

Clarification No 3

Related to Call for Proposals GSA/GRANT/EGNOS/03/2014 “Call For Proposals for the Acceleration of EGNOS adoption in the field of civil aviation”

1. **Question:** We have 2 technical proposals for the retrofit of our aircraft, one with an existing STC, one with a to be developed STC. We already have the technical and financial proposal for the existing one, and are awaiting the financial proposal from the second one. Then we need to finalize our selection process. If we are not sure to have finished the selection process by end of the month, is there any way that we can submit a proposal for our aircraft retrofit including HW acquisition and installation and certification? (In section 5.3, it is mentioned that it is not necessary to have already selected subcontractors at the time the proposal is submitted, but then what costs can be charged?)

Answer: If the applicant does not know the costs in advance when preparing the proposal, it is necessary to prepare a rough estimate (based on general surveying of the market) and identifying the subcontracted activities. Please note that costs of subcontractors not selected in accordance with the rules referred in section 5.3 will not be eligible. Also, subcontracting not identified in the proposal will require the approval of the GSA.

2. **Question:** Are national air navigation service provider (ANSP) and/or airport operator required in the consortium?

Answer: It is up to the applicant to decide with whom they wish to enter into a consortium. Proposals will be evaluated and ranked according to the award criteria described in section 9 of the Call for Proposals. There is no guarantee on the ‘winning approach’ as it will also depend on the competition.

In addition, the following eligibility criteria applies per area of activity defined in section 3.1

- for areas A and B they are submitted by at least one entity representing Air Navigation Service Providers (ANSPs) or Aerodromes/heliports/helipads;

- for areas C, D, E and F they are submitted by at least one entity representing airspace users such as airlines, flight operators, pilots/aircraft owners, avionics and aircraft manufacturers.

3. **Question:** 40% of co-funding means that each (co-)beneficiary has to have this 40% co-funding or does the whole consortium has to have 40% (one beneficiary 0% co-funding, other 50%, some 75% - in total 40% of total budget)?

Answer: Each (co-)beneficiary needs to co-finance the 40% of its own total eligible costs (Ref. B2 form of the Call package forms).

4. **Question:** What kind of entity cost could be considered as a co-funding? E.g. could usage of some specific, unique infrastructure (computation cluster, simulator) or beneficiary’s own software be consider as a co-funding?

Answer: Co-financing of the action or of the work programme may take the form of:

1. the beneficiary's own resources,
2. income generated by the action,



3. financial contributions from third parties.

In this call for proposal in-kind contributions from third parties shall not be considered eligible for co-financing. Co-financing with beneficiary's own resources are only eligible if the resources are necessary to carry out the action or the work programme. When providing beneficiary's resources like the examples provided in the question, only the costs which would otherwise be considered eligible for EU financing (please see reference to section 5.2 of the Call for Proposal) may be accountable for co-financing - attention is specifically drawn to the rules for use of equipment and other assets and use of technical facilities and laboratories under section 5.2.1 (4) to (7) (always excluding any element of profit).