

3. OBJECTIVES AND PRIORITIES:

3.1. Priorities for the objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures

3.1.1. *Single European Sky – SESAR*

Priority open to all Member States

General objective

The objective in the area is to support the timely and efficient implementation of the Single European Sky (SES), in particular, but not limited to, the deployment of the Single European Sky Air Traffic Management Research and Development project (SESAR). The SESAR project represents the technological pillar of the SES. It aims to modernise Air Traffic Management (ATM) in Europe and to provide the Union with a high performing ATM infrastructure that will enable the safe, efficient and environmentally friendly operation and development of air transport.

The achievement of this objective requires improving the performance of ATM in Europe by modernising and harmonising ATM systems, synchronising the deployment of essential ATM functionalities, enhancing civil-military interoperability, reducing fragmentation and consolidating the provision of air navigation services.

Specific objectives

Actions under this priority may include studies¹, works and telematics applications systems and services² in accordance with the provisions of Article 10(2) of Regulation (EU) No 1316/2013, under the following 2 categories:

1. Common Projects category

This category includes civil and military **Implementation projects** deploying ATM functionalities³ identified in Common Projects⁴, in accordance with the **Deployment Programme**⁵. Actions may include prerequisites, preparatory activities (for example supporting industrialisation⁶ of ATM functionalities identified in the Common Projects) and additional validation activities that are either not covered by the SESAR Joint Undertaking or that are not already receiving financial support from the Union.

¹ To qualify for funding under the Common Projects category, studies are to be directly relevant to improving civil/military cooperation and/or specifically leading to accelerated implementation of Common Projects.

² Article 3(f) of Regulation (EU) 1315/2013 of the European Parliament and of the Council.

³ Commission Implementing Regulation (EU) No 409/2013 of 3 May 2013 on the definition of common projects, the establishment of governance and the identification of incentives supporting the implementation of the European Air Traffic Management Master Plan (OJ L 123, 4.5.2013, p. 1).

⁴ The first Common project is defined in Commission Implementing Regulation (EU) No 716/2014 of 27 June 2014 on the establishment of the Pilot Common Project supporting the implementation of the European Air Traffic Management Master Plan (OJ L 190, 28.6.2014, p. 19).

⁵ Section 2 of Implementing Regulation (EU) No 409/2013; the Deployment Programme as approved and published by the Commission. The Deployment Programme can be found at: <http://www.sesardeploymentmanager.eu/sesar-deployment-manager-delivered-first-atm-infrastructure-deployment-programme/>

⁶ Article 2(5) of Implementing Regulation (EU) No 409/2013.

Grants for projects in this category shall be awarded through Specific Grant Agreements established under the SESAR Deployment Framework Partnership Agreement concluded between the Deployment Manager⁷ and the implementing partners, on the one hand, and the Commission on the other hand⁸. **The Deployment Manager is to act as coordinator in each of these projects.** Applicants who are selected to be awarded a grant under this category and are not partners in the SESAR Deployment Framework Partnership shall 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 this category must coordinate their applications with the Deployment Manager who shall perform a screening of these applications to assess their relevance to this category and compliance with the Deployment Programme and the priorities of the call for proposals. Based on this assessment, the Deployment Manager may advise the applicants to revise their applications or to submit them under the "Other projects" category (See paragraph 2 below). Please note that the preliminary screening is not part of the official selection process which is the sole responsibility of the European Commission. Its results should therefore not be considered as an indication of the outcome of the evaluation any proposal submitted to the call.

The amount of financial assistance to be granted to the Actions selected under this category may be modulated on the basis of either the Cost-Benefit Analysis (CBA) of the Common Projects or a Cost-Effectiveness Analysis (CEA) of the implementation project proposals. Consequently a CEA for the implementation projects must be submitted together with the application as a stand-alone document. This document must be clearly identified as such. The applicant's attention is drawn to the fact that the presence of such a stand-alone document constitutes an eligibility requirement and that it is the responsibility of the applicant to provide a document in line with the requirement of section 7.2 below, the absence of which the proposal will be excluded from the evaluation.

The model Specific Grant Agreement for SESAR Implementation projects and the model SESAR Framework Partnership Agreement shall be published with the calls for proposals.

Applicants for Actions under this category shall provide evidence that national civil-military coordination has taken place. This has to be validated by the Member States concerned, which need also to provide their agreement on the proposals in accordance with Article 9(1) of Regulation (EU) No 1316/2013.

Furthermore, Member States concerned shall verify that the projects proposed under this category are consistent with their adopted performance plans referred to in Commission Implementing Regulation (EU) 390/2013.

2. Other projects category

This category comprises other projects not included in Common Projects, and not falling under the competence of the Deployment Manager, that contribute to the implementation of the SES by promoting the optimal provision of air navigation services and seamless functioning of the European ATM system.

⁷ <http://www.sesardeploymentmanager.eu/contact/>

⁸ More information about the SESAR deployment set-up is available at http://ec.europa.eu/transport/modes/air/sesar/deployment_en.htm.

In this category, priority shall be given, to proposals for Actions that:

- (a) deploy new technologies and best practices⁹ aiming to implement or support interoperable and harmonised ATM systems and equipment (e.g. primarily focusing on meeting the requirements of existing implementing rules and/or their related means of compliance under Regulation (EC) No 552/2004 of the European Parliament and of the Council¹⁰ or Regulation (EC) No 216/2008 of the European Parliament and of the Council¹¹);
- (b) address the optimal provision of air navigation services and aircraft operations, in particular to those Actions concerning:
 - Commonality of technical systems or at least of subsystems and tools;
 - Communication, Navigation and Surveillance (CNS) infrastructure rationalisation such as replacement of legacy or overlapping secondary surveillance radars or navigation aids with lower cost technology solutions, including the use of LPV-200 service level for potential rationalisation of ILS Cat-I.
 - Introduction of Performance Base Navigation (PBN) procedures and ground and airborne equipment, in particular those related to the use of satellite technologies, together with a planned reduction in legacy infrastructure, including the operational implementation of EGNOS based operations with SBAS avionics deployment;
 - Deployment of equipage with safety enhancing technologies, such as collision avoidance systems, weather information, instrument flight capabilities or other advanced avionics for General Aviation aircraft or instrument flight operations and onboard technologies for Helicopters, including the use and approval of EGNOS for low level routes and Point in Space approaches.
 - airspace projects culminating in the cross-border implementation of Free Routing across the FAB;
 - common Air Traffic Flow Management (ATFM) Flow Management Position (FMP), starting with joint operation of FMPs, joint ATFM;
 - cross-border operation of Air Traffic Control (ATC) within a FAB;
 - optimal vertical profiles (climb as well as descent) at airports and in TMAs (Terminal Control Areas);
 - airspace planning carried out (cooperatively) for the whole FAB region;
 - dynamic sectors spanning across national borders;
 - sector boundaries put in low-interaction areas;

⁹ Best in class technologies and practices: technologies and operational practices that are demonstrated to be best in class from cost-efficiency and performance perspective when compared with other technologies and practices applied in similar environments.

¹⁰ Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the interoperability Regulation) (OJ L 96, 31.3.2004, p. 26).

¹¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 13.3.2008, p. 1.)

- cross-border sectorisation.
- (c) aim to deploy or support the deployment of ATM functionalities defined in the European ATM Master Plan and the deployment baseline that are not included in Common Projects. Priority shall be given to projects addressing those ATM functionalities that are defined as “essential” in the European ATM Master Plan or that constitute SESAR solutions¹²;

The Actions proposed under this category must not duplicate or oppose the implementation of Common Projects or the activities of the SESAR Joint Undertaking and must contribute to meet the performance targets in the context of the performance scheme.

For both categories mentioned above:

- Priority shall be given to Actions or parts of Actions that: most contribute to ATM performance; or are organised at FAB level; or promote Union-wide, inter-FAB or civil-military coordination; or address effective change management; or create new employment opportunities or strength the use of EGNOS and Galileo in line with the European Commission Space Strategy for Europe.
- In order to optimise the impact of Union funding, the scope of the calls for proposals may focus on some of the priorities, ATM functionalities or parts thereof mentioned in paragraphs 1 and 2. In this case, the priority topics shall be identified in the calls for proposals.
- Indicatively, 80% of the funding available under Priority "Single European Sky - SESAR" shall be dedicated to projects selected under the Common Projects category. However, the final allocation of funding may be adjusted between Common Projects and Other Projects categories depending on the actual funding needs of the selected Actions, while giving priority to the implementation of Common Projects.
- Funding shall not be granted for Actions or parts of Actions addressing obligations under Union Law, in particular relating to the SES, whose deadline for implementation has expired by the date on which this call is published. In any case, costs for such Actions shall not be eligible after the above-mentioned deadline for implementation.
- Actions may be implemented in the form of a joint procurement or financial support to third parties.
- Where an Action entails financial support from the beneficiary to third parties, the beneficiary may give such financial support pursuant to the conditions set out in Article 137 of the Financial Regulation¹³, in particular, provided that :
 - the financial support is the primary aim of the Action;
 - the beneficiary offers adequate guarantees as regards the recovery of amounts due to the Commission;
 - the conditions for the giving of such support are strictly defined in the grant agreement between the beneficiary and the Commission/Agency, in order to avoid

¹² SESAR Solutions are operational and technological improvements developed by SESAR Joint Undertaking members and partners which aim to contribute to the modernisation of the European and global ATM system (<http://www.sesarju.eu/solutions>).

¹³ Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council of 25 October 2012 on the financial rules applicable to the general budget of the Union and repealing Council Regulation (EC, Euratom) No 1605/2002.

- the exercise of discretion by the beneficiary;
- the applicant describes in the application form:
 - the maximum amount to be granted to each third party and the criteria for determining the exact amount;
 - the types of activities that may receive such financial support on the basis of a fixed list;
 - definition of the third parties or categories of third parties that may receive such financial support and the criteria for giving it, including the award procedure as well as how the principles of transparency and equal treatment and the provisions of Article 9 of the CEF Regulation will be ensured.