

## Disclaimer

This document originates from the SESAR DEPLOYMENT & INFRASTRUCTURE PARTNERSHIP Consortium is acting as SESAR DEPLOYMENT MANAGER pursuant to Regulation (EU) No 409/2013 as last amended. Please note that this document is provided for information purposes only and it is not meant to replace the applicable provisions foreseen in the Framework Partnership Agreement, any Grant Agreements or any other applicable contractual or regulatory instrument. The content of the CEF Transport Calls for Proposals (available on the CINEA website) and related documents and the SESAR Framework Partnership Agreement and/or Grant Agreements (whether in draft or final form) as well as any other applicable regulatory instruments shall prevail over any document or guidance given by the SESAR DEPLOYMENT & INFRASTRUCTURE PARTNERSHIP Consortium. The SESAR DEPLOYMENT & INFRASTRUCTURE PARTNERSHIP Consortium, or the Commission or CINEA, do not assume any liability for its contents. Beneficiaries are liable for the carrying-out of the activities under their own responsibility. The SESAR DEPLOYMENT & INFRASTRUCTURE PARTNERSHIP Consortium or any of its Members will not be held responsible for any rejection of costs. It is of the primary responsibility of each of the Beneficiaries to ensure that they comply with the provisions of the Framework Partnership Agreement and Grant Agreement(s) when carrying-out the Action(s). Therefore, all Partners are strongly advised to read and carry-out the Action(s) according to the terms set-out in the legal and contractual instruments.

## 2022 CEF CALL FOR PROPOSAL PREPARATION PROCESS LAUNCH EVENT

### QUESTIONS & ANSWERS

S/N	Section	Question	Answer
1	2022 CEF Transport Call and Defined Priorities	<b>Will there be another set of calls next year?</b>	SDM has been informed that plans to have additional Calls for Proposals in support to CP1 implementation are foreseen for the coming years (namely, in 2023 and 2024). Nevertheless, the decision to publish such Calls in the future remains in the end of DG MOVE and of CINEA.
2	2022 CEF Transport Call and Defined Priorities	<b>AF6 is removed from this call whereas it belongs fully to CP1. I know about the AF6 maturity gate in 2023. Everybody including SDM is working hard to pass this gate. But as the awarded projects will start effectively early 2024, it seems we are just losing some time on AF6 deployment and ATM digitalisation. Any possibility to set up some proposals on AF6 in the CNS call "Other SESAR project"?</b>	Correct, AF6 is not part of the present 2022 CEF call and this is due to the fact that the industrialisation target date, which is set by next year, has not been passed yet. Therefore, it could be difficult to have IPs addressing AF6 awarded now, as the awarding decision will be published by June 2023. It could be that it will be included in the next CEF Call, planned by September/October 2023.
3	2022 CEF Transport Call and defined priorities – AF1	<b>(with regard to AMAN/DMAN integration) Will a detailed CBA be needed for each airport?</b>	The latest information available to SDM is that there is no need for a detailed CBA to be developed at airport, or at project level. The overall positive CBA of the Common Project One supersedes this need, as – in this case – the expected performance improvements delivered by AMAN/DMAN deployment in the sub-AF geographical scope will result in benefits for the whole ATM network.

			<p><b>The question would also be conveyed to CINEA and EC</b>, in order to get a formal written confirmation about that the absence of a CBA could pose any potential risk in the evaluation phase.</p>
4	2022 CEF Transport Call and Defined Priorities	<p><b>(with regard to AMAN/DMAN integration) Since the call is pointing that Early movers are favoured. Would it be possible for other airports to participate?</b></p>	<p>The text of the CEF Call specifies that the CP1 “topic” is targeting the implementation of CP1 and the SESAR Deployment Programme. As no additional airports besides the ones showed in the presentation are affected by the CP1 Regulation or listed in the SESAR Deployment Programme, additional implementations are not expected to be eligible for funding under the Call.</p> <p>Nevertheless, it is still possible for other stakeholders to participate in the projects to accelerate and spread the adoption of AMAN/DMAN into other airports, although without funding support.</p> <p><b>The question would also be conveyed to CINEA and EC.</b></p>
5	2022 CEF Transport Call and Defined Priorities	<p><b>If you are a participant out of scope but still interested in benefits predictability, would it be possible to participate to the projects?</b></p>	<p>Please see the answer to question 4.</p>
6	2022 CEF Transport Call and Defined Priorities – AF2&AF4	<p><b>Could you please explain again which airports are involved in AOP and AOP/NOP projects? If only the new ones introduced in CP1, or all the airports mentioned in the CP1/SDP as applicable to such families.</b></p>	<p>We have to distinguish between the applicability scope of the call, which are 7 priority families included in the SDP 2022 (i.e. Extended AOP, for which the applicable geographical scope comprises 28 airports), and the applicability of the proposed project, where we have the airports shown in the slide number 36 (i.e. Prague, Athens Eleftherios Venizelos, Hamburg, Humberto Delgado Lisbon Airport, Lyon Saint-Exupery, Malaga Costa del Sol, Milan- Linate, Stuttgart, Warsaw Chopin). However, the IP proposed is open to ANSPs and other eligible Airports included in the SDP 2022.</p>
7	2022 CEF Transport Call and Defined Priorities – AF2&AF4	<p><b>In case only the new 10 airports are applicable, could you please explain what it is foreseen for the other airports?</b></p>	<p>All the airports under the applicability geographical scope of Family Extended AOP are eligible for this Call. But the project proposed so far includes only 9 airports (not 10, Helsinki airport is not part of the proposal). What is foreseen for all the 28 airports under the applicability of this Family is to implement all the system requirements (same for all the airports) described in the Regulation, by end of 2027.</p>
8	2022 CEF Transport Call and Defined Priorities – AF5	<p><b>Could you confirm the NM plan to have a centralized tool/functionality for Digital NOTAM service? If so, it could be irrelevant for individual ANSPs to invest into its own tools in order to be CP1 compliant. First, is this information about the central NM tool correct. Second, if correct, what could ANSP expect from the call in this regard?</b></p>	<p>Yes, EAD will implement the Digital NOTAM service. Those AISPs that use EAD and have the sufficient level of data completeness in EAD will be able to claim conformance to CP1 for the implementation of this service. It is one of the goals of the ACADIA CINEA project lead by EUROCONTROL to enable organizations to get data in digital form and achieve the required level of data completeness in EAD.</p>

9	2022 CEF Transport Call and Defined Priorities – AF5	<b>Does the SDM ensure, measure, and assess tangible operational benefits, by real changes of operational procedures, more efficient trajectories, improved operational stability and additional capacity within both intended project frameworks (ACADIA etc.)?</b>	Yes, there exists an ongoing discussion, that with SWIM functionalities all processes will run smoother, and the data integrity will allow additional operational savings. We will find a transparent way to estimate, identify, agree and to ensure such additional operational savings beside the fact of enabling and supporting other functionalities.
10	2022 CEF Transport Call and Defined Priorities – AF5	<b>Could you please confirm that the airspace structures and airspace reservations are not considered to be published through the AIS processes (as it was mentioned that the AISPs should have been removed from the slide)?</b>	Yes, we confirm that Airspace management services (Airspace structure and availability) are not intended to be published through the AIS processes.
11	2022 CEF Transport Call and Defined Priorities - General	<b>Will the costs related to optimization studies enabling rationalization be eligible?</b>	Both CP1 and CNS “topics” in the Call text specifically address “works” and not studies; costs associated to a CNS optimisation study could potentially be eligible as long as they are part of a project that actually implements new systems and decommissions legacy ones. If the proposal only addresses a study, it is unlikely that it could be funded through the Call. <b><u>The question would also be conveyed to CINEA and EC.</u></b>
12	General	<b>What is the expected duration for the global grant?</b>	The Call text specifies that the foreseen duration of works should be 4-5 years maximum, with an end date that cannot be set later than 31.12.2027. In addition, the Call specifies that no Action addressing mandatory implementation (e.g. CP1, PBN, SPI, etc.) can be funded beyond the deadlines set forth in the respective Regulations.
13	2022 CEF Transport Call and Defined Priorities	<b>Dear all, and what about DSD call, e.g., virtual centres? There was no information today about other calls that are not CP1. I suppose here SDM is not coordinator, but that participants choose among themselves a coordinator responsible for application submission?</b>	The Launch Event was focused only on Actions targeting SESAR deployment, i.e., the CP1 and CNS topics include in the Call. DSDs topics are targeting Research and Innovation activities, hence they are not included in the SDM remit.
14	2022 CEF Transport Call and Defined Priorities – Other Projects	<b>The timeline proposed is valid also for the topic related to CNS?</b>	The same submission process and timeline will be followed for both the CP1 and Other Projects topics.

15	2022 CEF Transport Call and Defined Priorities	<b>Budget sharing between different mobility areas is not defined, how can you ensure that the unique CP1 proposal may not be rejected in its globality if budget is exceeded?</b>	<p>Evaluation decisions are purely in the hands of CINEA, hence SDM cannot provide indications or certainty about the awarding decisions.</p> <p>SDM believes that the elements addressed by both CP1 and CNS topics would fully match the objectives set forth by the Call and the political targets of the European Union, as they lead to a resilient, efficient, smart, sustainable, and secure mobility and infrastructure.</p> <p>In this perspective, the proposal (or proposals) to be submitted under SDM coordination are best placed to receive funding support, provided that they include high-quality and high-impact implementation projects.</p>
16	2022 CEF Transport Call and Defined Priorities – AF2	<b>Under Administrative perspective, for the AF2 proposed project, would Prague or the SDM be the coordinator?</b>	<p>For the AF2 project, but also as a general principle, in the Actions coordinated by SDM, the IP Leader is the responsible and shall ensure efficient coordination of the single project, while the SDM acts as Action coordinator.</p>
17	2022 CEF Transport Call and Defined Priorities – General	<b>Can stakeholders be eligible for funding even though they are not in Regulation?</b>	<p>The text of the CEF Call specifies that the CP1 “topic” is targeting the implementation of CP1 and the SESAR Deployment Programme. Stakeholders categories which are not mentioned in the SDP or does not operate into the geographical scope defined by the Regulation are therefore not expected to be eligible for funding.</p> <p>It is still possible for other stakeholders to join the implementation initiatives in order to accelerate and spread the adoption of SESAR technologies beyond the mandatory scope, although without funding support. See also question 4 for a specific example.</p>
18	Preparing your Proposal: Process, Structure, Roadmap	<b>Is the mandate the same as we did as SDIP Member in the past months?</b>	<p>No, the Mandate needed for the proposal(s) prepared in response to the 2022 CEF call is not the same as the one signed by SDIP Members in the past months. As such, all SDIP Members will be requested to sign the ad hoc template prepared for the 2022 CEF call.</p>
19	Preparing your Proposal: Process, Structure, Roadmap	<b>When will applicants see the part B?</b>	<p>According to the roadmap presented during the launch event, SDM will consolidate and submit to all Applicants the Part B of the proposal on 01/12/2022 to request their approval and comments, if any.</p>
20	Preparing your Proposal: Process, Structure, Roadmap	<b>Can applicants still have their relation/communication flow with MSs?</b>	<p>SDM will timely liaise with impacted Member States (MSs) to inform them on the proposal(s) and their involvement. However, Applicants are kindly invited to liaise with their respective MSs representative in order to ensure smooth and timely provision of their endorsement (signature of the MS letter of support).</p> <p>Should your MS representative need any information or support, please do not hesitate to forward it to us.</p>
21	Preparing your Proposal: Process, Structure, Roadmap	<b>Since we are already registered, can we give our PIC number?</b>	<p>In part A of the CEF 2 Transport Call proposal SDM needs to list all Applicants in the e-Grant Portal System. The provision of your PIC number to SDM after your registration (or if you are already registered) will ease the process to identify you in the e-Grant Submission System Portal.</p>

22	Preparing your Proposal: Process, Structure, Roadmap	<b>Does Environmental compliance file need to be elaborated at Action level or at IP level?</b>	The Environmental compliance file will be elaborated by the SDM in his role of a Coordinator at Action level based on the information provided by all the Applicants in their IP proposal in STAR Tool.
23	Preparing your Proposal: Process, Structure, Roadmap	<b>Shall MS letter of support be provided one per each MS?</b>	No, Member States will need to provide one MS letter of support per each Applicant from that MS.
24	Preparing your Proposal: Process, Structure, Roadmap	<b>Will Applicants need to use STAR tool or another tool to submit their IP proposal(s) to SDM?</b>	Yes, as in the past calls and for all ongoing projects, IPPs will need to submit their IP Proposal through STAR tool ( <a href="https://sesardm.one2team.com/">https://sesardm.one2team.com/</a> ) according to the set deadlines (first draft by 21/10/2022 and second and final draft by 11/11/2022). The STAR Tool is the main tool to interact with SDM. For the instructions on how to create and submit an IP proposal, please refer to the IP proposal preparation guidelines, which can be found in star under "STAR Support" space, folder "CEF 2022 Call support". Access and support can be requested to STARsupport@sesardeploymentmanager.eu
25	2022 CEF Transport Call and Defined Priorities – AF5	<b>The CEF Call priorities for the CP1 category include Aeronautical and flight information exchange. Would the deployment of local SWIM infrastructure (ref. CP1 – Sub-AF 5.1.2 SWIM YP technical infrastructure and specifications) in support of the implementation of these SWIM services also be eligible for funding or would this funding be limited to the implementation of the SWIM services only?</b>	Yes, all infrastructure (Yellow Profile) elements related to AF5 can be considered and be eligible if the project also implies the implementation of Services. I.e if you implement new infrastructure needed for the exchange of the AIM services in Family 5.3.1 and these services are implemented as described. But a project cannot include only the prerequisite for the provision or consumption of services; only infrastructure.
26	2022 CEF Transport Call and Defined Priorities	<b>Because the SDM is required to manage/coordinate the CP1 related proposals, we were wondering whether the SDM intend to: have one big proposal related to CP1 (as was the case in previous calls), or have one proposal per priority, or have even another approach?</b>	The initial approach defined by SDM is to submit one Action proposal including all implementation projects associated to CP1, although this decision might change, depending on the projects received from stakeholders. During the preparation process, SDM will identify the best way forward for submission: in case of deviation from this approach, Applicants will be timely informed, and all efforts will be made to keep the process seamless for them. The submissions associated to the “Other projects” topic will be distinct from the CP1 submission. Considering the need to submit homogeneous applications, SDM will evaluate whether a single application or multiple applications (one per domain: NAV, SUR, COM) would better fit the implementation projects received from stakeholders.

27	Preparing your Proposal: Process, Structure, Roadmap	<b>Practical question: will the SDM make available a roadmap, a checklist, templates, etc. in support of preparing the SDM managed/coordinated project proposals?</b>	SDM will make available, together the ppt used during the Launch event held on 28/09/2022, a batch of supporting material, including STAR guidelines, IP proposal preparation guidelines, templates. The mentioned material will be also uploaded in STAR under the "STAR Support" space, folder "CEF 2022 Call support". As additional supporting tool you can refer to the Biweekly to do list, dedicated mailbox <a href="mailto:2022_cefcall@sesardeploymentmanager.eu">2022_cefcall@sesardeploymentmanager.eu</a> where you can address all your question or ask for support, SDM website <a href="https://www.sesardeploymentmanager.eu">https://www.sesardeploymentmanager.eu</a>
28	2022 CEF Transport Call and Defined Priorities - AF3	<b>What do you mean by "coordination of the military is through EDA"? If one of the militaries have projects to submit, how they should proceed?</b>	EDA is the SDM focal point for all the Military coordination, as specified in the IR 409. However, SDM will review and guide the military stakeholders together with the civil stakeholder when submitting projects. Military stakeholders have to decide what projects are interested on and submit a proposal. SDM encourages to submit joint civil-military projects.
29	2022 CEF Transport Call and Defined Priorities - AF5	<b>Real time and also the safety aspects if you connect SWIM directly to the ATM system, is that something that will be taken into consideration in this project?</b>	Real- time exchanges mean in this context the System – System exchange with no human interactions. In terms of ARES, there need to be a system –system link between the ASM system and the ATC system (FDP). When talking about safety and safety assessment, it is important to emphasise that changes are required to the operational environment and that technical mitigation actions can be found for the aspect identified in such an assessment. Furthermore, without it is premature to discuss Safety assessment related to ARES implementation without having even started the deployment and to emphasize that a direct link between ATC-ASM system has been implemented and is in operation several places in Europe.
30	2022 CEF Transport Call and Defined Priorities – AF5	<b>With regard to the ACADIA project, does it cover the local implementation as well?</b>	Yes, it will cover the local implementation as well, should stakeholders not want to use an EAD solution for the provision of the AIM services. The AF3 requirements to deliver digital data to EAD is the minima requirement to achieve with this project.
31	Preparing your Proposal: Process, Structure, Roadmap	<b>What is an application?</b>	The application is the proposal prepared in response to the CEF call and in our case, it is the Action proposal submitted to CINEA that will include a set of IPs.
32	2022 CEF Transport Call and Defined Priorities	<b>As sometimes a project might address different families, how the different families will be used? e.g., the example that was given, a SWIM project is also operational either for NOP usage or for ASM or FRA.</b>	Stakeholders are encouraged to implement CP1/SDP gaps in full by addressing all outstanding Deployment Milestones (DMs) of each SDP Family in a geographical applicability area of the Regulation. Several SDP Families can be targeted by a single Proposal. As a first step in the elaboration of the Proposals in STAR, the targeted gaps must be chosen and SDM will provide the applicable Deployment Milestones for the selected Family and stakeholder category. Stakeholders will have to connect them to the Tasks and identify the percentage covered of each DM by the Project.



33	2022 CEF Transport Call and Defined Priorities	<b>As in the call text there is no indication on the size of budget, do you have some indications or recommendations?</b>	The Call text includes an indication to avoid the submission of projects below € 1 mln of costs. From CINEA perspective, subscribed by SDM, larger multistakeholder projects are typically most effective than a set of smaller individual projects.
34	Preparing your Proposal: Process, Structure, Roadmap	<b>Do you foresee to submit one proposal per each family or one including all IPs addressing all families?</b>	Please see the answer to question 26.
35	Preparing your Proposal: Process, Structure, Roadmap	<b>Will the start of the eligibility of the costs and the start of the Action be the SGA signature or retroactively on the submission date?</b>	According to the call text “Normally the starting date will be after grant signature. Retroactive application can be granted exceptionally for duly justified reasons— but never earlier than the proposal submission date”. Since the CP1 deadlines are approaching, we need to start the implementation of the projects as soon as possible. As such, we plan to set the start of the Action in line with the submission date (i.e. 17/01/2023). However, it needs to be highlighted that the final decision of eligibility of the costs is up to CINEA.
36	Preparing your Proposal: Process, Structure, Roadmap	<b>If only one Action proposal will be submitted and if awarded, does it mean that only one SGA will be signed? How this will be managed?</b>	Correct, if only one Action proposal will be submitted, in case of positive awarding, only one SGA will be signed. This approach is in line with still ongoing Actions under CEF 1 and SDM, as Action Coordinator, will be responsible to coordinate and monitor the technical and financial parts.
37	Preparing your Proposal: Process, Structure, Roadmap	<b>What level of cost accuracy is expected on the first pass prior to SDM review?</b>	SDM invites IPPs to provide the most accurate budget allocation possible. However, from the first draft that needs to be submitted by 11/10/2022, and the second one, planned by 11/11/2022, IPPs can modify costs planning and allocation.
38	Performance Aspects	<b>Is there a need to develop a dedicated CBA for each project?</b>	The latest information available to SDM is that there is no need for a CBA to be developed at project or Action level for ATM projects. Nevertheless, to support the proper execution and synchronisation of projects, it is essential that a first estimation of projects’ costs and benefits are provided by the Project Managers to the SDM. <b>The question would also be conveyed to CINEA and EC</b> , in order to get a formal written confirmation about that the absence of a CBA could pose any potential risk in the evaluation phase.
40	2022 CEF Transport Call and Defined Priorities	<b>How potential Applicants can join the multistakeholders project?</b>	Potential Applicants, if interested in joining multi-stakeholders projects’ proposals can send their indication, together with any potential clarification requests, to the functional mailbox of the 2022 CEF call preparation: <a href="mailto:2022_cefcall@sesardeploymentmanager.eu">2022_cefcall@sesardeploymentmanager.eu</a> SDM team, who is connected on a daily basis to the account, will manage the request and address it to the most appropriate SDM expert.