

3. OBJECTIVES AND PRIORITIES:

3.3. 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

3.3.1. *Single European Sky – SESAR*

Priority open to all Member States

The objective in the area is to support the timely and efficient implementation of the Single European Sky (SES), in particular the deployment of SESAR (Single European Sky ATM Research and Development).

The achievement of this objective requires improving the performance of air traffic management (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.

The SESAR project represents the technological pillar of the Single European Sky. It aims to modernise 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 proposed Actions under this objective shall include works and studies¹ under one of the following 2 categories:

1. Common Projects

This category includes civil and military **Implementation projects** deploying ATM functionalities² identified in Common Projects³, in accordance with the **Deployment Programme**⁴. The proposed Actions may include prerequisites, preparatory activities (for example supporting industrialisation⁵ 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.

In order to optimise the impact of Union funding on the implementation of the Deployment Programme, the Commission may focus the scope of the call for proposals on specific ATM

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 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).

³ 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).

⁴ 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/>

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

functionalities or parts of them.

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 Manager⁶ and the implementing partners, on the one hand, and the Commission on the other hand⁷. **The Deployment Manager is to act as coordinator in each of these projects.** Applicants who are awarded a grant under this call 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. For this purpose the above mentioned applicants shall provide the Deployment Manager with all the necessary information that it requires to ensure coherence and effective coordination of the projects in accordance with the Deployment Programme. 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).

The amount of financial assistance to be granted to the actions selected may be modulated on the basis of a cost benefit analysis of the Common projects or the cost-effectiveness analysis of the project proposals.

The model Specific Grant Agreement for SESAR Implementation projects and the model SESAR Framework Partnership Agreement shall be published with the call 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, 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 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

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.

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

- (a) deploy new technologies and best practices⁸ 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

⁶ <http://www.sesardeploymentmanager.eu/contact/>

⁷ More information about the SESAR deployment set-up is available at http://ec.europa.eu/transport/modes/air/sesar/deployment_en.htm.

⁸ 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.

Council⁹);

- (b) aim to specify and deploy new generation of flight and radar data processing systems based on European standards, open source and modular systems;
- (c) address the optimal provision of air navigation services, mainly in the context of the functional airspace blocks (FAB) and in particular to those Actions concerning:
- commonality of technical systems or at least of subsystems and tools;
 - infrastructure rationalisation such as replacement of legacy or overlapping secondary surveillance radars with lower cost technology solutions;
 - 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;
 - 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;
 - removal of national boundaries in upper airspace for air traffic control purposes;
 - dynamic sectors spanning across national borders;
 - sector boundaries put in low-interaction areas;
 - cross-border sectorisation.
- (d) 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 solutions¹⁰;

In order to optimise the impact of Union funding on the implementation of other projects, the Commission may focus the scope of the call for proposals on some of the above-mentioned priorities or parts thereof.

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 proposals for Actions or parts of Actions that: most contribute to ATM performance; or are organised at FAB level or promoting Union-wide, inter-FAB or

⁹ 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).

¹⁰ 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>).

civil-military coordination, or address effective change management; or that create new employment opportunities.

- Indicatively, 80% of the funding available under Priority "Single European Sky - SESAR" shall be dedicated to projects selected under the Common Projects category (Category 1). However, the final allocation of funding may be adjusted between Common Projects and Other Projects (Category 2) depending on the actual funding needs of the selected proposals, while giving priority to the implementation of Common Projects.
- Funding under this call 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.

General observation for all priorities under section 3:

In addition to specific objectives, priority will be given to projects that include the use of private finance, in particular EU-backed finance instruments such as the European Fund for Strategic Investments.