



HIGHLIGHTS TO 2016 CEF TRANSPORT CALLS FOR PROPOSALS

27 October 2016

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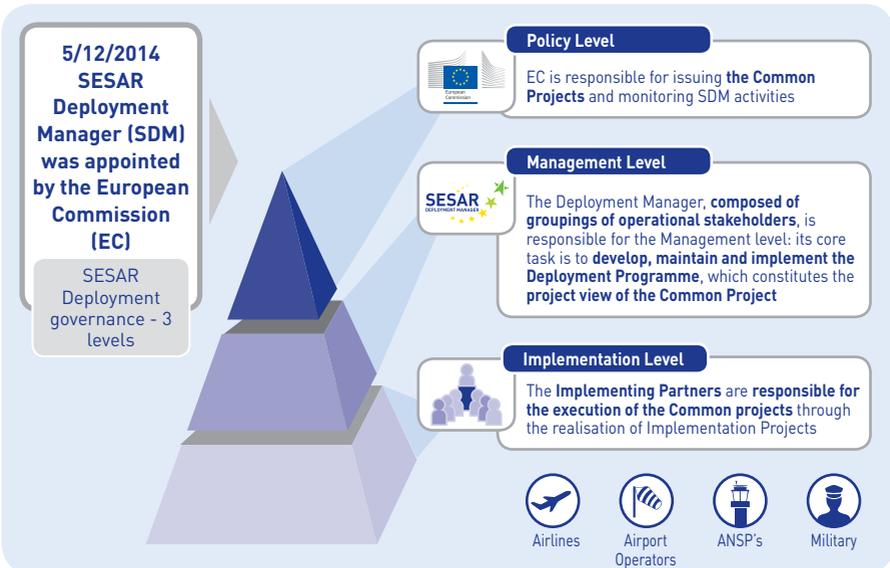
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2016 CEF TRANSPORT CALLS FOR PROPOSALS

The European Air Traffic Management (ATM) system currently handles around 26,000 flights daily, which can get to 33,000 flights on busy days. The 2020 forecast shall increase to 17 million flights yearly and 50,000 flights on busy days. The challenge for the European airspace is thus to accommodate the increasing air traffic flows and at the same time to cut costs and improve its performance.

On 5th of December 2014, the SESAR Deployment Alliance (SDA), an unincorporated Consortium composed of 11 Air Navigation Service Providers (ANSPs), 4 Airspace Users (AUs) and 1 European Economic Interest Grouping representing all PCP relevant airports (SDAG), has been appointed as the SESAR Deployment Manager (SDM) by the European Commission (EC) to synchronise and coordinate the modernisation of Europe's ATM system under the political oversight of the European Commission.

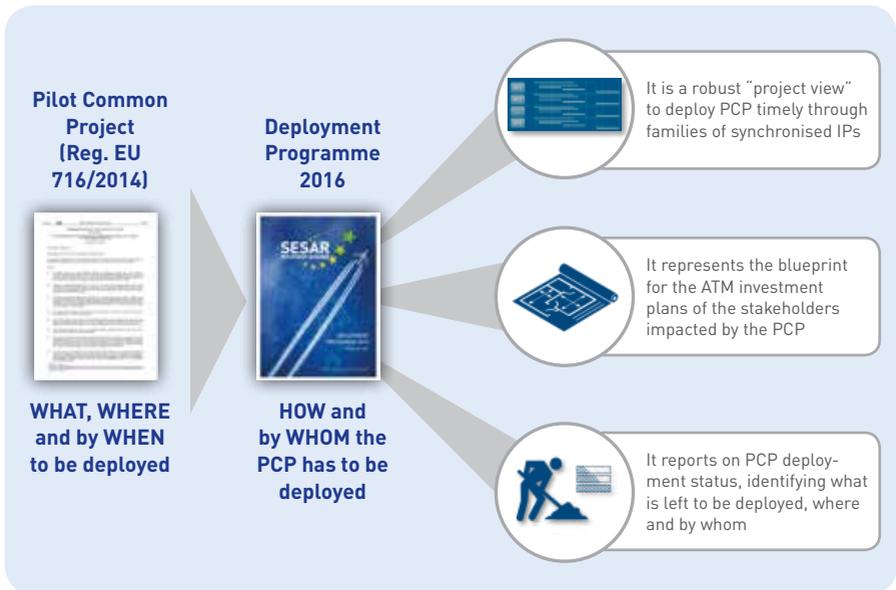
Through the SDM selection, the following SESAR Deployment 3-level governance has been established:



The Pilot Common Project, or “PCP”, is a European Law established by the EC through the Implementing Regulation No 716/2014, covering six key functionalities of Air Traffic Management (ATM) that have to be implemented by European Union member states.

The main aim of the SDM is to effectively contribute to the achievement of the Single European Sky (SES) performance objectives and the overall economic benefits expected from the ATM modernization through the establishment of both the Management and the Implementation level of the SESAR deployment 3 - layer governance.

To support the ATM Community in the successful implementation of the PCP, the SDM has been tasked by the European Commission to develop the Deployment Programme, representing the blueprint for ATM investment plans of all stakeholders impacted by the PCP and updated yearly. The DP 2016 is a robust “project view” that illustrates how to deploy the Pilot Common Project timely through families of Implementation Projects (IP), and represents the sole reference and specification for the PCP-part of the 2016 CEF Transport Calls. The Deployment Programme also reports on the current deployment status, identifying what is left to be deployed, where and by which stakeholders.



PREPARING PROPOSALS UNDER SESAR DEPLOYMENT MANAGER COORDINATION

Participation to CEF Transport Calls through SDM coordination is mandatory for any candidate project which is PCP related in order to comply with CEF eligibility criteria and to ensure full alignment with the Deployment Programme.

- SDM acts as “coordinator” of all Implementing Partners’ responses to the CEF Transport Calls for Proposals;
- SDM will oversee processes to be followed by the Implementing Partners in order to comply with its role as “gateway” to INEA to accomplish requests and agreed deadlines, facilitating the access to EC funds.

400 MILLION EURO TO SUPPORT SESAR DEPLOYMENT

On 13 October 2016, the INEA (Innovation and Networks Executive Agency) launched the “2016 CEF Transport Calls for proposals” which includes a budget of 400 million euro to support SESAR deployment.

Priorities

The main technical driver for this call is the Deployment Programme developed by SDM in wide consultation with ATM stakeholders. The Call indicates that priority will be given to the projects addressing the following families identified in the Deployment Programme:

- 1.1.2: AMAN (Arrival Manager) upgrade to include extended Horizon function;
- 1.2.3: RNP1 (Required Navigation Performance) operations in high density TMAs (Terminal Control Areas) ground capabilities;
- 2.2.1: A-SMGCS Levels 1 and 2 (Advanced Surface Movement Guidance and Control System);
- 2.4.1: A-SMGCS routing and planning functions;
- 2.5.1: Airport safety nets associated with A-SMGCS (Level 2);
- 2.5.2: Aircraft and vehicle systems contributing to airport safety nets;

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- 3.2.1: Upgrade of AATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA);
 - 3.2.4: Implement free route airspace;
 - 4.2.2: Interactive rolling Network Operations Plan (NOP)
 - 5.1.2: New PENS – Future Pan-European Network Service;
 - 5.1.3: Common SWIM (System Wide Information Management) infrastructure components.

On top of these 11 families, there is a strong focus on Data Link Services (DLS) in this call which also refers to the DLS Recovery Plan developed by SDM at the request of the EC for the purpose of this specific Call, in accordance with the DLS Implementation Strategy towards Initial Trajectory Information Sharing embedded into the DP. (see further: *SDM as Data Link Services (DLS) Implementation Project Manager*)

The indicative financial envelope that is made available for the implementation of the recovery plan is maximum 30% of the to be budget allocated to the implementation of the PCP within this Call.

Budget

The call is split into a general (300 million euro) and a cohesion (100 million) envelope. Indicatively, 80% of the funding available under Priority “Single European Sky – SESAR” will be dedicated to projects selected under the Common Projects category (Category 1), both under general and cohesion envelopes. However, the final allocation of funding may be adjusted between Common Projects (Category 1) and Other Projects (Category 2) depending on the actual funding needs of the selected proposals, while giving priority to the implementation of Common Projects.

SDM as coordinator

For the Category 1, the SESAR Deployment Manager (SDM) is to act as coordinator in each cluster of projects (or action). Applicants who are awarded a grant under Category 1 of this call and are not partners in the SESAR Deployment Framework Partnership will be required to join the SESAR Deployment Framework Partnership, as partners, by signing the Framework Partnership Agreement before being able to sign the Specific Grant Agreements covering their projects.

Applicants under Category 1 must coordinate their applications with the SDM who shall perform a screening of these applications to assess their relevance to Pilot Common Project implementation, compliance with DP and the priorities indicated in this call. For this purpose, the above mentioned applicants shall provide the SDM through IP description with all the necessary information that it requires to ensure coherence and effective coordination of the projects in accordance with the DP. Based on this assessment, the SDM may advise the applicants to revise their applications or to submit them under the Category 2.

SDM as Data Link Services (DLS) Implementation Project Manager

SESAR Deployment Manager (SDM) has been mandated by the European Commission (EC) to act as Data Link Services (DLS) Implementation Project Manager. By this mandate, EC aims to implement one of the key recommendations in the DLS study delivered by the SESAR Joint Undertaking in July 2016 (ELSA) to “empower a pan-European air/ground datalink implementing function having appropriate steering responsibilities”. In addition to its roles of Deployment Manager and Coordinator of the Framework Partnership to deploy SESAR, SDM will now also act as architect for DLS implementation in Europe.

It is SDM ambition to use its legacy functions to make its new role effective, inclusive and supportive to all stakeholders required to implement DLS in Europe in accordance with the Commission Implementing Regulation (EU) No 2015/310.

EC’s mandate to SDM refers to the above mentioned Data Link Services (DLS) Recovery Plan. This plan aims to set a realistic path from today’s DLS implementation status in Europe up to Initial Trajectory Information Sharing (AF6) implementation by the deadlines set in the Pilot Common Project (1st January 2025 for ground and 1st January 2026 for the airborne segment). The “DLS Recovery Plan” is also one of the references for applicants to the above mentioned 2016 CEF Call for Proposals.

BUILDING A DEPLOYMENT PROGRAMME-ORIENTED PROPOSAL

In order to build an effective proposal to deploy the Pilot Common Project, Implementing Partners can rely on the Deployment Programme 2016 as a unique planning tool for PCP implementation. The document features wide-ranging and detailed technical descriptions of the technological elements and clearly identifies the implementation activities that still need to be performed, highlighting the opportunities for public funding support.



Family Description

[Chapter 3 – Project View]

- Technical description of the Families to be implemented
- Stakeholders considered as gaps (thus eligible for funding)
- Deployment approach to be followed in the implementation



List of Gaps

[Chapter 3 - WBS for each Family]

- List of countries/airports where the Family still needs to be implemented (i.e. Gaps towards the full PCP deployment)
- Funding opportunity in percentage of the overall remaining gap to be still addressed



SDM Guidelines for 2016 CEF Transport Calls

- Guidelines and recommendations for the submission of IPs
- High-level principles that will be followed in the preparation of the CEF proposals coordinated by SDM

In the elaboration of their projects, Implementing Partners are invited to take into account some key elements and high-level principles that have been defined by SDM and coordinated with the ATM community to provide the best possible guidance towards the upcoming CEF Transport Calls.



List of Gaps

Define projects starting from gaps identified in the DP, focusing on **closing one specific gap instead of spreading the same project over several gaps** without closing any



The “right timing”

It is **essential to submit the “right project in the right call”**. The notion of “readiness for implementation” is in the DP to determine **your best timing for submitting projects**



De-fragmenting the implementation

The **systematic partnering of the stakeholders involved together in closing the same gap** in order to **present joint proposals in the framework of upcoming Calls** is recommended as SDM stands ready to act as a facilitator



INEA eligibility criteria

- Relevance
- Maturity
- Impact
- Quality



Network Relevant Gaps

Focus on **initiatives marked as crucial to mitigate the impacts of current performance** (mainly capacity and flight efficiency) **constraints and bottlenecks**



Civil-Military Coordination

Enhance cooperation processes amongst **civil and military stakeholders**, in particular when **DP identifies that militaries are required to close a gap**

HOW TO ELABORATE YOUR IMPLEMENTATION PROJECT DESCRIPTION IN RESPONSE TO 2016 CEF TRANSPORT CALL FOR PROPOSAL

First draft: IP Description Template in Excel

The first draft of your candidate IPs shall be submitted using the Excel IP Description Template (IP Template) available on our website. Specific guidelines are also provided to support you when filling in this Excel IP template.

SDM strongly believes that the use of the IP Description Template in Excel format will ease the initial steps of collecting multiple informations on your implementation project, facilitating your internal interactions and, in particular, being highly beneficial in case of multi-stakeholders projects.

Therefore, SDM kindly asks you to fill in the IP Template, including all information required (please refer to the “IP Description – Guidance Material” sheet into the above mentioned IP Template, the first draft of the IP description must be submitted by 3rd November 2016 to:

- 2016_generalcall@sesardeploymentmanager.eu. (for projects eligible under the General envelope)
- 2016_cohesioncall@sesardeploymentmanager.eu (for projects eligible under the Cohesion envelope)

Please note that any IP description submitted after this deadline will not be accepted for the subsequent phases of the CEF Transport call for proposal preparation.

Second and third iteration: STAR Tool

Following this first collection step, SDM will release appropriate feedback on the first draft of the IP Descriptions by 10th November, in order to give you the possibility to improve the quality of your project(s) in full alignment to the 2016 CEF calls text and the Deployment Programme.

After this first round, SDM is certain that the projects will be mature enough

to be provided through the STAR tool (see website), in the subsequent two iterations.

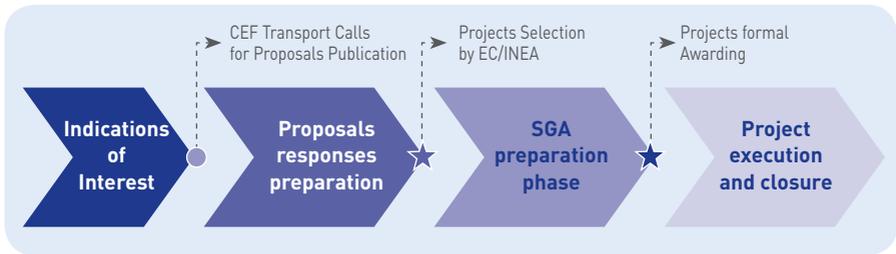
Therefore, SDM will ask you, as candidate Implementing partners, to complete the second draft of the IP Descriptions by **17th November 2016** and the Final IP Description by **2nd December 2016** on the STAR Tool: specific guidelines will be provided to give you all instructions needed to submit the IP Descriptions on the STAR Tool.

SDM remains at your disposal for any further clarifications about the supporting material already provided please contact us on the following email addresses:

2016_generalcall@sesardeploymentmanager.eu

2016_cohesioncall@sesardeploymentmanager.eu

ZOOM ON PROPOSALS RESPONSES PREPARATION



Following the INEA CEF Transport Calls for Proposals publication and SDM Guidelines provisions, you're ready to prepare your proposals.

- Proposals must set out planned activities, detail who will carry them out, their deliverables and related milestones, the costs, performance, governance, social- economic and environmental impacts and of course the reason why they should be financially supported by the EU.
- SDM act as “coordinator” of all Implementing Partners’ responses to the CEF Transport Calls for Proposals. So, SDM will help you finalise all the documentation required by INEA, the Action proposal should include 4 Application forms:

Application forms

According to the EC/INEA process for proposal elaboration, the Action proposal consists of four Application forms:

- **PART A** - Main characteristics of the proposal and budget of the Action
- **PART B** - Administrative Information on Applicants (e.g. Legal Entity Form, Requirements on Financial and Operational Capacity, etc.)
- **PART C** - Compliance with Union Policy and Law
- **PART D** - Technical Information (such as General description of the global project, description of the proposed Action, Maturity, Impact and Quality of the Proposed action)

In order to properly elaborate a technical part of the proposal (Application form part D) each Implementing Partner shall provide SDM all information and supporting documents requested in the Forms A, B and C since some of the information feeding the Application form part D.

Both SDM as coordinator and you as a candidate Implementing Partner must follow the proposal preparation roadmap to ensure that your proposal(s) will be submitted within the call deadline set by INEA and will include all requirements included in the related Work Programme.

SDM coordination increases individual chances of being awarded by INEA, by bringing together your project proposal with other projects into 1 overall Action benefitting ATM modernisation in Europe.

Finally, SDM will also assist you in getting the mandatory endorsement of your Member State for your project.

IPPs role

- To provide timely the information about the candidate project(s) through the IP template(s)
- To provide all supporting documents, administrative and legal (Financial Identification Form, Legal Entity Form, etc.)
- To elaborate technical and financial parts of the proposals through the interactive process
- To interact with the related Member State / NSA to ease the process of proposals endorsement.

SDM role

- To assist the IPPs in the elaboration of the proposal(s) in response to PCP related Calls (cat. 1 Common Projects)
- To ensure the compliance with: deadline, DP, INEA eligibility and evaluation criteria
- To ease the proposals elaboration, SDM has put in place a several facilities
 - > Guidelines for proposals elaboration
 - > Dedicated email addresses
 - > Questions & Answers
 - > Videos
 - > SDM website
 - > Repository

SDM and Implementing Partners are sharing a complex task and to be successful we have to set up a strong and close cooperation



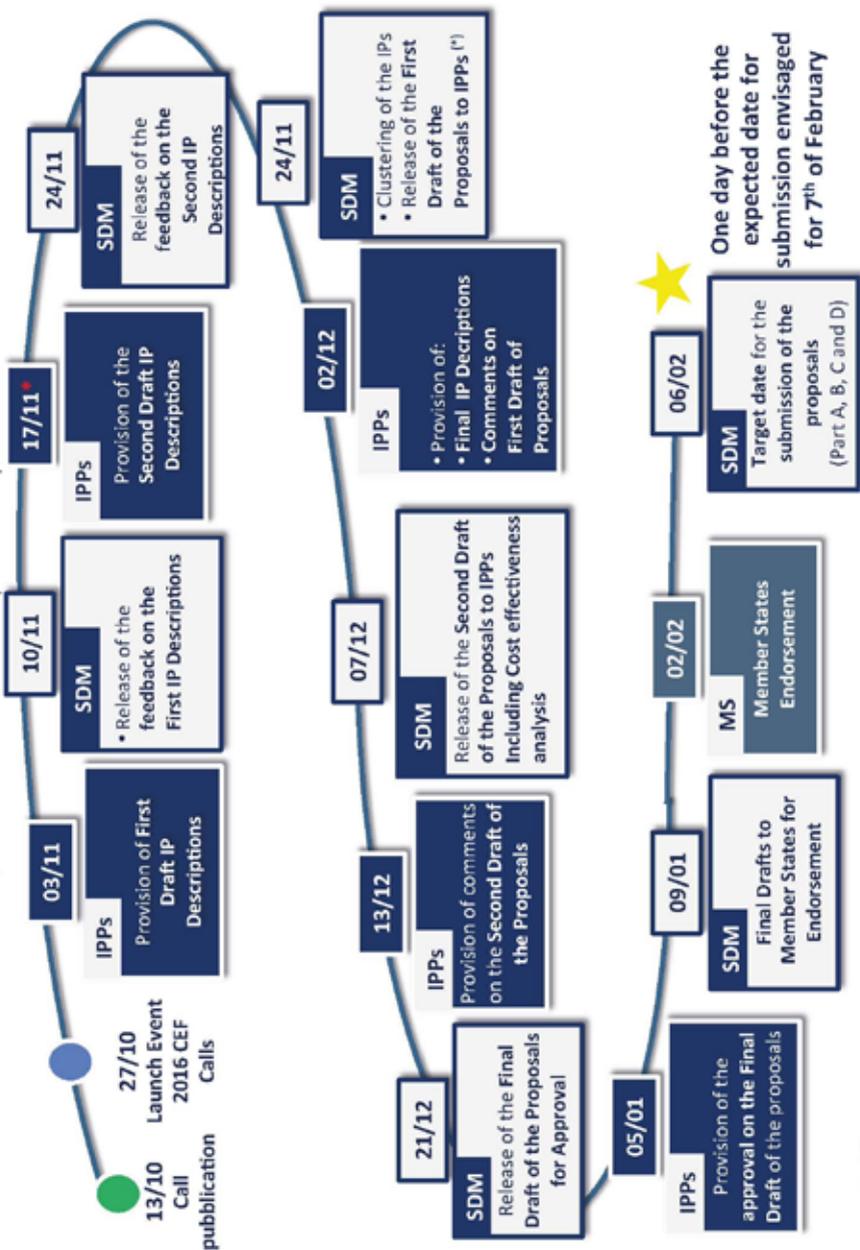
Let's get started and deliver your ATM project together

TECHNICAL AND ADMINISTRATIVE ROADMAP

In order to coordinate all the necessary steps, SDM has set an overall roadmap which will enable the submission of CEF proposal in due time and in alignment with INEA requirements. The roadmaps have been further splitted in two parts:

- **Technical:** plans the activities to be accomplished by all IPPs within the deadlines detailed into the roadmap, in order to finalise the Technical (Part D) and Financial parts of the proposal(s)
- **Administrative:** plans the activities to be accomplished by all IPPs within the deadlines detailed into the roadmap, in order to finalise the administrative and legal (Part A/Part B and Part C) sections of the proposal(s)

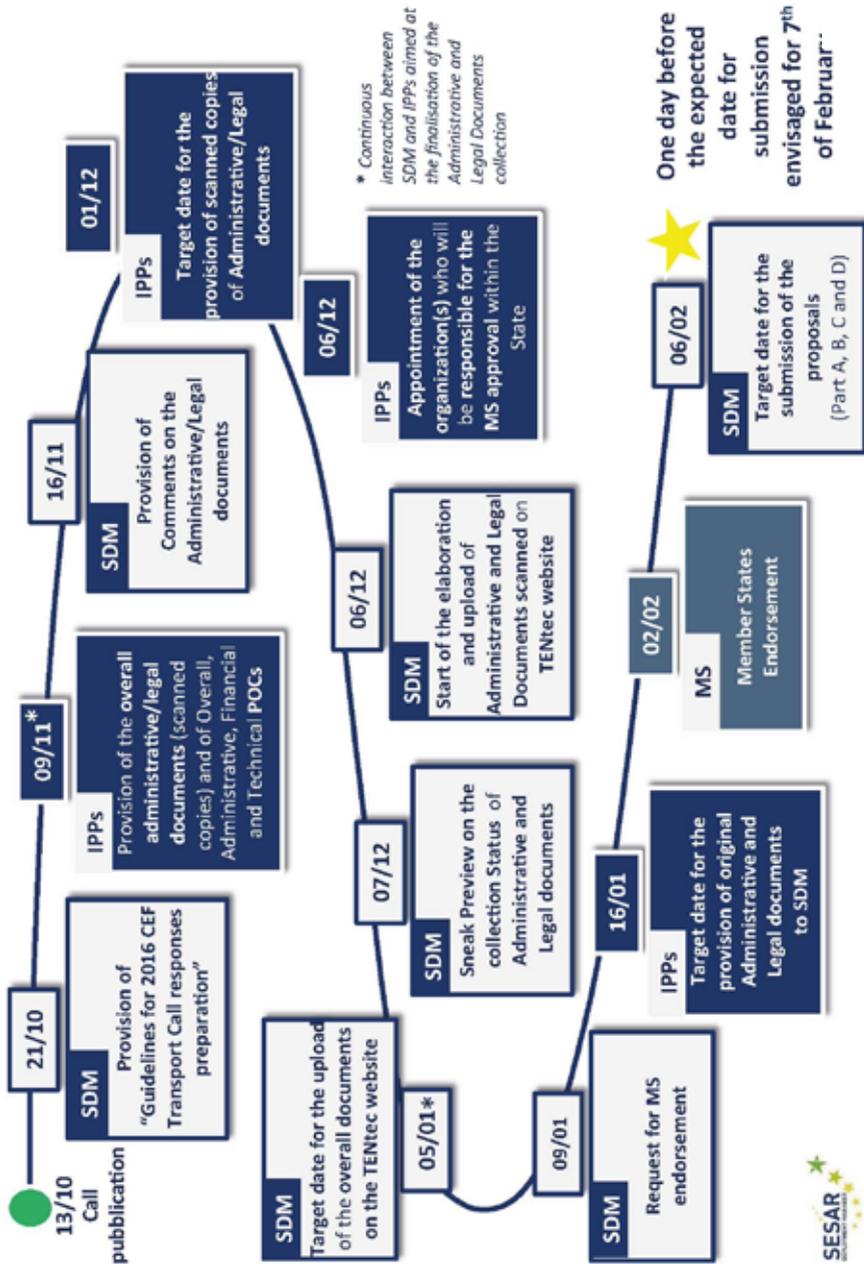
Technical and Administrative roadmap for Proposals Finalisation



SESAR (*) DLS will be submitted to SDM from the 2nd round. Only 2 rounds will be available for the DLS Projects finalisation.

Technical and Administrative roadmap

Administrative/Legal Roadmap for Proposals Finalisation



— MORE INFO

Email: 2016_generalcall@sesardeploymentmanager.eu
2016_cohesioncall@sesardeploymentmanager.eu

Website: www.sesardeploymentmanager.eu

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