

# How to submit a proposal

- ✓ **Electronic submission is not allowed for this call**
- ✓ Proposals must be placed inside a sealed envelope
- ✓ Envelope should be marked : “Call for proposals – not to be opened”
- ✓ Proposal shall be submitted **by letter**:
  - ✓ By courier before 31/10/2014
  - ✓ Delivered by hand before 31/10/2014, 16h00 Prague time

## Address

CALL FOR PROPOSALS  
Number GSA/GRANT/EGNOS/03/2014  
Title: Acceleration of EGNOS adoption in the field of civil aviation  
GSA –Market Development Department  
Janovského 438/2  
170 000 Prague 7 – Czech Republic

# Latest information at GSA website and social networks



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## News



### GSA And EBAA Join Forces In Support Of Airport Access

During the Farnborough International Airshow (FIA), the European GNSS Agency (GSA) and the EBAA announced the launch of strategic discussions aimed at coordinating future joint venture actions to promote implementation of EGNOS at regional airports.



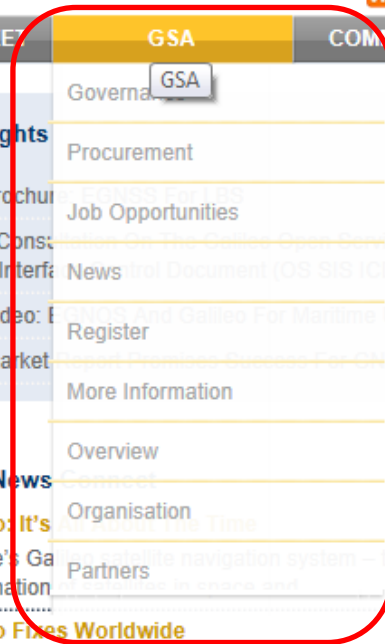
### ESNC 2014 Sees Record Number Of Entries

The 2014 edition of the European Satellite Navigation Competition (ESNC) has seen record numbers of entries – with the European GNSS Agency (GSA) Special Prize being particularly popular. The competition is now in its evaluation stage, selecting the winners that will be announced at the Awards Ceremony in Berlin on 23 October.



### EGNOS User? Take Part In Our Satisfaction Survey!

We want to know what you think about EGNOS, the services it offers and any ideas you have to improve its quality. To help gather your views, a short EGNOS User Satisfaction Survey has just been launched. Your views matter to us, so please take a few minutes to complete the online questionnaire.



Government

GSA

## Highlights

Procurement

> New Brochure

Job Opportunities

> Public Consultation

Space Interface Signal In

> News

Control Document (OS SIS IC)

> New Video: EGNOS

And Galileo For Maritime Use

> Register

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> GSA Market

Information

More Information

Overview

## GNSS News

> Galileo: It's

Organisation

> Europe's Galileo

satellite navigation system – the

> combination

of Galileo and GPS

### > Galileo Fixes Worldwide

ESA's offer to issue certificates for the very first 50 Galileo fixes provoked responses from...

### > Pioneer Galileo Navigation Fixes Recognised By ESA

Billions of satnav position fixes are performed daily, but determining your place in the...

### > Galileo's Story So Far

This video explains the completion of Galileo's In-Orbit Validation phase, and what happens...

[www.gsa.europa.eu](http://www.gsa.europa.eu)

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<https://twitter.com/EGNOSPortal>

# Successful proposal- some hints

## Focus on operational implementation

- ✓ Aim at using operationally the approach procedures/new capabilities
- ✓ Do not include non-operational activities: no dissemination, minimum management
- ✓ Ensure regulation is on your side
- ✓ Remember: This is not a R&D call!

## Focus on practical impact

- ✓ Maximise the use of EGNOS
- ✓ Demonstrate capability to create 'snowball' effect
- ✓ Build on a positive Cost Benefit Analysis

## Bring together a team capable to deliver on time

- ✓ Show support from relevant stakeholders, including CAA
- ✓ Demonstrate technical capability to perform the activity
- ✓ Include only the necessary partners
- ✓ Carefully plan timing and costs

# Contact details

- ✓ About the Call for proposals: [EGNOS-adoption-aviation@gsa.europa.eu](mailto:EGNOS-adoption-aviation@gsa.europa.eu)
- ✓ About EGNOS use in aviation: how to plan LPV implementation, feasibility analysis, risk assessment: [egnos.adoption@essp-sas.eu](mailto:egnos.adoption@essp-sas.eu)