



CLARIFICATION NO. 4

INTERNAL GSA REFERENCE: WF 239329

Related to GSA/GRANT/06/2017 – "EGNOS Adoption in Aviation"

Question no. 1: In case a military organization apply for funding, what are the requirements for its operations? Which type of civil services can be considered?

Answer: No special requirements for the operations are specified. Given that the call's objective is the EGNOS adoption in the field of civil aviation, a military organization should provide convincing arguments/evidence that this condition is still met and it is up to the applicant to define the type of civil services/operations and demonstrate its impact.

Question no. 2: The specifications of the call define a grant up to 60%. Is it possible to request a lower funding to comply with the indicative EU financing amount? Will all the awarded receive the 60% of the total investment?

Answer: The 60% of EU financing rate (see Call for Proposals GSA/GRANT/06/2017 section 4 EU Financing) is the maximum rate for the costs to be co-financed by the EU. Therefore, it is possible to request a financing rate lower than 60%. The applicants should be aware that the EU financing amount per project (EUR 800,000) is indicative, hence, proposals of higher amount can be submitted. However, the GSA will try to optimise the funding in order to achieve maximum impact for EGNOS implementation in aviation in Europe, covering as many different regions and airspace users as possible. The GSA also reserves the right to award a grant of less than the amount requested by the applicant. Grants will not be awarded for more than the amount requested.

Question no. 3: Can a glass cockpit be eligible?

Answer: The glass cockpit is eligible under this call for proposals on condition that the appropriateness of the solution and its necessity for the upgrade of LPV capability are duly justified.

Question no. 4: Is it possible to fund an improvement to an STC? An example is an STC with LPV, adding RNP AR functionality.

Answer: Such solution is eligible under the area of activities F- Development of enablers and other EGNOS based operations adoption, on condition that SBAS is used for this type of operation. As specified in the Call for proposals, the applicants should demonstrate the need for such enablers by aviation stakeholders with short term impact on acceleration of EGNOS adoption and prove readiness of the proposer to accomplish the proposed tasks within the time of the project.



Question no. 5: Some operators are interested in taking a look to a previous proposal awarded. Could it be possible?

Answer: Applicants are invited to check the portfolio of projects awarded under previous calls on the GSA website: <https://www.gsa.europa.eu/newsroom/news/14-projects-selected-funding-and-aimed-developing-egnos-regional-airports> and <https://www.gsa.europa.eu/news/13-projects-funded-foster-egnos-implementation-aviation>).

Please note that the Agency cannot provide previous awarded proposals.

Question no. 6: If an organization is expected to invest 5M€ is it possible to request 10% of funding to comply with the estimated EU amount of funding per project?

Answer: See answer to Question no.2

Question no. 7: Is the TAWS eligible?

Answer: Such solution is eligible under this call for proposals, on condition that that it is necessary part of the LPV upgrade and is duly justified, but not as a standalone TAWS.

Question no. 8: Is there any realistic minimum scale of an implementing project that the GSA will consider? No of runway ends for area A, or no of airframes in area C, D? Specifically concerning General aviation, EASA NCO/NCC ops.

Answer: There is no minimum scale per project related to the number of runways or airframes. A proposal should clearly demonstrate the impact on the funding to increase the operational use of EGNOS adoption and to maximise public benefits.

Question no. 9: RNP APCH to LNAV/VNAV can be flown using EGNOS as well - will it be eligible if paired with an LPV approach?

Answer: Based on the area of activities A – RNP APCH procedures to LPV/LPV200 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 line using EGNOS, any activities and costs related to the publication of such chart (i.e. obstacle survey or shared design), are eligible. However, specific implementation of solely Baro-VNAV procedures is not in the scope of this call.

Question no. 10: Do you recommend the organisations to split their proposals if the amount requested is high?



Answer: As indicated in the Clarification note no. 2, answer to Question no. 2, there is no limit on the number of proposals which can be submitted.

See also answer to Question no.2 (above) regarding the funding rate of the proposal.

Please be aware that in accordance with the principle of non-cumulative award each action may give rise to the award of only one grant from the budget to any one consortium. In no circumstances shall the same costs be financed twice by the European Union budget. The absence of double financing will be assessed during evaluation phase. For further information please refer to section 12 of the call for proposal.

Question no. 11: Is there an end date on when the funded projects must complete?

Answer: There is no specific duration or end date for the implementation of the action defined in this call for proposals. An indicative maximum duration of 2 years is however recommended; it is up to the applicants to define the appropriate duration of an action. The applicants should consider that the defined duration should be respected during the action implementation. The duration of the project by itself is not an award criteria however, the realistic timeline of the proposed implementation is a part of the award criteria and will be considered during the evaluation of the proposals.

Question no. 12: If an airliner applies for funding and subcontracts development of the STC to a DOA party is this allowed in terms of "core activities"?

Answer: It is reminded that applicants must have operational capacity to perform the work proposed in their proposal. This operational capacity will be assessed at the time of the evaluation of the proposal.

Under specific circumstances development of the STC by a DOA can be subcontracted, please refer to the Corrigendum no.2, section 2.3 Core activities, however in order to be considered eligible subcontracting costs must be clearly stated in the Description of the Action and the estimated costs of subcontracting must be clearly identifiable in the preliminary budget (Form C1). In addition to that, the beneficiary must award the contract to the bid offering best value for money or the lowest price (as appropriate), avoiding conflicts of interests and retaining the relevant documentation for verification purposes.

Subcontracting of specific tasks or activities which form part of the action as described in the proposal must satisfy the requirements indicated in section 5.6 of the call for proposals. These requirements will be assessed during the evaluation phase.

We recommend that special care is given to the necessity for entering into any type of subcontract for the action as well as to choosing the appropriate selection procedure of a subcontractor.



Question no. 13: Where can I find the C1 Form? What is the name of the document?

Answer: The application forms are published on the call for proposals section on the GSA website. The C1 form is the Model estimated budget (please refer to the version published with the Corrigendum no.1)

Question no. 14: Are activities for LPV/PinS procedures to military airports also eligible, alternatively, are activities by military (design) organisations eligible.

Answer: Given that the call's objective is the EGNOS adoption in the field of civil aviation, a military organisation should provide convincing arguments/evidence that this condition is still met and it is up to the applicant to define the type of civil services/operations and demonstrate its impact. Such action is eligible on condition that it complies with the criteria set for the eligible applicants in section 7 of the Call for Proposals and provided that the grant is not aimed to support military activities. See also answer to Question no. 1.

Question no. 15: Is there an audit at the beginning or at the end of the project? Who is in charge of that audit?

Answer: There are different types of audits which might be required with submission of the proposal, during the implementation of the action and even after the action is closed.

Before submission of the proposal – audit report

An audit report produced by an approved external auditor certifying the accounts for the last financial year available is required for applicants which are requesting a grant for an action of EUR 750,000 or more. The purpose of this external audit is to assess the financial capacity of the applicants (see section 9.1 of the calls for proposals).

During the implementation of the action – auditor certificate

For the purpose of interim and final payments a certificate on the financial statements and underlying accounts is mandatory for each beneficiary and for each affiliated entity, if:

(i) the cumulative amount of payments the beneficiary requests as reimbursement of actual costs as referred to in Article I.3.2(i) of the grant agreement (and for which no certificate has yet been submitted) is EUR 325,000.00 or more;

(ii) the maximum grant amount indicated, for that beneficiary and its affiliated entities, in the estimated budget as reimbursement of actual costs is EUR 750,000.00 or more.

This certificate must be produced by an approved auditor or, in case of public bodies, by a competent and independent public officer. The purpose of this audit is certify that the costs declared by the Beneficiary are compliant with the provisions of the grant agreement.



Checks, inspections and audits during the implementation of the action and afterwards

The European Commission/GSA may, during the implementation of the action or afterwards, carry out technical and financial checks and audits in relation to the proper implementation of the action and compliance with the obligations under the Agreement.

In addition to that, the European Anti-Fraud Office (OLAF) and the European Court of Auditors can carry out checks, audits and inspections anytime during the implementation of the action or afterwards.

Question no. 16: As an owner of a private aircraft and also private citizen there is no problem to use this benefit to upgrade the equipment to EGNOS?

Answer: Natural person(s) are eligible under this call for proposal on condition that they comply with the eligibility criteria set in section 7 of the call for proposals.

Question no. 17: Regarding the retrofit of avionics, would an application from an original equipment manufacturer (OEM) or supplier be considered, for retrofit to aircraft, based on recent market demand but without specific aircraft being identified in the application?

Answer: Such application is eligible under the area of activities E – Development of Service Bulletin and/or Supplemental Type Certificate and without being combined with areas C and D. However, applicants should consider that the design and certification cannot be subcontracted if submitted solely in this area.

Question no. 18: Would development of an avionics EGNOS upgrade solution submitted by OEM be eligible? Considering that the project would not initially specify the names / details of the aircraft to be retro-fitted, but would provide a credible justification of the number of aircraft and therefore for the size of the grant and that the allocation of funding could be on a first-come, first-served basis, or based on a proportional key according to GA aircraft numbers in member countries.

Answer: The development of avionics EGNOS upgrade solution is eligible under the area of activities E-development of Service Bulletin and/or Supplemental Type Certificate of the Call. The proposals should clearly demonstrate the impact on the funding to increase the operational use of EGNOS adoption and to maximise public benefits.

Question no. 19: Is the cost of a Part21 STC installation (Engineering + Certification) by an airline for making its aircraft LPV capable eligible?

Answer: Activities falling within one or more of the areas are described in section 2.2. Scope and areas of activities of the call for proposals. Also, please refer to the Corrigendum no.2, section 2.3 Core activities. The costs related to a Part21 STC installation for making an aircraft LPV-capable are



in principle eligible for funding. Notwithstanding, please note that in order to be considered eligible the costs shall meet all the eligibility criteria specified in the call for proposals (see section 12 financial provisions) and in the draft grant agreement (see article II.19 Eligible Costs).

Question no. 20: Do you accept ADS-B out only project with EGNOS position input?

Answer: Yes, ADS-B out upgrade supported by EGNOS is eligible. Please refer to the Corrigendum no.2.

Question no. 21: What shall contain the technical package for the implementation of ADS-B/GNSS with SBAS capability (area D)?

Answer: The applicant shall follow instruction in form B1 – Technical proposal and fill in all defined parts in B1, including 1. Objectives, concept and approach; Excepted impact; Implementation. In addition, the specific technical annexes needs to be filled in for a specific area. In particular, for area D, the Table Section 2.D needs to be filled in with the ADS-B out information.

Question no. 22: The reference to Annex B3 in the document 'call for proposal' is indicated on page 16. The same reference appears in the checklist after the form B2. After check, I am not able to find this Annex/Form B3. Could you please confirm that this Annex/Form exist? It is to the beneficiary to create this form?

Answer: The form mentioned on page 16 of the call for proposals is the Financial Capacity Form – Form A6. Reference to form B3 should be replaced with form A6 provided in the application documents. Reference to form B3 in the checklist shall be replaced with form B1. Please refer to the Corrigendum no.2 of the call for proposals.

Question no. 23: If some of the aircraft have already the LPV functionality, could you inform if ADS-B update implementation through the transponder change is funded? It is not clear if transponder is eligible.

Answer: Yes, ADS-B out only upgrade supported by EGNOS in case that the LPV functionality is already implemented is eligible. Please refer to the Corrigendum no.2 of the call for proposals.

Question no. 24: Company X will submit the application on behalf of its operators. The latter are operating aircrafts under lease agreements and aircrafts are owned by third countries operators. Nevertheless all these aircrafts are registered in one EU member states and operating under our AOC Certificate. Can we also submit an application for those aircrafts?



Answer: Company X must comply with the eligibility criteria under section 7 of the call for proposals.

Regarding the costs estimated, incurred and declared for the project, please note that the legal entities signing the Grant Agreement must be the ones implementing the project activities and incurring the costs related to the personnel, subcontract, equipment or leasing/rent. The Grant Agreement does not extend to affiliated entities (Holding Groups, Mother/Sister Companies, Spin-offs), unless they are identified separately as Co-Applicants or Affiliated Entities, and declared their own direct costs (incurred in their accounting), implying that no one company should declare the costs of the other.

Therefore the company purchasing/leasing (as applicable) the equipment and conducting the upgrade is the only one that can charge these costs, as registered in its accounting regardless of whether it owns or is leasing the aircraft themselves.

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