



**EUROPEAN CLIMATE, INFRASTRUCTURE AND ENVIRONMENT  
EXECUTIVE AGENCY (CINEA)**

CINEA.B – Sustainable networks and investments  
**Head of Department**

**GRANT AGREEMENT**

**Project 101122682 — 22-EU-TG-CLEAN ATM**

**PREAMBLE**

This **Agreement** ('the Agreement') is **between** the following parties:

**on the one part,**

the **European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and**

**on the other part,**

1. 'the coordinator':

**EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL)**, PIC 999483733, established in Rue de la Fusée 96, BRUXELLES 1130, Belgium,

and the following other beneficiaries, if they sign their 'accession form' (see Annex 3 and Article 40):

2. **EUROPEAN REGION OF THE AIRPORTS COUNCIL INTERNATIONAL (ACI EUROPE)**, PIC 888337447, established in BOULEVARD DU REGENT 37-40, BRUXELLES 1000, Belgium,

3. **AIR FRANCE SA (AIR FRANCE)**, PIC 937590070, established in RUE DE PARIS 45, ROISSY CDG CEDEX 95747, France,

4. **AUSTRO CONTROL OSTERREICHISCHE GESELLSCHAFT FUR ZIVILLUFTFAHRT MBH (AUSTRO CONTROL)**, PIC 998956635, established in SCHNIRCHGASSE 17, WIEN 1030, Austria,

5. **HRVATSKA KONTROLA ZRACNE PLOVIDBE DOO (CROATIA CONTROL)**, PIC 924128216, established in RUDOLFA FIZIRA 2, VELIKA GORICA 10410, Croatia,

6. **DEUTSCHE LUFTHANSA AKTIENGESELLSCHAFT (LUFTHANSA)**, PIC 999965532, established in VENLOER STRASSE 151-153, KOLN 50672, Germany,

7. **DFS DEUTSCHE FLUGSICHERUNG GMBH (DFS)**, PIC 999936820, established in AM DFS CAMPUS 10, LANGEN 63225, Germany,
8. **DIRECTION DES SERVICES DE LA NAVIGATION AERIENNE (DSNA)**, PIC 928673636, established in 50 RUE HENRY FARMAN, PARIS 75720, France,
9. **EASYJET EUROPE AIRLINE GMBH (EASYJET)**, PIC 888316786, established in WAGRAMER STRASSE 19 IZD TOWER 11 S, VIENNA 1220, Austria,
10. **ENAIRE (ENAIRE)**, PIC 997701843, established in AVENIDA DE ARAGON S/N BLOQUE 330, PORTAL 2 PARQUE EMPRESARIAL LAS MERCEDES, MADRID 28022, Spain,
11. **ENAV SPA (ENAV)**, PIC 998197513, established in VIA SALARIA 716, ROMA 00138, Italy,
12. **HUNGAROCONTROL MAGYAR LEGIFORGALMISZOLGALAT ZARTKORUEN MUKODO RESZVENYTARSASAG (HUNGAROCONTROL)**, PIC 941767472, established in IGLO UTCA 33 35, BUDAPEST 1185, Hungary,
13. **THE IRISH AIR NAVIGATION SERVICE (AIRNAV)**, PIC 881850281, established in THE TIMES BUILDING D'OLIER STREET, DUBLIN D02 T449, Ireland,
14. **LUFTHARTSVERKET (LFV)**, PIC 942346077, established in HOSPITALSGATAN 30, NORRKOPING 602 27, Sweden,
15. **NAVEGACAO AEREA DE PORTUGAL - NAV PORTUGAL EPE (NAV PORTUGAL)**, PIC 955596471, established in RUA D EDIFICIO 121 AEROPORTO DE, LISBOA 1700 008, Portugal,
16. **NAVIAIR (NAVIAIR)**, PIC 923671249, established in NAVIAIR ALLE 1, KASTRUP 2770, Denmark,
17. **POLSKA AGENCJA ZEGLUGI POWIETRZNEJ (PANSA)**, PIC 995562023, established in UL. WIEZOWA 8, WARSZAWA 02 147, Poland,
18. **ADMINISTRATIA ROMANA A SERVICIILOR DE TRAFIC AERIAN (ROMATSA RA)**, PIC 953538325, established in BLD ION IONESCU DE LA BRAD 10, BUCURESTI 013813, Romania,
19. **RYANAIR DESIGNATED ACTIVITY COMPANY (RYANAIR)**, PIC 913857177, established in RYANAIR DUBLIN OFFICE AIRSIDE BUSINESS PARK, SWORDS DUBLIN, Ireland,
20. **LETISTE PRAHA AS (PRG Airport)**, PIC 891456967, established in K LETISTI 6/1019, PRAHA 160 08, Czechia,
21. **SOCIETA' PER AZIONI ESERCIZI AEROPORTUALI SEA (SEA)**, PIC 986590687, established in PRESSO AEROPORTO LINATE, SEGRATE MI 20054, Italy,
22. **POLSKIE PORTY LOTNICZE SPOLKA AKCYJNA (PPL)**, PIC 890496861, established in UL ZWIRKI I WIGURY 1, WARSZAWA 00-906, Poland,
23. **FLUGHAFEN STUTTGART GMBH (FSG)**, PIC 988424084, established in FLUGHAFENSTRASSE 43, STUTTGART 70624, Germany,

24. **FLUGHAFEN HAMBURG GMBH (HAM AIRPORT)**, PIC 936825225, established in FLUGHAFENSTRASSE 1-3, HAMBURG 22335, Germany,
25. **ATHENS INTERNATIONAL AIRPORT S.A. (AIA)**, PIC 999484994, established in ODOS SPATA ATTIKIS, SPATA 19019, Greece,
26. **AENA S.M.E. SA (AENA SME)**, PIC 957048464, established in CALLE PEONIAS 12, MADRID 28042, Spain,
27. **MALTA AIR TRAFFIC SERVICES LIMITED (MATS)**, PIC 932440534, established in MALTA INTERNATIONAL AIRPORT, LUQA LQA 5000, Malta,
28. **MINISTERIO DE DEFENSA DE ESPAÑA (SPAF)**, PIC 985718075, established in PASEO DE LA CASTELLANA 109, MADRID 28071, Spain,
29. **SWEDAVIA AB (SWED)**, PIC 984282281, established in SWEDAVIA, STOCKHOLM ARLANDA 190 45, Sweden,
30. **SCHIPHOL NEDERLAND BV (SCHIPHOL)**, PIC 999931388, established in EVERT VAN DE BEEKSTRAAT 202, LUCHTHAVEN SCHIPHOL 1118 ZG, Netherlands,
31. **LENNULIIKLUSTEENINDUSE AS (ESTONIANANS)**, PIC 959140463, established in KANALI POIK 3, RAE KULA RAE VALD 10112, Estonia,
32. **VALSTS AKCIJU SABIEDRIBA LATVIJAS GAISA SATIKSME (LGS)**, PIC 913789859, established in MUZEJU IELA 3, LIDOSTA RIGA MARUPES PAGASTS, RIGA LV-1053, Latvia,
33. **MINISTRY OF TRANSPORT, COMMUNICATIONS AND WORKS (DCAC)**, PIC 958850433, established in Acheon 28, NICOSIA 1424, Cyprus,
34. **DAA PUBLIC LIMITED COMPANY (daa)**, PIC 884216887, established in THREE, THE GREEN DUBLIN AIRPORT CENTRAL, DUBLIN K67 X4X5, Ireland,
35. **AEROPORTS DE PARIS SA (ADP)**, PIC 957080474, established in 1 RUE DE FRANCE, TREMBLAY-EN-FRANCE 93290, France,
36. **AKCINE BENDROVE ORO NAVIGACIJA (ORO NAVIGACIJA)**, PIC 919915991, established in BALIO KARVELIO G. 25, VILNIUS LT-02184, Lithuania,
37. **KONINKLIJKE LUCHTVAART MAATSCHAPPIJNV (KLM)**, PIC 997594658, established in AMSTERDAMSEWEG 55, AMSTELVEEN 1182 GP, Netherlands,

Unless otherwise specified, references to ‘beneficiary’ or ‘beneficiaries’ include the coordinator and affiliated entities (if any).

If only one beneficiary signs the grant agreement (‘mono-beneficiary grant’), all provisions referring to the ‘coordinator’ or the ‘beneficiaries’ will be considered — mutatis mutandis — as referring to the beneficiary.

The parties referred to above have agreed to enter into the Agreement.

By signing the Agreement and the accession forms, the beneficiaries accept the grant and agree to

implement the action under their own responsibility and in accordance with the Agreement, with all the obligations and terms and conditions it sets out.

The Agreement is composed of:

Preamble

Terms and Conditions (including Data Sheet)

Annex 1 Description of the action<sup>1</sup>

Annex 2 Estimated budget for the action

Annex 2a Additional information on unit costs and contributions (if applicable)

Annex 3 Accession forms (if applicable)<sup>2</sup>

Annex 3a Declaration on joint and several liability of affiliated entities (if applicable)<sup>3</sup>

Annex 4 Model for the financial statements

Annex 5 Specific rules (if applicable)

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<sup>1</sup> Template published on [Portal Reference Documents](#).

<sup>2</sup> Template published on [Portal Reference Documents](#).

<sup>3</sup> Template published on [Portal Reference Documents](#).

## TERMS AND CONDITIONS

### TABLE OF CONTENTS

<b>GRANT AGREEMENT.....</b>	<b>1</b>
<b>PREAMBLE.....</b>	<b>1</b>
<b>TERMS AND CONDITIONS.....</b>	<b>5</b>
<b>DATASHEET.....</b>	<b>10</b>
<b>CHAPTER 1 GENERAL.....</b>	<b>17</b>
ARTICLE 1 — SUBJECT OF THE AGREEMENT .....	17
ARTICLE 2 — DEFINITIONS.....	17
<b>CHAPTER 2 ACTION.....</b>	<b>18</b>
ARTICLE 3 — ACTION.....	18
ARTICLE 4 — DURATION AND STARTING DATE.....	18
<b>CHAPTER 3 GRANT.....</b>	<b>18</b>
ARTICLE 5 — GRANT.....	18
5.1 Form of grant.....	18
5.2 Maximum grant amount.....	19
5.3 Funding rate.....	19
5.4 Estimated budget, budget categories and forms of funding.....	19
5.5 Budget flexibility.....	19
ARTICLE 6 — ELIGIBLE AND INELIGIBLE COSTS AND CONTRIBUTIONS.....	20
6.1 General eligibility conditions.....	20
6.2 Specific eligibility conditions for each budget category.....	21
6.3 Ineligible costs and contributions.....	26
6.4 Consequences of non-compliance.....	27
<b>CHAPTER 4 GRANT IMPLEMENTATION.....</b>	<b>27</b>
<b>SECTION 1 CONSORTIUM: BENEFICIARIES, AFFILIATED ENTITIES AND OTHER PARTICIPANTS.....</b>	<b>27</b>
ARTICLE 7 — BENEFICIARIES.....	27
ARTICLE 8 — AFFILIATED ENTITIES.....	29
ARTICLE 9 — OTHER PARTICIPANTS INVOLVED IN THE ACTION.....	30
9.1 Associated partners.....	30
9.2 Third parties giving in-kind contributions to the action.....	30
9.3 Subcontractors.....	30

9.4 Recipients of financial support to third parties.....	31
<b>ARTICLE 10 — PARTICIPANTS WITH SPECIAL STATUS.....</b>	<b>31</b>
10.1 Non-EU participants.....	31
10.2 Participants which are international organisations.....	31
10.3 Pillar-assessed participants.....	32
<b>SECTION 2 RULES FOR CARRYING OUT THE ACTION.....</b>	<b>34</b>
<b>ARTICLE 11 — PROPER IMPLEMENTATION OF THE ACTION.....</b>	<b>34</b>
11.1 Obligation to properly implement the action.....	34
11.2 Consequences of non-compliance.....	34
<b>ARTICLE 12 — CONFLICT OF INTERESTS.....</b>	<b>34</b>
12.1 Conflict of interests.....	34
12.2 Consequences of non-compliance.....	35
<b>ARTICLE 13 — CONFIDENTIALITY AND SECURITY.....</b>	<b>35</b>
13.1 Sensitive information.....	35
13.2 Classified information.....	35
13.3 Consequences of non-compliance.....	36
<b>ARTICLE 14 — ETHICS AND VALUES.....</b>	<b>36</b>
14.1 Ethics.....	36
14.2 Values.....	36
14.3 Consequences of non-compliance.....	36
<b>ARTICLE 15 — DATA PROTECTION.....</b>	<b>36</b>
15.1 Data processing by the granting authority.....	36
15.2 Data processing by the beneficiaries.....	37
15.3 Consequences of non-compliance.....	37
<b>ARTICLE 16 — INTELLECTUAL PROPERTY RIGHTS (IPR) — BACKGROUND AND RESULTS — ACCESS RIGHTS AND RIGHTS OF USE.....</b>	<b>37</b>
16.1 Background and access rights to background.....	38
16.2 Ownership of results.....	38
16.3 Rights of use of the granting authority on materials, documents and information received for policy, information, communication, dissemination and publicity purposes.....	38
16.4 Specific rules on IPR, results and background.....	39
16.5 Consequences of non-compliance.....	39
<b>ARTICLE 17 — COMMUNICATION, DISSEMINATION AND VISIBILITY.....</b>	<b>39</b>
17.1 Communication — Dissemination — Promoting the action.....	39
17.2 Visibility — European flag and funding statement.....	39
17.3 Quality of information — Disclaimer.....	40

17.4	Specific communication, dissemination and visibility rules.....	40
17.5	Consequences of non-compliance.....	41
ARTICLE 18 — SPECIFIC RULES FOR CARRYING OUT THE ACTION.....		41
18.1	Specific rules for carrying out the action.....	41
18.2	Consequences of non-compliance.....	41
<b>SECTION 3 GRANT ADMINISTRATION.....</b>		<b>41</b>
ARTICLE 19 — GENERAL INFORMATION OBLIGATIONS.....		41
19.1	Information requests.....	41
19.2	Participant Register data updates.....	41
19.3	Information about events and circumstances which impact the action.....	41
19.4	Consequences of non-compliance.....	42
ARTICLE 20 — RECORD-KEEPING.....		42
20.1	Keeping records and supporting documents.....	42
20.2	Consequences of non-compliance.....	43
ARTICLE 21 — REPORTING.....		43
21.1	Continuous reporting.....	43
21.2	Periodic reporting: Technical reports and financial statements.....	43
21.3	Currency for financial statements and conversion into euros.....	44
21.4	Reporting language.....	45
21.5	Consequences of non-compliance.....	45
ARTICLE 22 — PAYMENTS AND RECOVERIES — CALCULATION OF AMOUNTS DUE.....		45
22.1	Payments and payment arrangements.....	45
22.2	Recoveries.....	45
22.3	Amounts due.....	46
22.4	Enforced recovery.....	50
22.5	Consequences of non-compliance.....	51
ARTICLE 23 — GUARANTEES.....		52
23.1	Prefinancing guarantee.....	52
23.2	Consequences of non-compliance.....	52
ARTICLE 24 — CERTIFICATES.....		52
24.1	Operational verification report (OVR).....	52
24.2	Certificate on the financial statements (CFS).....	52
24.3	Certificate on the compliance of usual cost accounting practices (CoMUC).....	53
24.4	Systems and process audit (SPA).....	53
24.5	Consequences of non-compliance.....	54

ARTICLE 25 — CHECKS, REVIEWS, AUDITS AND INVESTIGATIONS — EXTENSION OF FINDINGS.....	54
25.1 Granting authority checks, reviews and audits.....	54
25.2 European Commission checks, reviews and audits in grants of other granting authorities.....	55
25.3 Access to records for assessing simplified forms of funding.....	55
25.4 OLAF, EPPO and ECA audits and investigations.....	55
25.5 Consequences of checks, reviews, audits and investigations — Extension of results of reviews, audits or investigations.....	56
25.6 Consequences of non-compliance.....	57
ARTICLE 26 — IMPACT EVALUATIONS.....	57
26.1 Impact evaluation.....	57
26.2 Consequences of non-compliance.....	58
<b>CHAPTER 5 CONSEQUENCES OF NON-COMPLIANCE.....</b>	<b>58</b>
<b>SECTION 1 REJECTIONS AND GRANT REDUCTION.....</b>	<b>58</b>
ARTICLE 27 — REJECTION OF COSTS AND CONTRIBUTIONS.....	58
27.1 Conditions.....	58
27.2 Procedure.....	58
27.3 Effects.....	58
ARTICLE 28 — GRANT REDUCTION.....	58
28.1 Conditions.....	58
28.2 Procedure.....	59
28.3 Effects.....	59
<b>SECTION 2 SUSPENSION AND TERMINATION.....</b>	<b>59</b>
ARTICLE 29 — PAYMENT DEADLINE SUSPENSION.....	59
29.1 Conditions.....	59
29.2 Procedure.....	60
ARTICLE 30 — PAYMENT SUSPENSION.....	60
30.1 Conditions.....	60
30.2 Procedure.....	60
ARTICLE 31 — GRANT AGREEMENT SUSPENSION.....	61
31.1 Consortium-requested GA suspension.....	61
31.2 EU-initiated GA suspension.....	62
ARTICLE 32 — GRANT AGREEMENT OR BENEFICIARY TERMINATION.....	63
32.1 Consortium-requested GA termination.....	63
32.2 Consortium-requested beneficiary termination.....	64
32.3 EU-initiated GA or beneficiary termination.....	65



<b>SECTION 3 OTHER CONSEQUENCES: DAMAGES AND ADMINISTRATIVE SANCTIONS.....</b>	<b>68</b>
ARTICLE 33 — DAMAGES.....	68
33.1 Liability of the granting authority.....	68
33.2 Liability of the beneficiaries.....	68
ARTICLE 34 — ADMINISTRATIVE SANCTIONS AND OTHER MEASURES.....	69
<b>SECTION 4 FORCE MAJEURE.....</b>	<b>69</b>
ARTICLE 35 — FORCE MAJEURE.....	69
<b>CHAPTER 6 FINAL PROVISIONS.....</b>	<b>69</b>
ARTICLE 36 — COMMUNICATION BETWEEN THE PARTIES.....	69
36.1 Forms and means of communication — Electronic management.....	69
36.2 Date of communication.....	70
36.3 Addresses for communication.....	70
ARTICLE 37 — INTERPRETATION OF THE AGREEMENT.....	70
ARTICLE 38 — CALCULATION OF PERIODS AND DEADLINES.....	70
ARTICLE 39 — AMENDMENTS.....	71
39.1 Conditions.....	71
39.2 Procedure.....	71
ARTICLE 40 — ACCESSION AND ADDITION OF NEW BENEFICIARIES.....	71
40.1 Accession of the beneficiaries mentioned in the Preamble.....	72
40.2 Addition of new beneficiaries.....	72
ARTICLE 41 — TRANSFER OF THE AGREEMENT.....	72
ARTICLE 42 — ASSIGNMENTS OF CLAIMS FOR PAYMENT AGAINST THE GRANTING AUTHORITY.....	72
ARTICLE 43 — APPLICABLE LAW AND SETTLEMENT OF DISPUTES.....	73
43.1 Applicable law.....	73
43.2 Dispute settlement.....	73
ARTICLE 44 — ENTRY INTO FORCE.....	73

## DATA SHEET

### 1. General data

Project summary:

Project summary
<p>The CLEAN ATM project addresses the synchronised implementation of Regulation (EU) n. 2021/116 – the Common Project 1 (CP1) – in full accordance with the provisions and timeline set in the SESAR Deployment Programme 2022, as approved by European Commission in August 2022. It addresses key technological elements that have been identified as those most urgently in need of implementation, in order to ensure the overall efficiency and environmental sustainability of Air Traffic Management in Europe. Coordinated by the SESAR Deployment Manager, the CLEAN ATM project pushes forward the Europe-wide adoption of key CP1 elements, such as: - Extended Airport Operations Plan (AOP), a rolling plan that allows the major European hubs to reduce congestion, delays and unnecessary carbon and noise emissions in their day-to-day operations. Through the integration of these Plans with the Network Operations Plan (NOP), overall benefits will propagate across the Network, enabling for further efficiencies of air traffic. This implementation project (IP) will lead to the adoption of these elements by 2027 in 7 major European hubs (Athens, Hamburg, Malaga, Milan Linate, Prague, Stuttgart, and Warsaw). - Free Route Airspace (FRA), an operational concept that allows aircraft to fly more direct routes when crossing the European skies towards their destination, allowing for a reduction of flight times and significant savings in terms of CO2 emissions. Through the CLEAN ATM initiative, 4 parallel implementation projects (IPs) will lead to the adoption of cross-border FRA by 2025 into the following regions: Spain-Portugal, Italy-Malta and the Balkans, Poland, and most of its neighbouring countries. The implementation projects have been built and clustered following the same implementation structure, in order to synchronize their activities and exploit their synergies. - System Wide Information Management (SWIM), a set of common standards, protocols and digital services that allow Aviation stakeholders to exchange aeronautical and flight information in a seamless way, allowing the overall ATM Network to be managed more efficiently and individual organisations to take the best operational decisions. The three initiatives included in the CLEAN proposal – which have been prepared in parallel to explore synergies and synchronisation opportunities amongst the different implementation projects - will lead to significant progress in the implementation of the Families into 21 countries, thanks to the involvement of 29 organisations. This will mark a critical step forward in the implementation of SWIM in the European Union by the end 2025, the deadline set by CP1 Regulation. The CLEAN ATM project brings together 39 operational stakeholders (Airlines, Airports, ANSPs, military authorities, the Network Manager) from 22 EU Member States, thanks to a set of 8 implementation projects to be run in parallel and in a synchronised manner. These implementation projects have been prepared and clustered by the SESAR Deployment Manager on the basis of their maturity to be immediately launched and executed, their adherence to the priorities listed in the CEF Call 2022 text, as well as their technical interdependencies. In particular, it is worth considering that SWIM is a set of standards and protocols considered as an enabler for the full deployment of all functionalities included in the SESAR Deployment Programme. In this perspective, its deployment is beneficial for the full deployment of both the Extended AOP and Free Route Airspace. When combined, these initiatives will allow the management of air traffic in Europe to be smarter, interoperable, safer, more resilient, and more environmentally sustainable.</p>

Keywords: not defined

Project number: 101122682

Project name: CP1 Deployment – Synchronised Modernisation of ATM

Project acronym: 22-EU-TG-CLEAN ATM

Call: CEF-T-2022-SIMOBGEN

Topic: CEF-T-2022-SIMOBGEN-SESAR-DSD-CP-WORKS

Type of action: CEF Infrastructure Projects

Granting authority: European Climate, Infrastructure and Environment Executive Agency

Grant managed through EU Funding & Tenders Portal: Yes (eGrants)

Project starting date: fixed date: 19 January 2023

Project end date: 18 December 2027

Project duration: 59 months

Consortium agreement: Yes

### 2. Participants

**List of participants:**

N°	Role	Short name	Legal name	Ctry	PIC	Total eligible costs (BEN and AE)	Max grant amount
1	COO (IO)	EUROCONTROL	EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION	BE	999483733	2 892 244.00	1 446 122.00
2	BEN	ACI EUROPE	EUROPEAN REGION OF THE AIRPORTS COUNCIL INTERNATIONAL	BE	888337447	822 332.00	411 166.00
3	BEN	AIR FRANCE	AIR FRANCE SA	FR	937590070	1 534 516.00	767 258.00
4	BEN	AUSTRO CONTROL	AUSTRO CONTROL OSTERREICHISCHE GESELLSCHAFT FUR ZIVILLUFTFAHRT MBH	AT	998956635	1 993 345.00	996 672.50
4.1	AE	ACDS	AUSTRO CONTROL DIGITAL SERVICES GMBH	AT	885188924	534 935.00	267 467.50
5	BEN	CROATIA CONTROL	HRVATSKA KONTROLA ZRACNE PLOVIDBE DOO	HR	924128216	1 756 157.00	878 078.50
6	BEN	LUFTHANSA	DEUTSCHE LUFTHANSA AKTIENGESELLSCHAFT	DE	999965532	205 583.00	102 791.50
7	BEN	DFS	DFS DEUTSCHE FLUGSICHERUNG GMBH	DE	999936820	4 118 382.00	2 059 191.00
8	BEN	DSNA	DIRECTION DES SERVICES DE LA NAVIGATION AERIENNE	FR	928673636	9 059 400.00	4 529 700.00
9	BEN	EASYJET	EASYJET EUROPE AIRLINE GMBH	AT	888316786	205 583.00	102 791.50
10	BEN	ENAIRES	ENAIRES	ES	997701843	6 835 720.00	3 532 224.40
11	BEN	ENAV	ENAV SPA	IT	998197513	9 759 910.00	4 879 955.00
12	BEN	HUNGAROCONTROL	HUNGAROCONTROL MAGYAR LEGIFORGALMISZOLGALAT ZARTKORUEN MUKODO RESZVENYTARSASAG	HU	941767472	157 276.00	78 638.00
13	BEN	AIRNAV	THE IRISH AIR NAVIGATION SERVICE	IE	881850281	2 692 697.00	1 346 348.50
14	BEN	LFV	LUFTFARTSVERKET	SE	942346077	1 906 040.00	953 020.00
15	BEN	NAV PORTUGAL	NAVEGACAO AEREA DE PORTUGAL - NAV PORTUGAL EPE	PT	955596471	4 040 278.00	2 020 139.00
16	BEN	NAVIAIR	NAVIAIR	DK	923671249	1 379 179.00	689 589.50
17	BEN	PANSA	POLSKA AGENCJA ZEGLUGI POWIETRZNEJ	PL	995562023	7 238 812.00	3 619 406.00
18	BEN	ROMATSA RA	ADMINISTRATIA ROMANA A SERVICIILOR DE TRAFIC AERIAN	RO	953538325	8 498 055.00	4 249 027.50
19	BEN	RYANAIR	RYANAIR DESIGNATED ACTIVITY COMPANY	IE	913857177	205 583.00	102 791.50
20	BEN	PRG Airport	LETISTE PRAHA AS	CZ	891456967	10 900 741.00	5 450 370.50
21	BEN	SEA	SOCIETA' PER AZIONI ESERCIZI AEROPORTUALI SEA	IT	986590687	3 655 539.00	1 827 769.50
22	BEN	PPL	POLSKIE PORTY LOTNICZE SPOLKA AKCYJNA	PL	890496861	5 408 402.00	2 704 201.00
23	BEN	FSG	FLUGHAFEN STUTTGART GMBH	DE	988424084	4 360 224.00	2 180 112.00
24	BEN	HAM AIRPORT	FLUGHAFEN HAMBURG GMBH	DE	936825225	2 697 889.00	1 348 944.50
25	BEN	AIA	ATHENS INTERNATIONAL AIRPORT S.A.	EL	999484994	8 811 286.00	4 405 643.00
26	BEN	AENA SME	AENA S.M.E. SA	ES	957048464	3 806 603.00	1 903 301.50
27	BEN	MATS	MALTA AIR TRAFFIC SERVICES LIMITED	MT	932440534	2 343 586.00	1 171 793.00
28	BEN	SPAF	MINISTERIO DE DEFENSA DE ESPAÑA	ES	985718075	334 726.00	170 133.80
29	BEN	SWED	SWEDAVIA AB	SE	984282281	2 043 855.00	1 021 927.50
30	BEN	SCHIPHOL	SCHIPHOL NEDERLAND BV	NL	999931388	1 480 659.00	740 329.50
31	BEN	ESTONIANANS	LENNULIKLUSTEENINDUSE AS	EE	959140463	1 328 597.00	664 298.50
32	BEN	LGS	VALSTS AKCIJU SABIEDRIBA LATVIJAS GAISA SATIKSME	LV	913789859	563 196.00	281 598.00
33	BEN	DCAC	MINISTRY OF TRANSPORT, COMMUNICATIONS AND WORKS	CY	958850433	1 776 792.00	888 396.00
34	BEN	daa	DAA PUBLIC LIMITED COMPANY	IE	884216887	1 998 436.00	999 218.00
35	BEN	ADP	AEROPORTS DE PARIS SA	FR	957080474	853 877.00	426 938.50
36	BEN	ORO NAVIGACIJA	AKCINE BENDROVE ORO NAVIGACIJA	LT	919915991	1 503 369.00	751 684.50

N°	Role	Short name	Legal name	Ctry	PIC	Total eligible costs (BEN and AE)	Max grant amount
37	BEN	KLM	KONINKLIJKE LUCHTVAART MAATSCHAPPIJ NV	NL	997594658	1 348 944.00	674 472.00
38	AP	SKYGUIDE	SKYGUIDE, SA SUISSE POUR LES SERVICES DE LA NAVIGATION AERIENNE CIVILS ET MILITAIRES	CH	958184334	0.00	0.00
<b>Total</b>						121 052 748.00	60 643 509.20

**Coordinator:**

- EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL)

**3. Grant****Maximum grant amount, total estimated eligible costs and contributions and funding rate:**

Total eligible costs (BEN and AE)	Funding rate (%)	Maximum grant amount (Annex 2)	Maximum grant amount (award decision)
121 052 748.00	50, 70, 0	60 643 509.20	60 643 509.20

**Grant form:** Budget-based**Grant mode:** Action grant**Budget categories/activity types:**

- A. Personnel costs
  - A.1 Employees, A.2 Natural persons under direct contract, A.3 Seconded persons
  - A.4 SME owners and natural person beneficiaries
- B. Subcontracting costs
- C. Purchase costs
  - C.1 Travel and subsistence
  - C.2 Equipment
  - C.3 Other goods, works and services
- D. Other cost categories
  - D.1 Financial support to third parties
  - D.2 Studies
  - D.3 Synergetic elements
  - D.4 Works in outermost regions
  - D.5 Land purchase
- E. Indirect costs

**Cost eligibility options:**

- Standard supplementary payments
- Average personnel costs (unit cost according to usual cost accounting practices)
- Country restrictions for subcontracting costs
- Travel and subsistence:
  - Travel: Actual costs
  - Accommodation: Actual costs

- Subsistence: Actual costs
- Equipment: full costs only
- Costs for providing financial support to third parties (actual cost; max amount for each recipient: EUR 60 000.00)
- Indirect cost flat-rate: 0% of the eligible direct costs (categories A-D, except volunteers costs and exempted specific cost categories, if any)
- VAT: No
- Country restrictions for eligible costs
- Other ineligible costs

**Budget flexibility:** Yes (no flexibility cap)

#### **4. Reporting, payments and recoveries**

##### **4.1 Continuous reporting** (art 21)

**Deliverables:** see Funding & Tenders Portal Continuous Reporting tool

##### **4.2 Periodic reporting and payments**

**Reporting and payment schedule** (art 21, 22):

Reporting					Payments	
Reporting periods			Type	Deadline	Type	Deadline (time to pay)
RP No	Month from	Month to				
(This section is intentionally left blank for reporting periods)					Initial prefinancing	30 days from entry into force/ financial guarantee (if required) – whichever is the latest
1	1	24	Periodic report	60 days after end of reporting period	Interim payment	90 days from receiving periodic report
2	25	48	Periodic report	60 days after end of reporting period	Interim payment	90 days from receiving periodic report
3	49	59	Periodic report	60 days after end of reporting period	Final payment	90 days from receiving periodic report

**Prefinancing payments and guarantees:**

Prefinancing payment		Prefinancing guarantee		
Type	Amount	Guarantee amount	Division per participant	
Prefinancing 1 (initial)	14 608 672.38	n/a	1 - EUROCONTROL	n/a
			2 - ACI EUROPE	n/a
			3 - AIR FRANCE	n/a
			4 - AUSTRO CONTROL	n/a
			4.1 - ACDS	n/a

Prefinancing payment		Prefinancing guarantee	
Type	Amount	Guarantee amount	Division per participant
			5 - CROATIA CONTROL
			n/a
			6 - LUFTHANSA
			n/a
			7 - DFS
			n/a
			8 - DSNA
			n/a
			9 - EASYJET
			n/a
			10 - ENAIRE
			n/a
			11 - ENAV
			n/a
			12 - HUNGAROCONTROL
			n/a
			13 - AIRNAV
			n/a
			14 - LFV
			n/a
			15 - NAV PORTUGAL
			n/a
			16 - NAVIAIR
			n/a
			17 - PANSА
			n/a
			18 - ROMATSA RA
			n/a
			19 - RYANAIR
			n/a
			20 - PRG Airport
			n/a
			21 - SEA
			n/a
			22 - PPL
			n/a
			23 - FSG
			n/a
			24 - HAM AIRPORT
			n/a
			25 - AIA
			n/a
			26 - AENA SME
			n/a
			27 - MATS
			n/a
			28 - SPAF
			n/a
			29 - SWED
			n/a
			30 - SCHIPHOL
			n/a
			31 - ESTONIANANS
			n/a
			32 - LGS
			n/a
			33 - DCAC
			n/a
			34 - daa
			n/a
			35 - ADP
			n/a
			36 - ORO NAVIGACIJA
			n/a
			37 - KLM
			n/a

**Reporting and payment modalities** (art 21, 22):

Mutual Insurance Mechanism (MIM): No

Restrictions on distribution of initial prefinancing: The prefinancing may be distributed only if the minimum number of beneficiaries set out in the call conditions (if any) have acceded to the Agreement and only to beneficiaries that have acceded.

Interim payment ceiling (if any): 90% of the maximum grant amount

No-profit rule: Yes

Late payment interest: ECB + 3.5%

Bank account for payments:

BE36310109735681

Conversion into euros: Double conversion

Reporting language: Language of the Agreement

#### **4.3 Certificates** (art 24):

Certificates on the financial statements (CFS):

Conditions:

Schedule: interim/final payment, if threshold is reached

Standard threshold (beneficiary-level):

- financial statement: requested EU contribution to costs  $\geq$  EUR 325 000.00

#### **4.4 Recoveries** (art 22)

##### **First-line liability for recoveries:**

Beneficiary termination: Beneficiary concerned

Final payment: Coordinator

After final payment: Beneficiary concerned

##### **Joint and several liability for enforced recoveries (in case of non-payment):**

Limited joint and several liability of other beneficiaries — up to the maximum grant amount of the beneficiary

Joint and several liability of affiliated entities — n/a

### **5. Consequences of non-compliance, applicable law & dispute settlement forum**

#### **Suspension and termination:**

Additional suspension grounds (art 31)

Additional termination grounds (art 32)

#### **Applicable law** (art 43):

Standard applicable law regime: EU law + law of Belgium

Special applicable law regime:

- EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL): law of Belgium + general principles governing the law of international organisations and the general rules of international law

#### **Dispute settlement forum** (art 43):

Standard dispute settlement forum:

EU beneficiaries: EU General Court + EU Court of Justice (on appeal)

Non-EU beneficiaries: Courts of Brussels, Belgium (unless an international agreement provides for the enforceability of EU court judgements)

Special dispute settlement forum:

- EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL): Arbitration

## **6. Other**

**Specific rules (Annex 5):** Yes

**Standard time-limits after project end:**

Confidentiality (for X years after final payment): 5

Record-keeping (for X years after final payment): 5 (or 3 for grants of not more than EUR 60 000)

Reviews (up to X years after final payment): 5 (or 3 for grants of not more than EUR 60 000)

Audits (up to X years after final payment): 5 (or 3 for grants of not more than EUR 60 000)

Extension of findings from other grants to this grant (no later than X years after final payment): 5 (or 3 for grants of not more than EUR 60 000)

Impact evaluation (up to X years after final payment): 5 (or 3 for grants of not more than EUR 60 000)



## **CHAPTER 1 GENERAL**

### **ARTICLE 1 — SUBJECT OF THE AGREEMENT**

This Agreement sets out the rights and obligations and terms and conditions applicable to the grant awarded for the implementation of the action set out in Chapter 2.

### **ARTICLE 2 — DEFINITIONS**

For the purpose of this Agreement, the following definitions apply:

**Actions** — The project which is being funded in the context of this Agreement.

**Grant** — The grant awarded in the context of this Agreement.

**EU grants** — Grants awarded by EU institutions, bodies, offices or agencies (including EU executive agencies, EU regulatory agencies, EDA, joint undertakings, etc.).

**Participants** — Entities participating in the action as beneficiaries, affiliated entities, associated partners, third parties giving in-kind contributions, subcontractors or recipients of financial support to third parties.

**Beneficiaries (BEN)** — The signatories of this Agreement (either directly or through an accession form).

**Affiliated entities (AE)** — Entities affiliated to a beneficiary within the meaning of Article 187 of EU Financial Regulation 2018/1046<sup>4</sup> which participate in the action with similar rights and obligations as the beneficiaries (obligation to implement action tasks and right to charge costs and claim contributions).

**Associated partners (AP)** — Entities which participate in the action, but without the right to charge costs or claim contributions.

**Purchases** — Contracts for goods, works or services needed to carry out the action (e.g. equipment, consumables and supplies) but which are not part of the action tasks (see Annex 1).

**Subcontracting** — Contracts for goods, works or services that are part of the action tasks (see Annex 1).

**In-kind contributions** — In-kind contributions within the meaning of Article 2(36) of EU Financial

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<sup>4</sup> For the definition, see Article 187 Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 ('EU Financial Regulation') (OJ L 193, 30.7.2018, p. 1): "**affiliated entities** [are]:

- (a) entities that form a sole beneficiary [(i.e. where an entity is formed of several entities that satisfy the criteria for being awarded a grant, including where the entity is specifically established for the purpose of implementing an action to be financed by a grant)];
- (b) entities that satisfy the eligibility criteria and that do not fall within one of the situations referred to in Article 136(1) and 141(1) and that have a link with the beneficiary, in particular a legal or capital link, which is neither limited to the action nor established for the sole purpose of its implementation".

Regulation 2018/1046, i.e. non-financial resources made available free of charge by third parties.

**Fraud** — Fraud within the meaning of Article 3 of EU Directive 2017/1371<sup>5</sup> and Article 1 of the Convention on the protection of the European Communities' financial interests, drawn up by the Council Act of 26 July 1995<sup>6</sup>, as well as any other wrongful or criminal deception intended to result in financial or personal gain.

**Irregularities** — Any type of breach (regulatory or contractual) which could impact the EU financial interests, including irregularities within the meaning of Article 1(2) of EU Regulation 2988/95<sup>7</sup>.

**Grave professional misconduct** — Any type of unacceptable or improper behaviour in exercising one's profession, especially by employees, including grave professional misconduct within the meaning of Article 136(1)(c) of EU Financial Regulation 2018/1046.

**Applicable EU, international and national law** — Any legal acts or other (binding or non-binding) rules and guidance in the area concerned.

**Portal** — EU Funding & Tenders Portal; electronic portal and exchange system managed by the European Commission and used by itself and other EU institutions, bodies, offices or agencies for the management of their funding programmes (grants, procurements, prizes, etc.).

## **CHAPTER 2 ACTION**

### **ARTICLE 3 — ACTION**

The grant is awarded for the action **101122682 — 22-EU-TG-CLEAN ATM** ('action'), as described in Annex 1.

### **ARTICLE 4 — DURATION AND STARTING DATE**

The duration and the starting date of the action are set out in the Data Sheet (see Point 1).

## **CHAPTER 3 GRANT**

### **ARTICLE 5 — GRANT**

#### **5.1 Form of grant**

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<sup>5</sup> Directive (EU) 2017/1371 of the European Parliament and of the Council of 5 July 2017 on the fight against fraud to the Union's financial interests by means of criminal law (OJ L 198, 28.7.2017, p. 29).

<sup>6</sup> OJ C 316, 27.11.1995, p. 48.

<sup>7</sup> Council Regulation (EC, Euratom) No 2988/95 of 18 December 1995 on the protection of the European Communities financial interests (OJ L 312, 23.12.1995, p. 1).

The grant is an action grant<sup>8</sup> which takes the form of a budget-based mixed actual cost grant (i.e. a grant based on actual costs incurred, but which may also include other forms of funding, such as unit costs or contributions, flat-rate costs or contributions, lump sum costs or contributions or financing not linked to costs).

## 5.2 Maximum grant amount

The maximum grant amount is set out in the Data Sheet (see Point 3) and in the estimated budget (Annex 2).

## 5.3 Funding rate

The funding rate for costs is 0% of the eligible costs for studies (if any), 70% of the eligible costs for works in outermost regions (if any) and 50% of the eligible costs for the other cost categories.

Contributions are not subject to any funding rate.

## 5.4 Estimated budget, budget categories and forms of funding

The estimated budget for the action is set out in Annex 2.

It contains the estimated eligible costs and contributions for the action, broken down by participant and budget category.

Annex 2 also shows the types of costs and contributions (forms of funding)<sup>9</sup> to be used for each budget category.

If unit costs or contributions are used, the details on the calculation will be explained in Annex 2a.

## 5.5 Budget flexibility

The budget breakdown may be adjusted — without an amendment (see Article 39) — by transfers (between participants and budget categories), as long as this does not imply any substantive or important change to the description of the action in Annex 1.

However:

- changes to the budget category for volunteers (if used) always require an amendment
- changes to budget categories with lump sums costs or contributions (if used; including financing not linked to costs) always require an amendment
- changes to budget categories with higher funding rates or budget ceilings (if used) always require an amendment
- addition of amounts for subcontracts not provided for in Annex 1 either require an amendment or simplified approval in accordance with Article 6.2

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<sup>8</sup> For the definition, see Article 180(2)(a) EU Financial Regulation 2018/1046: ‘**action grant**’ means an EU grant to finance “an action intended to help achieve a Union policy objective”.

<sup>9</sup> See Article 125 EU Financial Regulation 2018/1046.

- other changes require an amendment or simplified approval, if specifically provided for in Article 6.2
- flexibility caps: not applicable.

## ARTICLE 6 — ELIGIBLE AND INELIGIBLE COSTS AND CONTRIBUTIONS

In order to be eligible, costs and contributions must meet the **eligibility** conditions set out in this Article.

### 6.1 General eligibility conditions

The **general eligibility conditions** are the following:

- (a) for actual costs:
  - (i) they must be actually incurred by the beneficiary
  - (ii) they must be incurred in the period set out in Article 4 (with the exception of costs relating to the submission of the final periodic report, which may be incurred afterwards; see Article 21)
  - (iii) they must be declared under one of the budget categories set out in Article 6.2 and Annex 2
  - (iv) they must be incurred in connection with the action as described in Annex 1 and necessary for its implementation
  - (v) they must be identifiable and verifiable, in particular recorded in the beneficiary's accounts in accordance with the accounting standards applicable in the country where the beneficiary is established and with the beneficiary's usual cost accounting practices
  - (vi) they must comply with the applicable national law on taxes, labour and social security and
  - (vii) they must be reasonable, justified and must comply with the principle of sound financial management, in particular regarding economy and efficiency
- (b) for unit costs or contributions (if any):
  - (i) they must be declared under one of the budget categories set out in Article 6.2 and Annex 2
  - (ii) the units must:
    - be actually used or produced by the beneficiary in the period set out in Article 4 (with the exception of units relating to the submission of the final periodic report, which may be used or produced afterwards; see Article 21)
    - be necessary for the implementation of the action and
  - (iii) the number of units must be identifiable and verifiable, in particular supported by records and documentation (see Article 20)

- (c) for flat-rate costs or contributions (if any):
- (i) they must be declared under one of the budget categories set out in Article 6.2 and Annex 2
  - (ii) the costs or contributions to which the flat-rate is applied must:
    - be eligible
    - relate to the period set out in Article 4 (with the exception of costs or contributions relating to the submission of the final periodic report, which may be incurred afterwards; see Article 21)
- (d) for lump sum costs or contributions (if any):
- (i) they must be declared under one of the budget categories set out in Article 6.2 and Annex 2
  - (ii) the work must be properly implemented by the beneficiary in accordance with Annex 1
  - (iii) the deliverables/outputs must be achieved in the period set out in Article 4 (with the exception of deliverables/outputs relating to the submission of the final periodic report, which may be achieved afterwards; see Article 21)
- (e) for unit, flat-rate or lump sum costs or contributions according to usual cost accounting practices (if any):
- (i) they must fulfil the general eligibility conditions for the type of cost concerned
  - (ii) the cost accounting practices must be applied in a consistent manner, based on objective criteria, regardless of the source of funding
- (f) for financing not linked to costs (if any): the results must be achieved or the conditions must be fulfilled as described in Annex 1.

In addition, for direct cost categories (e.g. personnel, travel & subsistence, subcontracting and other direct costs) only costs that are directly linked to the action implementation and can therefore be attributed to it directly are eligible. They must not include any indirect costs (i.e. costs that are only indirectly linked to the action, e.g. via cost drivers).

## 6.2 Specific eligibility conditions for each budget category

For each budget category, the **specific eligibility conditions** are as follows:

### **Direct costs**

#### **A. Personnel costs**

**A.1 Costs for employees (or equivalent)** are eligible as personnel costs if they fulfil the general eligibility conditions and are related to personnel working for the beneficiary under an employment contract (or equivalent appointing act) and assigned to the action.

They must be limited to salaries, social security contributions, taxes and other costs linked to the

remuneration, if they arise from national law or the employment contract (or equivalent appointing act) and be calculated on the basis of the costs actually incurred, in accordance with the following method:

{daily rate for the person  
multiplied by  
number of day-equivalents worked on the action (rounded up or down to the nearest half-day)}.

The daily rate must be calculated as:

{annual personnel costs for the person  
divided by  
215}.

The number of day-equivalents declared for a person must be identifiable and verifiable (see Article 20).

The total number of day-equivalents declared in EU grants, for a person for a year, cannot be higher than 215.

The personnel costs may also include supplementary payments for personnel assigned to the action (including payments on the basis of supplementary contracts regardless of their nature), if:

- it is part of the beneficiary's usual remuneration practices and is paid in a consistent manner whenever the same kind of work or expertise is required
- the criteria used to calculate the supplementary payments are objective and generally applied by the beneficiary, regardless of the source of funding used.

If the beneficiary uses average personnel costs (unit cost according to usual cost accounting practices), the personnel costs must fulfil the general eligibility conditions for such unit costs and the daily rate must be calculated:

- using the actual personnel costs recorded in the beneficiary's accounts and excluding any costs which are ineligible or already included in other budget categories; the actual personnel costs may be adjusted on the basis of budgeted or estimated elements, if they are relevant for calculating the personnel costs, reasonable and correspond to objective and verifiable information

and

- according to usual cost accounting practices which are applied in a consistent manner, based on objective criteria, regardless of the source of funding.

**A.2 and A.3 Costs for natural persons working under a direct contract** other than an employment contract and costs for **seconded persons by a third party against payment** are also eligible as personnel costs, if they are assigned to the action, fulfil the general eligibility conditions and:

- (a) work under conditions similar to those of an employee (in particular regarding the way the work is organised, the tasks that are performed and the premises where they are performed) and

(b) the result of the work belongs to the beneficiary (unless agreed otherwise).

They must be calculated on the basis of a rate which corresponds to the costs actually incurred for the direct contract or secondment and must not be significantly different from those for personnel performing similar tasks under an employment contract with the beneficiary.

**A.4** The work of **SME owners** for the action (i.e. owners of beneficiaries that are small and medium-sized enterprises<sup>10</sup> not receiving a salary) or **natural person beneficiaries** (i.e. beneficiaries that are natural persons not receiving a salary) may be declared as personnel costs, if they fulfil the general eligibility conditions and are calculated as unit costs in accordance with the method set out in Annex 2a.

## **B. Subcontracting costs**

**Subcontracting costs** for the action (including related duties, taxes and charges) are eligible, if they are calculated on the basis of the costs actually incurred, fulfil the general eligibility conditions and are awarded using the beneficiary's usual purchasing practices — provided these ensure subcontracts with best value for money (or if appropriate the lowest price) and that there is no conflict of interests (see Article 12).

Beneficiaries that are 'contracting authorities/entities' within the meaning of the EU Directives on public procurement must also comply with the applicable national law on public procurement.

The beneficiaries must ensure that the subcontracted work is performed in the eligible countries or target countries set out in the call conditions — unless otherwise approved by the granting authority.

The tasks to be subcontracted and the estimated cost for each subcontract must be set out in Annex 1 and the total estimated costs of subcontracting per beneficiary must be set out in Annex 2 (or may be approved ex post in the periodic report, if the use of subcontracting does not entail changes to the Agreement which would call into question the decision awarding the grant or breach the principle of equal treatment of applicants; 'simplified approval procedure').

## **C. Purchase costs**

**Purchase costs** for the action (including related duties, taxes and charges) are eligible if they fulfil the general eligibility conditions and are bought using the beneficiary's usual purchasing practices — provided these ensure purchases with best value for money (or if appropriate the lowest price) and that there is no conflict of interests (see Article 12).

Beneficiaries that are 'contracting authorities/entities' within the meaning of the EU Directives on public procurement must also comply with the applicable national law on public procurement.

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<sup>10</sup> For the definition, see Commission Recommendation 2003/361/EC: micro, small or medium-sized enterprise (SME) are enterprises

- engaged in an economic activity, irrespective of their legal form (including, in particular, self-employed persons and family businesses engaged in craft or other activities, and partnerships or associations regularly engaged in an economic activity) and
- employing fewer than 250 persons (expressed in 'annual working units' as defined in Article 5 of the Recommendation) and which have an annual turnover not exceeding EUR 50 million, and/or an annual balance sheet total not exceeding EUR 43 million.

## C.1 Travel and subsistence

Purchases for **travel, accommodation and subsistence** must be calculated as follows:

- travel: on the basis of the costs actually incurred and in line with the beneficiary's usual practices on travel
- accommodation: on the basis of the costs actually incurred and in line with the beneficiary's usual practices on travel
- subsistence: on the basis of the costs actually incurred and in line with the beneficiary's usual practices on travel .

## C.2 Equipment

Purchases of **equipment, infrastructure or other assets** specifically for the action (or developed as part of the action tasks) may be declared as full capitalised costs if they fulfil the cost eligibility conditions applicable to their respective cost categories.

'Capitalised costs' means:

- costs incurred in the purchase or for the development of the equipment, infrastructure or other assets and
- which are recorded under a fixed asset account of the beneficiary in compliance with international accounting standards and the beneficiary's usual cost accounting practices.

If such equipment, infrastructure or other assets are rented or leased, full costs for **renting or leasing** are eligible, if they do not exceed the depreciation costs of similar equipment, infrastructure or assets and do not include any financing fees.

## C.3 Other goods, works and services

Purchases of **other goods, works and services** must be calculated on the basis of the costs actually incurred.

Such goods, works and services include, for instance, consumables and supplies, promotion, dissemination, protection of results, translations, publications, certificates and financial guarantees, if required under the Agreement.

## D. Other cost categories

### D.1 Financial support to third parties

**Costs for providing financial support to third parties** (in the form of **grants, prizes** or similar forms of support; if any) are eligible, if and as declared eligible in the call conditions, if they fulfil the general eligibility conditions, are calculated on the basis of the costs actually incurred and the support is implemented in accordance with the conditions set out in Annex 1.

These conditions must ensure objective and transparent selection procedures and include at least the following:

- (a) for grants (or similar):



- (i) the maximum amount of financial support for each third party ('recipient'); this amount may not exceed the amount set out in the Data Sheet (see Point 3) or otherwise agreed with the granting authority
  - (ii) the criteria for calculating the exact amount of the financial support
  - (iii) the different types of activity that qualify for financial support, on the basis of a closed list
  - (iv) the persons or categories of persons that will be supported and
  - (v) the criteria and procedures for giving financial support
- (b) for prizes (or similar):
- (i) the eligibility and award criteria
  - (ii) the amount of the prize and
  - (iii) the payment arrangements.

## **D.2 Studies**

**Costs for studies** are eligible, if and as declared eligible in the call conditions, if they fulfil the general eligibility conditions, are calculated on the basis of the costs actually incurred and comply with the conditions set out in Points A-C for the underlying types of costs (personnel, subcontracting, purchase).

## **D.3 Synergetic elements**

**Costs for synergetic elements** related to another sector of the CEF Programme (transport, energy or digital) are eligible, if and as declared eligible in the call conditions, if they fulfil the general eligibility conditions, are calculated on the basis of the costs actually incurred and allow to significantly improve the socio-economic, climate or environmental benefits of the action.

Such costs are eligible only up to 20% of the beneficiaries' total eligible costs.

## **D.4 Works in outermost regions**

**Costs for works in outermost regions** are eligible, if and as declared eligible in the call conditions, if they fulfil the general eligibility conditions, are calculated on the basis of the costs actually incurred, comply with the conditions set out in Points A-C for the underlying types of costs (personnel, subcontracting, purchase) and relate to works that are carried out in an outermost region within the meaning of Article 349 of the Treaty on the Functioning of the EU (TFEU)).

## **D.5 Land purchase**

**Costs for land purchase** are eligible, if and as declared eligible in the call conditions, if they fulfil the general eligibility conditions and are calculated on the basis of the costs actually incurred.

Such costs are eligible only up to 10% of the beneficiaries' total eligible costs.

## **Indirect costs**

## E. Indirect costs

**Indirect costs** will be reimbursed at the flat-rate of 0% of the eligible direct costs (categories A-D, except volunteers costs and exempted specific cost categories, if any).

### Contributions

Not applicable

## 6.3 Ineligible costs and contributions

The following costs or contributions are **ineligible**:

- (a) costs or contributions that do not comply with the conditions set out above (Article 6.1 and 6.2), in particular:
  - (i) costs related to return on capital and dividends paid by a beneficiary
  - (ii) debt and debt service charges
  - (iii) provisions for future losses or debts
  - (iv) interest owed
  - (v) currency exchange losses
  - (vi) bank costs charged by the beneficiary's bank for transfers from the granting authority
  - (vii) excessive or reckless expenditure
  - (viii) VAT (always ineligible)
  - (ix) costs incurred or contributions for activities implemented during grant agreement suspension (see Article 31)
  - (x) in-kind contributions by third parties
- (b) costs or contributions declared under other EU grants (or grants awarded by an EU Member State, non-EU country or other body implementing the EU budget), except for the following cases:
  - (i) Synergy actions: not applicable
  - (ii) if the action grant is combined with an operating grant<sup>11</sup> running during the same period and the beneficiary can demonstrate that the operating grant does not cover any (direct or indirect) costs of the action grant
- (c) costs or contributions for staff of a national (or regional/local) administration, for activities that are part of the administration's normal activities (i.e. not undertaken only because of the grant)

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<sup>11</sup> For the definition, see Article 180(2)(b) of EU Financial Regulation 2018/1046: '**operating grant**' means an EU grant to finance "the functioning of a body which has an objective forming part of and supporting an EU policy".

- (d) costs or contributions (especially travel and subsistence) for staff or representatives of EU institutions, bodies or agencies
- (e) other :
  - (i) costs or contributions for activities that do not take place in one of the eligible countries or target countries set out in the call conditions — unless approved by the granting authority
  - (ii) costs or contributions declared specifically ineligible in the call conditions.

#### **6.4 Consequences of non-compliance**

If a beneficiary declares costs or contributions that are ineligible, they will be rejected (see Article 27).

This may also lead to other measures described in Chapter 5.

## **CHAPTER 4 GRANT IMPLEMENTATION**

### **SECTION 1 CONSORTIUM: BENEFICIARIES, AFFILIATED ENTITIES AND OTHER PARTICIPANTS**

#### **ARTICLE 7 — BENEFICIARIES**

The beneficiaries, as signatories of the Agreement, are fully responsible towards the granting authority for implementing it and for complying with all its obligations.

They must implement the Agreement to their best abilities, in good faith and in accordance with all the obligations and terms and conditions it sets out.

They must have the appropriate resources to implement the action and implement the action under their own responsibility and in accordance with Article 11. If they rely on affiliated entities or other participants (see Articles 8 and 9), they retain sole responsibility towards the granting authority and the other beneficiaries.

They are jointly responsible for the *technical* implementation of the action. If one of the beneficiaries fails to implement their part of the action, the other beneficiaries must ensure that this part is implemented by someone else (without being entitled to an increase of the maximum grant amount and subject to an amendment; see Article 39). The *financial* responsibility of each beneficiary in case of recoveries is governed by Article 22.

The beneficiaries (and their action) must remain eligible under the EU programme funding the grant for the entire duration of the action. Costs and contributions will be eligible only as long as the beneficiary and the action are eligible.

The **internal roles and responsibilities** of the beneficiaries are divided as follows:

- (a) Each beneficiary must:
  - (i) keep information stored in the Portal Participant Register up to date (see Article 19)

- (ii) inform the granting authority (and the other beneficiaries) immediately of any events or circumstances likely to affect significantly or delay the implementation of the action (see Article 19)
  - (iii) submit to the coordinator in good time:
    - the prefinancing guarantees (if required; see Article 23)
    - the financial statements and certificates on the financial statements (CFS) (if required; see Articles 21 and 24.2 and Data Sheet, Point 4.3)
    - the contribution to the deliverables and technical reports (see Article 21)
    - any other documents or information required by the granting authority under the Agreement
  - (iv) submit via the Portal data and information related to the participation of their affiliated entities.
- (b) The coordinator must:
- (i) monitor that the action is implemented properly (see Article 11)
  - (ii) act as the intermediary for all communications between the consortium and the granting authority, unless the Agreement or granting authority specifies otherwise, and in particular:
    - submit the prefinancing guarantees to the granting authority (if any)
    - request and review any documents or information required and verify their quality and completeness before passing them on to the granting authority
    - submit the deliverables and reports to the granting authority
    - inform the granting authority about the payments made to the other beneficiaries (report on the distribution of payments; if required, see Articles 22 and 32)
  - (iii) distribute the payments received from the granting authority to the other beneficiaries without unjustified delay (see Article 22).

The coordinator may not delegate or subcontract the above-mentioned tasks to any other beneficiary or third party (including affiliated entities).

However, coordinators which are public bodies may delegate the tasks set out in Point (b)(ii) last indent and (iii) above to entities with ‘authorisation to administer’ which they have created or which are controlled by or affiliated to them. In this case, the coordinator retains sole responsibility for the payments and for compliance with the obligations under the Agreement.

Moreover, coordinators which are ‘sole beneficiaries’<sup>12</sup> (or similar, such as European research

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<sup>12</sup> For the definition, see Article 187(2) EU Financial Regulation 2018/1046: “Where several entities satisfy the criteria

infrastructure consortia (ERICs)) may delegate the tasks set out in Point (b)(i) to (iii) above to one of their members. The coordinator retains sole responsibility for compliance with the obligations under the Agreement.

The beneficiaries must have **internal arrangements** regarding their operation and co-ordination, to ensure that the action is implemented properly.

If required by the granting authority (see Data Sheet, Point 1), these arrangements must be set out in a written **consortium agreement** between the beneficiaries, covering for instance:

- the internal organisation of the consortium
- the management of access to the Portal
- different distribution keys for the payments and financial responsibilities in case of recoveries (if any)
- additional rules on rights and obligations related to background and results (see Article 16)
- settlement of internal disputes
- liability, indemnification and confidentiality arrangements between the beneficiaries.

The internal arrangements must not contain any provision contrary to this Agreement.

## ARTICLE 8 — AFFILIATED ENTITIES

The following entities which are linked to a beneficiary will participate in the action as ‘affiliated entities’:

- **AUSTRO CONTROL DIGITAL SERVICES GMBH (ACDS)**, PIC 885188924, linked to **AUSTRO CONTROL OSTERREICHISCHE GESELLSCHAFT FUR ZIVILLUFTFAHRT MBH (AUSTRO CONTROL)**

Affiliated entities can charge costs and contributions to the action under the same conditions as the beneficiaries and must implement the action tasks attributed to them in Annex 1 in accordance with Article 11.

Their costs and contributions will be included in Annex 2 and will be taken into account for the calculation of the grant.

The beneficiaries must ensure that all their obligations under this Agreement also apply to their affiliated entities.

The beneficiaries must ensure that the bodies mentioned in Article 25 (e.g. granting authority, OLAF, Court of Auditors (ECA), etc.) can exercise their rights also towards the affiliated entities.

Breaches by affiliated entities will be handled in the same manner as breaches by beneficiaries. Recovery of undue amounts will be handled through the beneficiaries.

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for being awarded a grant and together form one entity, that entity may be treated as the **sole beneficiary**, including where it is specifically established for the purpose of implementing the action financed by the grant.”

If the granting authority requires joint and several liability of affiliated entities (see Data Sheet, Point 4.4), they must sign the declaration set out in Annex 3a and may be held liable in case of enforced recoveries against their beneficiaries (see Article 22.2 and 22.4).

## **ARTICLE 9 — OTHER PARTICIPANTS INVOLVED IN THE ACTION**

### **9.1 Associated partners**

The following entities which cooperate with a beneficiary will participate in the action as ‘associated partners’:

- **SKYGUIDE, SA SUISSE POUR LES SERVICES DE LA NAVIGATION AERIENNE CIVILS ET MILITAIRES (SKYGUIDE), PIC 958184334**

Associated partners must implement the action tasks attributed to them in Annex 1 in accordance with Article 11. They may not charge costs or contributions to the action and the costs for their tasks are not eligible.

The tasks must be set out in Annex 1.

The beneficiaries must ensure that their contractual obligations under Articles 11 (proper implementation), 12 (conflict of interests), 13 (confidentiality and security), 14 (ethics), 17.2 (visibility), 18 (specific rules for carrying out action), 19 (information) and 20 (record-keeping) also apply to the associated partners.

The beneficiaries must ensure that the bodies mentioned in Article 25 (e.g. granting authority, OLAF, Court of Auditors (ECA), etc.) can exercise their rights also towards the associated partners.

### **9.2 Third parties giving in-kind contributions to the action**

Other third parties may give in-kind contributions to the action (i.e. personnel, equipment, other goods, works and services, etc. which are free-of-charge), if necessary for the implementation.

Third parties giving in-kind contributions do not implement any action tasks. They may not charge costs or contributions to the action and the costs for the in-kind contributions are not eligible.

The third parties and their in-kind contributions should be set out in Annex 1.

### **9.3 Subcontractors**

Subcontractors may participate in the action, if necessary for the implementation.

Subcontractors must implement their action tasks in accordance with Article 11. The costs for the subcontracted tasks (invoiced price from the subcontractor) are eligible and may be charged by the beneficiaries, under the conditions set out in Article 6. The costs will be included in Annex 2 as part of the beneficiaries’ costs.

The beneficiaries must ensure that their contractual obligations under Articles 11 (proper implementation), 12 (conflict of interest), 13 (confidentiality and security), 14 (ethics), 17.2 (visibility), 18 (specific rules for carrying out action), 19 (information) and 20 (record-keeping) also apply to the subcontractors.

The beneficiaries must ensure that the bodies mentioned in Article 25 (e.g. granting authority, OLAF, Court of Auditors (ECA), etc.) can exercise their rights also towards the subcontractors.

#### **9.4 Recipients of financial support to third parties**

If the action includes providing financial support to third parties (e.g. grants, prizes or similar forms of support), the beneficiaries must ensure that their contractual obligations under Articles 12 (conflict of interest), 13 (confidentiality and security), 14 (ethics), 17.2 (visibility), 18 (specific rules for carrying out action), 19 (information) and 20 (record-keeping) also apply to the third parties receiving the support (recipients).

The beneficiaries must also ensure that the bodies mentioned in Article 25 (e.g. granting authority, OLAF, Court of Auditors (ECA), etc.) can exercise their rights also towards the recipients.

### **ARTICLE 10 — PARTICIPANTS WITH SPECIAL STATUS**

#### **10.1 Non-EU participants**

Participants which are established in a non-EU country (if any) undertake to comply with their obligations under the Agreement and:

- to respect general principles (including fundamental rights, values and ethical principles, environmental and labour standards, rules on classified information, intellectual property rights, visibility of funding and protection of personal data)
- for the submission of certificates under Article 24: to use qualified external auditors which are independent and comply with comparable standards as those set out in EU Directive 2006/43/EC<sup>13</sup>
- for the controls under Article 25: to allow for checks, reviews, audits and investigations (including on-the-spot checks, visits and inspections) by the bodies mentioned in that Article (e.g. granting authority, OLAF, Court of Auditors (ECA), etc.).

Special rules on dispute settlement apply (see Data Sheet, Point 5).

#### **10.2 Participants which are international organisations**

Participants which are international organisations (IOs; if any) undertake to comply with their obligations under the Agreement and:

- to respect general principles (including fundamental rights, values and ethical principles, environmental and labour standards, rules on classified information, intellectual property rights, visibility of funding and protection of personal data)
- for the submission of certificates under Article 24: to use either independent public officers or external auditors which comply with comparable standards as those set out in EU Directive 2006/43/EC

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<sup>13</sup> Directive 2006/43/EC of the European Parliament and of the Council of 17 May 2006 on statutory audits of annual accounts and consolidated accounts or similar national regulations (OJ L 157, 9.6.2006, p. 87).

- for the controls under Article 25: to allow for the checks, reviews, audits and investigations by the bodies mentioned in that Article, taking into account the specific agreements concluded by them and the EU (if any).

For such participants, nothing in the Agreement will be interpreted as a waiver of their privileges or immunities, as accorded by their constituent documents or international law.

Special rules on applicable law and dispute settlement apply (see Article 43 and Data Sheet, Point 5).

### **10.3 Pillar-assessed participants**

Pillar-assessed participants (if any) may rely on their own systems, rules and procedures, in so far as they have been positively assessed and do not call into question the decision awarding the grant or breach the principle of equal treatment of applicants or beneficiaries.

‘Pillar-assessment’ means a review by the European Commission on the systems, rules and procedures which participants use for managing EU grants (in particular internal control system, accounting system, external audits, financing of third parties, rules on recovery and exclusion, information on recipients and protection of personal data; see Article 154 EU Financial Regulation 2018/1046).

Participants with a positive pillar assessment may rely on their own systems, rules and procedures, in particular for:

- record-keeping (Article 20): may be done in accordance with internal standards, rules and procedures
- currency conversion for financial statements (Article 21): may be done in accordance with usual accounting practices
- guarantees (Article 23): for public law bodies, prefinancing guarantees are not needed
- certificates (Article 24):
  - certificates on the financial statements (CFS): may be provided by their regular internal or external auditors and in accordance with their internal financial regulations and procedures
  - certificates on usual accounting practices (CoMUC): are not needed if those practices are covered by an ex-ante assessment

and use the following specific rules, for:

- recoveries (Article 22): in case of financial support to third parties, there will be no recovery if the participant has done everything possible to retrieve the undue amounts from the third party receiving the support (including legal proceedings) and non-recovery is not due to an error or negligence on its part
- checks, reviews, audits and investigations by the EU (Article 25): will be conducted taking into account the rules and procedures specifically agreed between them and the framework agreement (if any)



- impact evaluation (Article 26): will be conducted in accordance with the participant's internal rules and procedures and the framework agreement (if any)
- grant agreement suspension (Article 31): certain costs incurred during grant suspension are eligible (notably, minimum costs necessary for a possible resumption of the action and costs relating to contracts which were entered into before the pre-information letter was received and which could not reasonably be suspended, reallocated or terminated on legal grounds)
- grant agreement termination (Article 32): the final grant amount and final payment will be calculated taking into account also costs relating to contracts due for execution only after termination takes effect, if the contract was entered into before the pre-information letter was received and could not reasonably be terminated on legal grounds
- liability for damages (Article 33.2): the granting authority must be compensated for damage it sustains as a result of the implementation of the action or because the action was not implemented in full compliance with the Agreement only if the damage is due to an infringement of the participant's internal rules and procedures or due to a violation of third parties' rights by the participant or one of its employees or individual for whom the employees are responsible.

Participants whose pillar assessment covers procurement and granting procedures may also do purchases, subcontracting and financial support to third parties (Article 6.2) in accordance with their internal rules and procedures for purchases, subcontracting and financial support.

Participants whose pillar assessment covers data protection rules may rely on their internal standards, rules and procedures for data protection (Article 15).

The participants may however not rely on provisions which would breach the principle of equal treatment of applicants or beneficiaries or call into question the decision awarding the grant, such as in particular:

- eligibility (Article 6)
- consortium roles and set-up (Articles 7-9)
- security and ethics (Articles 13, 14)
- IPR (including background and results, access rights and rights of use), communication, dissemination and visibility (Articles 16 and 17)
- information obligation (Article 19)
- payment, reporting and amendments (Articles 21, 22 and 39)
- rejections, reductions, suspensions and terminations (Articles 27, 28, 29-32)

If the pillar assessment was subject to remedial measures, reliance on the internal systems, rules and procedures is subject to compliance with those remedial measures.

Participants whose assessment has not yet been updated to cover (the new rules on) data protection may rely on their internal systems, rules and procedures, provided that they ensure that personal data is:

- processed lawfully, fairly and in a transparent manner in relation to the data subject

- collected for specified, explicit and legitimate purposes and not further processed in a manner that is incompatible with those purposes
- adequate, relevant and limited to what is necessary in relation to the purposes for which they are processed
- accurate and, where necessary, kept up to date
- kept in a form which permits identification of data subjects for no longer than is necessary for the purposes for which the data is processed and
- processed in a manner that ensures appropriate security of the personal data.

Participants must inform the coordinator without delay of any changes to the systems, rules and procedures that were part of the pillar assessment. The coordinator must immediately inform the granting authority.

Pillar-assessed participants that have also concluded a framework agreement with the EU, may moreover — under the same conditions as those above (i.e. not call into question the decision awarding the grant or breach the principle of equal treatment of applicants or beneficiaries) — rely on the provisions set out in that framework agreement.

## **SECTION 2 RULES FOR CARRYING OUT THE ACTION**

### **ARTICLE 11 — PROPER IMPLEMENTATION OF THE ACTION**

#### **11.1 Obligation to properly implement the action**

The beneficiaries must implement the action as described in Annex 1 and in compliance with the provisions of the Agreement, the call conditions and all legal obligations under applicable EU, international and national law.

#### **11.2 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the grant may be reduced (see Article 28).

Such breaches may also lead to other measures described in Chapter 5.

### **ARTICLE 12 — CONFLICT OF INTERESTS**

#### **12.1 Conflict of interests**

The beneficiaries must take all measures to prevent any situation where the impartial and objective implementation of the Agreement could be compromised for reasons involving family, emotional life, political or national affinity, economic interest or any other direct or indirect interest ('conflict of interests').

They must formally notify the granting authority without delay of any situation constituting or likely to lead to a conflict of interests and immediately take all the necessary steps to rectify this situation.

The granting authority may verify that the measures taken are appropriate and may require additional measures to be taken by a specified deadline.

## **12.2 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the grant may be reduced (see Article 28) and the grant or the beneficiary may be terminated (see Article 32).

Such breaches may also lead to other measures described in Chapter 5.

## **ARTICLE 13 — CONFIDENTIALITY AND SECURITY**

### **13.1 Sensitive information**

The parties must keep confidential any data, documents or other material (in any form) that is identified as sensitive in writing ('sensitive information') — during the implementation of the action and for at least until the time-limit set out in the Data Sheet (see Point 6).

If a beneficiary requests, the granting authority may agree to keep such information confidential for a longer period.

Unless otherwise agreed between the parties, they may use sensitive information only to implement the Agreement.

The beneficiaries may disclose sensitive information to their personnel or other participants involved in the action only if they:

- (a) need to know it in order to implement the Agreement and
- (b) are bound by an obligation of confidentiality.

The granting authority may disclose sensitive information to its staff and to other EU institutions and bodies.

It may moreover disclose sensitive information to third parties, if:

- (a) this is necessary to implement the Agreement or safeguard the EU financial interests and
- (b) the recipients of the information are bound by an obligation of confidentiality.

The confidentiality obligations no longer apply if:

- (a) the disclosing party agrees to release the other party
- (b) the information becomes publicly available, without breaching any confidentiality obligation
- (c) the disclosure of the sensitive information is required by EU, international or national law.

Specific confidentiality rules (if any) are set out in Annex 5.

### **13.2 Classified information**

The parties must handle classified information in accordance with the applicable EU, international or national law on classified information (in particular, Decision 2015/444<sup>14</sup> and its implementing rules).

Deliverables which contain classified information must be submitted according to special procedures agreed with the granting authority.

Action tasks involving classified information may be subcontracted only after explicit approval (in writing) from the granting authority.

Classified information may not be disclosed to any third party (including participants involved in the action implementation) without prior explicit written approval from the granting authority.

Specific security rules (if any) are set out in Annex 5.

### **13.3 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the grant may be reduced (see Article 28).

Such breaches may also lead to other measures described in Chapter 5.

## **ARTICLE 14 — ETHICS AND VALUES**

### **14.1 Ethics**

The action must be carried out in line with the highest ethical standards and the applicable EU, international and national law on ethical principles.

Specific ethics rules (if any) are set out in Annex 5.

### **14.2 Values**

The beneficiaries must commit to and ensure the respect of basic EU values (such as respect for human dignity, freedom, democracy, equality, the rule of law and human rights, including the rights of minorities).

Specific rules on values (if any) are set out in Annex 5.

### **14.3 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the grant may be reduced (see Article 28).

Such breaches may also lead to other measures described in Chapter 5.

## **ARTICLE 15 — DATA PROTECTION**

### **15.1 Data processing by the granting authority**

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<sup>14</sup> Commission Decision 2015/444/EC, Euratom of 13 March 2015 on the security rules for protecting EU classified information (OJ L 72, 17.3.2015, p. 53).

Any personal data under the Agreement will be processed under the responsibility of the data controller of the granting authority in accordance with and for the purposes set out in the Portal Privacy Statement.

For grants where the granting authority is the European Commission, an EU regulatory or executive agency, joint undertaking or other EU body, the processing will be subject to Regulation 2018/1725<sup>15</sup>.

## **15.2 Data processing by the beneficiaries**

The beneficiaries must process personal data under the Agreement in compliance with the applicable EU, international and national law on data protection (in particular, Regulation 2016/679<sup>16</sup>).

They must ensure that personal data is:

- processed lawfully, fairly and in a transparent manner in relation to the data subjects
- collected for specified, explicit and legitimate purposes and not further processed in a manner that is incompatible with those purposes
- adequate, relevant and limited to what is necessary in relation to the purposes for which they are processed
- accurate and, where necessary, kept up to date
- kept in a form which permits identification of data subjects for no longer than is necessary for the purposes for which the data is processed and
- processed in a manner that ensures appropriate security of the data.

The beneficiaries may grant their personnel access to personal data only if it is strictly necessary for implementing, managing and monitoring the Agreement. The beneficiaries must ensure that the personnel is under a confidentiality obligation.

The beneficiaries must inform the persons whose data are transferred to the granting authority and provide them with the Portal Privacy Statement.

## **15.3 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the grant may be reduced (see Article 28).

Such breaches may also lead to other measures described in Chapter 5.

## **ARTICLE 16 — INTELLECTUAL PROPERTY RIGHTS (IPR) — BACKGROUND AND RESULTS — ACCESS RIGHTS AND RIGHTS OF USE**

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<sup>15</sup> Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).

<sup>16</sup> Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC ('GDPR') (OJ L 119, 4.5.2016, p. 1).

## 16.1 Background and access rights to background

The beneficiaries must give each other and the other participants access to the background identified as needed for implementing the action, subject to any specific rules in Annex 5.

‘Background’ means any data, know-how or information — whatever its form or nature (tangible or intangible), including any rights such as intellectual property rights — that is:

- (a) held by the beneficiaries before they acceded to the Agreement and
- (b) needed to implement the action or exploit the results.

If background is subject to rights of a third party, the beneficiary concerned must ensure that it is able to comply with its obligations under the Agreement.

## 16.2 Ownership of results

The granting authority does not obtain ownership of the results produced under the action.

‘Results’ means any tangible or intangible effect of the action, such as data, know-how or information, whatever its form or nature, whether or not it can be protected, as well as any rights attached to it, including intellectual property rights.

## 16.3 Rights of use of the granting authority on materials, documents and information received for policy, information, communication, dissemination and publicity purposes

The granting authority has the right to use non-sensitive information relating to the action and materials and documents received from the beneficiaries (notably summaries for publication, deliverables, as well as any other material, such as pictures or audio-visual material, in paper or electronic form) for policy, information, communication, dissemination and publicity purposes — during the action or afterwards.

The right to use the beneficiaries’ materials, documents and information is granted in the form of a royalty-free, non-exclusive and irrevocable licence, which includes the following rights:

- (a) **use for its own purposes** (in particular, making them available to persons working for the granting authority or any other EU service (including institutions, bodies, offices, agencies, etc.) or EU Member State institution or body; copying or reproducing them in whole or in part, in unlimited numbers; and communication through press information services)
- (b) **distribution to the public** (in particular, publication as hard copies and in electronic or digital format, publication on the internet, as a downloadable or non-downloadable file, broadcasting by any channel, public display or presentation, communicating through press information services, or inclusion in widely accessible databases or indexes)
- (c) **editing or redrafting** (including shortening, summarising, inserting other elements (e.g. meta-data, legends, other graphic, visual, audio or text elements), extracting parts (e.g. audio or video files), dividing into parts, use in a compilation)
- (d) **translation**
- (e) **storage** in paper, electronic or other form

- (f) **archiving**, in line with applicable document-management rules
- (g) the right to authorise **third parties** to act on its behalf or sub-license to third parties the modes of use set out in Points (b), (c), (d) and (f), if needed for the information, communication and publicity activity of the granting authority
- (h) **processing**, analysing, aggregating the materials, documents and information received and **producing derivative works**.

The rights of use are granted for the whole duration of the industrial or intellectual property rights concerned.

If materials or documents are subject to moral rights or third party rights (including intellectual property rights or rights of natural persons on their image and voice), the beneficiaries must ensure that they comply with their obligations under this Agreement (in particular, by obtaining the necessary licences and authorisations from the rights holders concerned).

Where applicable, the granting authority will insert the following information:

“© – [year] – [name of the copyright owner]. All rights reserved. Licensed to the [name of granting authority] under conditions.”

#### **16.4 Specific rules on IPR, results and background**

Specific rules regarding intellectual property rights, results and background (if any) are set out in Annex 5.

#### **16.5 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the grant may be reduced (see Article 28).

Such a breach may also lead to other measures described in Chapter 5.

### **ARTICLE 17 — COMMUNICATION, DISSEMINATION AND VISIBILITY**

#### **17.1 Communication — Dissemination — Promoting the action**

Unless otherwise agreed with the granting authority, the beneficiaries must promote the action and its results by providing targeted information to multiple audiences (including the media and the public), in accordance with Annex 1 and in a strategic, coherent and effective manner.

Before engaging in a communication or dissemination activity expected to have a major media impact, the beneficiaries must inform the granting authority.

#### **17.2 Visibility — European flag and funding statement**

Unless otherwise agreed with the granting authority, communication activities of the beneficiaries related to the action (including media relations, conferences, seminars, information material, such as brochures, leaflets, posters, presentations, etc., in electronic form, via traditional or social media, etc.), dissemination activities and any infrastructure, equipment, vehicles, supplies or major result funded

by the grant must acknowledge EU support and display the European flag (emblem) and funding statement (translated into local languages, where appropriate):



Funded by the  
European Union



Co-funded by the  
European Union



Funded by the  
European Union



Co-funded by the  
European Union

The emblem must remain distinct and separate and cannot be modified by adding other visual marks, brands or text.

Apart from the emblem, no other visual identity or logo may be used to highlight the EU support.

When displayed in association with other logos (e.g. of beneficiaries or sponsors), the emblem must be displayed at least as prominently and visibly as the other logos.

For the purposes of their obligations under this Article, the beneficiaries may use the emblem without first obtaining approval from the granting authority. This does not, however, give them the right to exclusive use. Moreover, they may not appropriate the emblem or any similar trademark or logo, either by registration or by any other means.

### 17.3 Quality of information — Disclaimer

Any communication or dissemination activity related to the action must use factually accurate information.

Moreover, it must indicate the following disclaimer (translated into local languages where appropriate):

“Funded by the European Union. Views and opinions expressed are however those of the author(s) only and do not necessarily reflect those of the European Union or [name of the granting authority]. Neither the European Union nor the granting authority can be held responsible for them.”

### 17.4 Specific communication, dissemination and visibility rules

Specific communication, dissemination and visibility rules (if any) are set out in Annex 5.



## **17.5 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the grant may be reduced (see Article 28).

Such breaches may also lead to other measures described in Chapter 5.

## **ARTICLE 18 — SPECIFIC RULES FOR CARRYING OUT THE ACTION**

### **18.1 Specific rules for carrying out the action**

Specific rules for implementing the action (if any) are set out in Annex 5.

### **18.2 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the grant may be reduced (see Article 28).

Such a breach may also lead to other measures described in Chapter 5.

## **SECTION 3 GRANT ADMINISTRATION**

## **ARTICLE 19 — GENERAL INFORMATION OBLIGATIONS**

### **19.1 Information requests**

The beneficiaries must provide — during the action or afterwards and in accordance with Article 7 — any information requested in order to verify eligibility of the costs or contributions declared, proper implementation of the action and compliance with the other obligations under the Agreement.

The information provided must be accurate, precise and complete and in the format requested, including electronic format.

### **19.2 Participant Register data updates**

The beneficiaries must keep — at all times, during the action or afterwards — their information stored in the Portal Participant Register up to date, in particular, their name, address, legal representatives, legal form and organisation type.

### **19.3 Information about events and circumstances which impact the action**

The beneficiaries must immediately inform the granting authority (and the other beneficiaries) of any of the following:

- (a) **events** which are likely to affect or delay the implementation of the action or affect the EU's financial interests, in particular:
  - (i) changes in their legal, financial, technical, organisational or ownership situation (including changes linked to one of the exclusion grounds listed in the declaration of honour signed before grant signature)

(ii) linked action information: not applicable

(b) **circumstances** affecting:

(i) the decision to award the grant or

(ii) compliance with requirements under the Agreement.

#### **19.4 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the grant may be reduced (see Article 28).

Such breaches may also lead to other measures described in Chapter 5.

### **ARTICLE 20 — RECORD-KEEPING**

#### **20.1 Keeping records and supporting documents**

The beneficiaries must — at least until the time-limit set out in the Data Sheet (see Point 6) — keep records and other supporting documents to prove the proper implementation of the action in line with the accepted standards in the respective field (if any).

In addition, the beneficiaries must — for the same period — keep the following to justify the amounts declared:

- (a) for actual costs: adequate records and supporting documents to prove the costs declared (such as contracts, subcontracts, invoices and accounting records); in addition, the beneficiaries' usual accounting and internal control procedures must enable direct reconciliation between the amounts declared, the amounts recorded in their accounts and the amounts stated in the supporting documents
- (b) for flat-rate costs and contributions (if any): adequate records and supporting documents to prove the eligibility of the costs or contributions to which the flat-rate is applied
- (c) for the following simplified costs and contributions: the beneficiaries do not need to keep specific records on the actual costs incurred, but must keep:
  - (i) for unit costs and contributions (if any): adequate records and supporting documents to prove the number of units declared
  - (ii) for lump sum costs and contributions (if any): adequate records and supporting documents to prove proper implementation of the work as described in Annex 1
  - (iii) for financing not linked to costs (if any): adequate records and supporting documents to prove the achievement of the results or the fulfilment of the conditions as described in Annex 1
- (d) for unit, flat-rate and lump sum costs and contributions according to usual cost accounting practices (if any): the beneficiaries must keep any adequate records and supporting documents to prove that their cost accounting practices have been applied in a consistent manner, based on

objective criteria, regardless of the source of funding, and that they comply with the eligibility conditions set out in Articles 6.1 and 6.2.

Moreover, the following is needed for specific budget categories:

- (e) for personnel costs: time worked for the beneficiary under the action must be supported by declarations signed monthly by the person and their supervisor, unless another reliable time-record system is in place; the granting authority may accept alternative evidence supporting the time worked for the action declared, if it considers that it offers an adequate level of assurance
- (f) additional record-keeping rules: not applicable

The records and supporting documents must be made available upon request (see Article 19) or in the context of checks, reviews, audits or investigations (see Article 25).

If there are on-going checks, reviews, audits, investigations, litigation or other pursuits of claims under the Agreement (including the extension of findings; see Article 25), the beneficiaries must keep these records and other supporting documentation until the end of these procedures.

The beneficiaries must keep the original documents. Digital and digitalised documents are considered originals if they are authorised by the applicable national law. The granting authority may accept non-original documents if they offer a comparable level of assurance.

## 20.2 Consequences of non-compliance

If a beneficiary breaches any of its obligations under this Article, costs or contributions insufficiently substantiated will be ineligible (see Article 6) and will be rejected (see Article 27), and the grant may be reduced (see Article 28).

Such breaches may also lead to other measures described in Chapter 5.

## ARTICLE 21 — REPORTING

### 21.1 Continuous reporting

The beneficiaries must continuously report on the progress of the action (e.g. **deliverables, milestones, outputs/outcomes, critical risks, indicators**, etc; if any), in the Portal Continuous Reporting tool and in accordance with the timing and conditions it sets out (as agreed with the granting authority).

Standardised deliverables (e.g. progress reports not linked to payments, reports on cumulative expenditure, special reports, etc; if any) must be submitted using the templates published on the Portal.

### 21.2 Periodic reporting: Technical reports and financial statements

In addition, the beneficiaries must provide reports to request payments, in accordance with the schedule and modalities set out in the Data Sheet (see Point 4.2):

- for additional prefinancings (if any): an **additional prefinancing report**
- for interim payments (if any) and the final payment: a **periodic report**.

The prefinancing and periodic reports include a technical and financial part.

The technical part includes an overview of the action implementation. It must be prepared using the template available in the Portal Periodic Reporting tool.

The financial part of the additional prefinancing report includes a statement on the use of the previous prefinancing payment.

The financial part of the periodic report includes:

- the financial statements (individual and consolidated; for all beneficiaries/affiliated entities)
- the explanation on the use of resources (or detailed cost reporting table, if required)
- the certificates on the financial statements (CFS) (if required; see Article 24.2 and Data Sheet, Point 4.3).

The **financial statements** must detail the eligible costs and contributions for each budget category and, for the final payment, also the revenues for the action (see Articles 6 and 22).

All eligible costs and contributions incurred should be declared, even if they exceed the amounts indicated in the estimated budget (see Annex 2). Amounts that are not declared in the individual financial statements will not be taken into account by the granting authority.

By signing the financial statements (directly in the Portal Periodic Reporting tool), the beneficiaries confirm that:

- the information provided is complete, reliable and true
- the costs and contributions declared are eligible (see Article 6)
- the costs and contributions can be substantiated by adequate records and supporting documents (see Article 20) that will be produced upon request (see Article 19) or in the context of checks, reviews, audits and investigations (see Article 25)
- for the final periodic report: all the revenues have been declared (if required; see Article 22).

Beneficiaries will have to submit also the financial statements of their affiliated entities (if any). In case of recoveries (see Article 22), beneficiaries will be held responsible also for the financial statements of their affiliated entities.

### **21.3 Currency for financial statements and conversion into euros**

The financial statements must be drafted in euro.

Beneficiaries with general accounts established in a currency other than the euro must convert the costs recorded in their accounts into euro, at the average of the daily exchange rates published in the C series of the *Official Journal of the European Union* (ECB website), calculated over the corresponding reporting period.

If no daily euro exchange rate is published in the *Official Journal* for the currency in question, they must be converted at the average of the monthly accounting exchange rates published on the European Commission website (InforEuro), calculated over the corresponding reporting period.

Beneficiaries with general accounts in euro must convert costs incurred in another currency into euro according to their usual accounting practices.

#### **21.4 Reporting language**

The reporting must be in the language of the Agreement, unless otherwise agreed with the granting authority (see Data Sheet, Point 4.2).

#### **21.5 Consequences of non-compliance**

If a report submitted does not comply with this Article, the granting authority may suspend the payment deadline (see Article 29) and apply other measures described in Chapter 5.

If the coordinator breaches its reporting obligations, the granting authority may terminate the grant or the coordinator's participation (see Article 32) or apply other measures described in Chapter 5.

### **ARTICLE 22 — PAYMENTS AND RECOVERIES — CALCULATION OF AMOUNTS DUE**

#### **22.1 Payments and payment arrangements**

Payments will be made in accordance with the schedule and modalities set out in the Data Sheet (see Point 4.2).

They will be made in euro to the bank account indicated by the coordinator (see Data Sheet, Point 4.2) and must be distributed without unjustified delay (restrictions may apply to distribution of the initial prefinancing payment; see Data Sheet, Point 4.2).

Payments to this bank account will discharge the granting authority from its payment obligation.

The cost of payment transfers will be borne as follows:

- the granting authority bears the cost of transfers charged by its bank
- the beneficiary bears the cost of transfers charged by its bank
- the party causing a repetition of a transfer bears all costs of the repeated transfer.

Payments by the granting authority will be considered to have been carried out on the date when they are debited to its account.

#### **22.2 Recoveries**

Recoveries will be made, if — at beneficiary termination, final payment or afterwards — it turns out that the granting authority has paid too much and needs to recover the amounts undue.

The general liability regime for recoveries (first-line liability) is as follows: At final payment, the coordinator will be fully liable for recoveries, even if it has not been the final recipient of the undue amounts. At beneficiary termination or after final payment, recoveries will be made directly against the beneficiaries concerned.

Beneficiaries will be fully liable for repaying the debts of their affiliated entities.

In case of enforced recoveries (see Article 22.4):

- the beneficiaries will be jointly and severally liable for repaying debts of another beneficiary under the Agreement (including late-payment interest), if required by the granting authority (see Data Sheet, Point 4.4)
- affiliated entities will be held liable for repaying debts of their beneficiaries under the Agreement (including late-payment interest), if required by the granting authority (see Data Sheet, Point 4.4).

## 22.3 Amounts due

### 22.3.1 Prefinancing payments

The aim of the prefinancing is to provide the beneficiaries with a float.

It remains the property of the EU until the final payment.

For **initial prefinancings** (if any), the amount due, schedule and modalities are set out in the Data Sheet (see Point 4.2).

For **additional prefinancings** (if any), the amount due, schedule and modalities are also set out in the Data Sheet (see Point 4.2). However, if the statement on the use of the previous prefinancing payment shows that less than 70% was used, the amount set out in the Data Sheet will be reduced by the difference between the 70% threshold and the amount used.

Prefinancing payments (or parts of them) may be offset (without the beneficiaries' consent) against amounts owed by a beneficiary to the granting authority — up to the amount due to that beneficiary.

For grants where the granting authority is the European Commission or an EU executive agency, offsetting may also be done against amounts owed to other Commission services or executive agencies.

Payments will not be made if the payment deadline or payments are suspended (see Articles 29 and 30).

### 22.3.2 Amount due at beneficiary termination — Recovery

In case of beneficiary termination, the granting authority will determine the provisional amount due for the beneficiary concerned. Payments (if any) will be made with the next interim or final payment.

The **amount due** will be calculated in the following step:

Step 1 — Calculation of the total accepted EU contribution

#### Step 1 — Calculation of the total accepted EU contribution

The granting authority will first calculate the 'accepted EU contribution' for the beneficiary for all reporting periods, by calculating the 'maximum EU contribution to costs' (applying the funding rate to the accepted costs of the beneficiary), taking into account requests for a lower contribution to costs and CFS threshold cappings (if any; see Article 24.5) and adding the contributions (accepted unit, flat-rate or lump sum contributions and financing not linked to costs, if any).

After that, the granting authority will take into account grant reductions (if any). The resulting amount is the ‘total accepted EU contribution’ for the beneficiary.

The **balance** is then calculated by deducting the payments received (if any; see report on the distribution of payments in Article 32), from the total accepted EU contribution:

$$\begin{aligned} & \{ \text{total accepted EU contribution for the beneficiary} \\ & \text{minus} \\ & \{ \text{prefinancing and interim payments received (if any)} \} \}. \end{aligned}$$

If the balance is **positive**, the amount will be included in the next interim or final payment to the consortium.

If the balance is **negative**, it will be **recovered** in accordance with the following procedure:

The granting authority will send a **pre-information letter** to the beneficiary concerned:

- formally notifying the intention to recover, the amount due, the amount to be recovered and the reasons why and
- requesting observations within 30 days of receiving notification.

If no observations are submitted (or the granting authority decides to pursue recovery despite the observations it has received), it will confirm the amount to be recovered and ask this amount to be paid to the coordinator (**confirmation letter**).

The amounts will later on also be taken into account for the next interim or final payment.

### 22.3.3 Interim payments

Interim payments reimburse the eligible costs and contributions claimed for the implementation of the action during the reporting periods (if any).

Interim payments (if any) will be made in accordance with the schedule and modalities set out the Data Sheet (see Point 4.2).

Payment is subject to the approval of the periodic report. Its approval does not imply recognition of compliance, authenticity, completeness or correctness of its content.

The **interim payment** will be calculated by the granting authority in the following steps:

Step 1 — Calculation of the total accepted EU contribution

Step 2 — Limit to the interim payment ceiling

#### Step 1 — Calculation of the total accepted EU contribution

The granting authority will calculate the ‘accepted EU contribution’ for the action for the reporting period, by first calculating the ‘maximum EU contribution to costs’ (applying the funding rate to the accepted costs of each beneficiary), taking into account requests for a lower contribution to costs, and CFS threshold cappings (if any; see Article 24.5) and adding the contributions (accepted unit, flat-rate or lump sum contributions and financing not linked to costs, if any).

After that, the granting authority will take into account grant reductions from beneficiary termination (if any). The resulting amount is the ‘total accepted EU contribution’.

#### Step 2 — Limit to the interim payment ceiling

The resulting amount is then capped to ensure that the total amount of prefinancing and interim payments (if any) does not exceed the interim payment ceiling set out in the Data Sheet (see Point 4.2).

Interim payments (or parts of them) may be offset (without the beneficiaries’ consent) against amounts owed by a beneficiary to the granting authority — up to the amount due to that beneficiary.

For grants where the granting authority is the European Commission or an EU executive agency, offsetting may also be done against amounts owed to other Commission services or executive agencies.

Payments will not be made if the payment deadline or payments are suspended (see Articles 29 and 30).

### **22.3.4 Final payment — Final grant amount — Revenues and Profit — Recovery**

The final payment (payment of the balance) reimburses the remaining part of the eligible costs and contributions claimed for the implementation of the action (if any).

The final payment will be made in accordance with the schedule and modalities set out in the Data Sheet (see Point 4.2).

Payment is subject to the approval of the final periodic report. Its approval does not imply recognition of compliance, authenticity, completeness or correctness of its content.

The **final grant amount for the action** will be calculated in the following steps:

Step 1 — Calculation of the total accepted EU contribution

Step 2 — Limit to the maximum grant amount

Step 3 — Reduction due to the no-profit rule

#### Step 1 — Calculation of the total accepted EU contribution

The granting authority will first calculate the ‘accepted EU contribution’ for the action for all reporting periods, by calculating the ‘maximum EU contribution to costs’ (applying the funding rate to the total accepted costs of each beneficiary), taking into account requests for a lower contribution to costs, CFS threshold cappings (if any; see Article 24.5) and adding the contributions (accepted unit, flat-rate or lump sum contributions and financing not linked to costs, if any).

After that, the granting authority will take into account grant reductions (if any). The resulting amount is the ‘total accepted EU contribution’.

#### Step 2 — Limit to the maximum grant amount

If the resulting amount is higher than the maximum grant amount set out in Article 5.2, it will be limited to the latter.



### Step 3 — Reduction due to the no-profit rule

If the no-profit rule is provided for in the Data Sheet (see Point 4.2), the grant must not produce a profit (i.e. surplus of the amount obtained following Step 2 plus the action's revenues, over the eligible costs and contributions approved by the granting authority).

'Revenue' is all income generated by the action, during its duration (see Article 4), for beneficiaries that are profit legal entities.

If there is a profit, it will be deducted in proportion to the final rate of reimbursement of the eligible costs approved by the granting authority (as compared to the amount calculated following Steps 1 and 2 minus the contributions).

The **balance** (final payment) is then calculated by deducting the total amount of prefinancing and interim payments already made (if any), from the final grant amount:

$$\left. \begin{array}{l} \{\text{final grant amount} \\ \text{minus} \\ \{\text{prefinancing and interim payments made (if any)}\} \} \end{array} \right\}$$

If the balance is **positive**, it will be **paid** to the coordinator.

The final payment (or part of it) may be offset (without the beneficiaries' consent) against amounts owed by a beneficiary to the granting authority — up to the amount due to that beneficiary.

For grants where the granting authority is the European Commission or an EU executive agency, offsetting may also be done against amounts owed to other Commission services or executive agencies.

Payments will not be made if the payment deadline or payments are suspended (see Articles 29 and 30).

If the balance is **negative**, it will be **recovered** in accordance with the following procedure:

The granting authority will send a **pre-information letter** to the coordinator:

- formally notifying the intention to recover, the final grant amount, the amount to be recovered and the reasons why
- requesting observations within 30 days of receiving notification.

If no observations are submitted (or the granting authority decides to pursue recovery despite the observations it has received), it will confirm the amount to be recovered (**confirmation letter**), together with a **debit note** with the terms and date for payment.

If payment is not made by the date specified in the debit note, the granting authority will **enforce recovery** in accordance with Article 22.4.

#### **22.3.5 Audit implementation after final payment — Revised final grant amount — Recovery**

If — after the final payment (in particular, after checks, reviews, audits or investigations; see

Article 25) — the granting authority rejects costs or contributions (see Article 27) or reduces the grant (see Article 28), it will calculate the **revised final grant amount** for the beneficiary concerned.

The **beneficiary revised final grant amount** will be calculated in the following step:

Step 1 — Calculation of the revised total accepted EU contribution

#### Step 1 — Calculation of the revised total accepted EU contribution

The granting authority will first calculate the ‘revised accepted EU contribution’ for the beneficiary, by calculating the ‘revised accepted costs’ and ‘revised accepted contributions’.

After that, it will take into account grant reductions (if any). The resulting ‘revised total accepted EU contribution’ is the beneficiary revised final grant amount.

If the revised final grant amount is lower than the beneficiary’s final grant amount (i.e. its share in the final grant amount for the action), it will be **recovered** in accordance with the following procedure:

The **beneficiary final grant amount** (i.e. share in the final grant amount for the action) is calculated as follows:

$$\left\{ \begin{array}{l} \text{\{total accepted EU contribution for the beneficiary} \\ \text{divided by} \\ \text{total accepted EU contribution for the action\}} \\ \text{multiplied by} \\ \text{final grant amount for the action\}}. \end{array} \right.$$

The granting authority will send a **pre-information letter** to the beneficiary concerned:

- formally notifying the intention to recover, the amount to be recovered and the reasons why and
- requesting observations within 30 days of receiving notification.

If no observations are submitted (or the granting authority decides to pursue recovery despite the observations it has received), it will confirm the amount to be recovered (**confirmation letter**), together with a **debit note** with the terms and the date for payment.

Recoveries against affiliated entities (if any) will be handled through their beneficiaries.

If payment is not made by the date specified in the debit note, the granting authority will **enforce recovery** in accordance with Article 22.4.

## 22.4 Enforced recovery

If payment is not made by the date specified in the debit note, the amount due will be recovered:

- (a) by offsetting the amount — without the coordinator or beneficiary’s consent — against any amounts owed to the coordinator or beneficiary by the granting authority.

In exceptional circumstances, to safeguard the EU financial interests, the amount may be offset before the payment date specified in the debit note.

For grants where the granting authority is the European Commission or an EU executive agency, debts may also be offset against amounts owed by other Commission services or executive agencies.

- (b) by drawing on the financial guarantee(s) (if any)
- (c) by holding other beneficiaries jointly and severally liable (if any; see Data Sheet, Point 4.4)
- (d) by holding affiliated entities jointly and severally liable (if any, see Data Sheet, Point 4.4)
- (e) by taking legal action (see Article 43) or, provided that the granting authority is the European Commission or an EU executive agency, by adopting an enforceable decision under Article 299 of the Treaty on the Functioning of the EU (TFEU) and Article 100(2) of EU Financial Regulation 2018/1046.

The amount to be recovered will be increased by **late-payment interest** at the rate set out in Article 22.5, from the day following the payment date in the debit note, up to and including the date the full payment is received.

Partial payments will be first credited against expenses, charges and late-payment interest and then against the principal.

Bank charges incurred in the recovery process will be borne by the beneficiary, unless Directive 2015/2366<sup>17</sup> applies.

For grants where the granting authority is an EU executive agency, enforced recovery by offsetting or enforceable decision will be done by the services of the European Commission (see also Article 43).

## 22.5 Consequences of non-compliance

**22.5.1** If the granting authority does not pay within the payment deadlines (see above), the beneficiaries are entitled to **late-payment interest** at the rate applied by the European Central Bank (ECB) for its main refinancing operations in euros ('reference rate'), plus the rate specified in the Data Sheet (Point 4.2). The reference rate is the rate in force on the first day of the month in which the payment deadline expires, as published in the C series of the *Official Journal of the European Union*.

If the late-payment interest is lower than or equal to EUR 200, it will be paid to the coordinator only on request submitted within two months of receiving the late payment.

Late-payment interest is not due if all beneficiaries are EU Member States (including regional and local government authorities or other public bodies acting on behalf of a Member State for the purpose of this Agreement).

If payments or the payment deadline are suspended (see Articles 29 and 30), payment will not be considered as late.

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<sup>17</sup> Directive (EU) 2015/2366 of the European Parliament and of the Council of 25 November 2015 on payment services in the internal market, amending Directives 2002/65/EC, 2009/110/EC and 2013/36/EU and Regulation (EU) No 1093/2010, and repealing Directive 2007/64/EC (OJ L 337, 23.12.2015, p. 35).

Late-payment interest covers the period running from the day following the due date for payment (see above), up to and including the date of payment.

Late-payment interest is not considered for the purposes of calculating the final grant amount.

**22.5.2** If the coordinator breaches any of its obligations under this Article, the grant may be reduced (see Article 28) and the grant or the coordinator may be terminated (see Article 32).

Such breaches may also lead to other measures described in Chapter 5.

## **ARTICLE 23 — GUARANTEES**

### **23.1 Prefinancing guarantee**

If required by the granting authority (see Data Sheet, Point 4.2), the beneficiaries must provide (one or more) prefinancing guarantee(s) in accordance with the timing and the amounts set out in the Data Sheet.

The coordinator must submit them to the granting authority in due time before the prefinancing they are linked to.

The guarantees must be drawn up using the template published on the Portal and fulfil the following conditions:

- (a) be provided by a bank or approved financial institution established in the EU or — if requested by the coordinator and accepted by the granting authority — by a third party or a bank or financial institution established outside the EU offering equivalent security
- (b) the guarantor stands as first-call guarantor and does not require the granting authority to first have recourse against the principal debtor (i.e. the beneficiary concerned) and
- (c) remain explicitly in force until the final payment and, if the final payment takes the form of a recovery, until five months after the debit note is notified to a beneficiary.

They will be released within the following month.

### **23.2 Consequences of non-compliance**

If the beneficiaries breach their obligation to provide the prefinancing guarantee, the prefinancing will not be paid.

Such breaches may also lead to other measures described in Chapter 5.

## **ARTICLE 24 — CERTIFICATES**

### **24.1 Operational verification report (OVR)**

Not applicable

### **24.2 Certificate on the financial statements (CFS)**

If required by the granting authority (see Data Sheet, Point 4.3), the beneficiaries must provide

certificates on their financial statements (CFS), in accordance with the schedule, threshold and conditions set out in the Data Sheet.

The coordinator must submit them as part of the periodic report (see Article 21).

The certificates must be drawn up using the template published on the Portal, cover the costs declared on the basis of actual costs and costs according to usual cost accounting practices (if any), and fulfil the following conditions:

- (a) be provided by a qualified approved external auditor which is independent and complies with Directive 2006/43/EC<sup>18</sup> (or for public bodies: by a competent independent public officer)
- (b) the verification must be carried out according to the highest professional standards to ensure that the financial statements comply with the provisions under the Agreement and that the costs declared are eligible.

The certificates will not affect the granting authority's right to carry out its own checks, reviews or audits, nor preclude the European Court of Auditors (ECA), the European Public Prosecutor's Office (EPPO) or the European Anti-Fraud Office (OLAF) from using their prerogatives for audits and investigations under the Agreement (see Article 25).

If the costs (or a part of them) were already audited by the granting authority, these costs do not need to be covered by the certificate and will not be counted for calculating the threshold (if any).

### **24.3 Certificate on the compliance of usual cost accounting practices (CoMUC)**

Beneficiaries which use unit, flat rate or lump sum costs or contributions according to usual costs accounting practices (if any) may submit to the granting authority, for approval, a certificate on the methodology stating that their usual cost accounting practices comply with the eligibility conditions under the Agreement.

The certificate must be drawn up using the template published on the Portal and fulfil the following conditions:

- (a) be provided by a qualified approved external auditor which is independent and complies with Directive 2006/43/EC<sup>19</sup> (or for public bodies: by a competent independent public officer)
- (b) the verification must be carried out according to the highest professional standards to ensure that the methodology for declaring costs according to usual accounting practices complies with the provisions under the Agreement.

If the certificate is approved, amounts declared in line with this methodology will not be challenged subsequently, unless the beneficiary concealed information for the purpose of the approval.

### **24.4 Systems and process audit (SPA)**

Not applicable

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<sup>18</sup> Directive 2006/43/EC of the European Parliament and of the Council of 17 May 2006 on statutory audits of annual accounts and consolidated accounts or similar national regulations (OJ L 157, 9.6.2006, p. 87).

<sup>19</sup> Directive 2006/43/EC of the European Parliament and of the Council of 17 May 2006 on statutory audits of annual accounts and consolidated accounts or similar national regulations (OJ L 157, 9.6.2006, p. 87).

## 24.5 Consequences of non-compliance

If a beneficiary does not submit a certificate on the financial statements (CFS) or the certificate is rejected, the accepted EU contribution to costs will be capped to reflect the CFS threshold.

If a beneficiary breaches any of its other obligations under this Article, the granting authority may apply the measures described in Chapter 5.

## ARTICLE 25 — CHECKS, REVIEWS, AUDITS AND INVESTIGATIONS — EXTENSION OF FINDINGS

### 25.1 Granting authority checks, reviews and audits

#### 25.1.1 Internal checks

The granting authority may — during the action or afterwards — check the proper implementation of the action and compliance with the obligations under the Agreement, including assessing costs and contributions, deliverables and reports.

#### 25.1.2 Project reviews

The granting authority may carry out reviews on the proper implementation of the action and compliance with the obligations under the Agreement (general project reviews or specific issues reviews).

Such project reviews may be started during the implementation of the action and until the time-limit set out in the Data Sheet (see Point 6). They will be formally notified to the coordinator or beneficiary concerned and will be considered to start on the date of the notification.

If needed, the granting authority may be assisted by independent, outside experts. If it uses outside experts, the coordinator or beneficiary concerned will be informed and have the right to object on grounds of commercial confidentiality or conflict of interest.

The coordinator or beneficiary concerned must cooperate diligently and provide — within the deadline requested — any information and data in addition to deliverables and reports already submitted (including information on the use of resources). The granting authority may request beneficiaries to provide such information to it directly. Sensitive information and documents will be treated in accordance with Article 13.

The coordinator or beneficiary concerned may be requested to participate in meetings, including with the outside experts.

For **on-the-spot visits**, the beneficiary concerned must allow access to sites and premises (including to the outside experts) and must ensure that information requested is readily available.

Information provided must be accurate, precise and complete and in the format requested, including electronic format.

On the basis of the review findings, a **project review report** will be drawn up.

The granting authority will formally notify the project review report to the coordinator or beneficiary concerned, which has 30 days from receiving notification to make observations.

Project reviews (including project review reports) will be in the language of the Agreement.

### 25.1.3 Audits

The granting authority may carry out audits on the proper implementation of the action and compliance with the obligations under the Agreement.

Such audits may be started during the implementation of the action and until the time-limit set out in the Data Sheet (see Point 6). They will be formally notified to the beneficiary concerned and will be considered to start on the date of the notification.

The granting authority may use its own audit service, delegate audits to a centralised service or use external audit firms. If it uses an external firm, the beneficiary concerned will be informed and have the right to object on grounds of commercial confidentiality or conflict of interest.

The beneficiary concerned must cooperate diligently and provide — within the deadline requested — any information (including complete accounts, individual salary statements or other personal data) to verify compliance with the Agreement. Sensitive information and documents will be treated in accordance with Article 13.

For **on-the-spot** visits, the beneficiary concerned must allow access to sites and premises (including for the external audit firm) and must ensure that information requested is readily available.

Information provided must be accurate, precise and complete and in the format requested, including electronic format.

On the basis of the audit findings, a **draft audit report** will be drawn up.

The auditors will formally notify the draft audit report to the beneficiary concerned, which has 30 days from receiving notification to make observations (contradictory audit procedure).

The **final audit report** will take into account observations by the beneficiary concerned and will be formally notified to them.

Audits (including audit reports) will be in the language of the Agreement.

## 25.2 European Commission checks, reviews and audits in grants of other granting authorities

Where the granting authority is not the European Commission, the latter has the same rights of checks, reviews and audits as the granting authority.

## 25.3 Access to records for assessing simplified forms of funding

The beneficiaries must give the European Commission access to their statutory records for the periodic assessment of simplified forms of funding which are used in EU programmes.

## 25.4 OLAF, EPPO and ECA audits and investigations

The following bodies may also carry out checks, reviews, audits and investigations — during the action or afterwards:

- the European Anti-Fraud Office (OLAF) under Regulations No 883/2013<sup>20</sup> and No 2185/96<sup>21</sup>
- the European Public Prosecutor's Office (EPPO) under Regulation 2017/1939
- the European Court of Auditors (ECA) under Article 287 of the Treaty on the Functioning of the EU (TFEU) and Article 257 of EU Financial Regulation 2018/1046.

If requested by these bodies, the beneficiary concerned must provide full, accurate and complete information in the format requested (including complete accounts, individual salary statements or other personal data, including in electronic format) and allow access to sites and premises for on-the-spot visits or inspections — as provided for under these Regulations.

To this end, the beneficiary concerned must keep all relevant information relating to the action, at least until the time-limit set out in the Data Sheet (Point 6) and, in any case, until any ongoing checks, reviews, audits, investigations, litigation or other pursuits of claims have been concluded.

## **25.5 Consequences of checks, reviews, audits and investigations — Extension of results of reviews, audits or investigations**

### **25.5.1 Consequences of checks, reviews, audits and investigations in this grant**

Findings in checks, reviews, audits or investigations carried out in the context of this grant may lead to rejections (see Article 27), grant reduction (see Article 28) or other measures described in Chapter 5.

Rejections or grant reductions after the final payment will lead to a revised final grant amount (see Article 22).

Findings in checks, reviews, audits or investigations during the action implementation may lead to a request for amendment (see Article 39), to change the description of the action set out in Annex 1.

Checks, reviews, audits or investigations that find systemic or recurrent errors, irregularities, fraud or breach of obligations in any EU grant may also lead to consequences in other EU grants awarded under similar conditions ('extension to other grants').

Moreover, findings arising from an OLAF or EPPO investigation may lead to criminal prosecution under national law.

### **25.5.2 Extension from other grants**

Results of checks, reviews, audits or investigations in other grants may be extended to this grant, if:

- (a) the beneficiary concerned is found, in other EU grants awarded under similar conditions, to have committed systemic or recurrent errors, irregularities, fraud or breach of obligations that have a material impact on this grant and

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<sup>20</sup> Regulation (EU, Euratom) No 883/2013 of the European Parliament and of the Council of 11 September 2013 concerning investigations conducted by the European Anti-Fraud Office (OLAF) and repealing Regulation (EC) No 1073/1999 of the European Parliament and of the Council and Council Regulation (Euratom) No 1074/1999 (OJ L 248, 18/09/2013, p. 1).

<sup>21</sup> Council Regulation (Euratom, EC) No 2185/96 of 11 November 1996 concerning on-the-spot checks and inspections carried out by the Commission in order to protect the European Communities' financial interests against fraud and other irregularities (OJ L 292, 15/11/1996, p. 2).



- (b) those findings are formally notified to the beneficiary concerned — together with the list of grants affected by the findings — within the time-limit for audits set out in the Data Sheet (see Point 6).

The granting authority will formally notify the beneficiary concerned of the intention to extend the findings and the list of grants affected.

If the extension concerns **rejections of costs or contributions**: the notification will include:

- (a) an invitation to submit observations on the list of grants affected by the findings
- (b) the request to submit revised financial statements for all grants affected
- (c) the correction rate for extrapolation, established on the basis of the systemic or recurrent errors, to calculate the amounts to be rejected, if the beneficiary concerned:
  - (i) considers that the submission of revised financial statements is not possible or practicable or
  - (ii) does not submit revised financial statements.

If the extension concerns **grant reductions**: the notification will include:

- (a) an invitation to submit observations on the list of grants affected by the findings and
- (b) the **correction rate for extrapolation**, established on the basis of the systemic or recurrent errors and the principle of proportionality.

The beneficiary concerned has **60 days** from receiving notification to submit observations, revised financial statements or to propose a duly substantiated **alternative correction method/rate**.

On the basis of this, the granting authority will analyse the impact and decide on the implementation (i.e. start rejection or grant reduction procedures, either on the basis of the revised financial statements or the announced/alternative method/rate or a mix of those; see Articles 27 and 28).

## 25.6 Consequences of non-compliance

If a beneficiary breaches any of its obligations under this Article, costs or contributions insufficiently substantiated will be ineligible (see Article 6) and will be rejected (see Article 27), and the grant may be reduced (see Article 28).

Such breaches may also lead to other measures described in Chapter 5.

## ARTICLE 26 — IMPACT EVALUATIONS

### 26.1 Impact evaluation

The granting authority may carry out impact evaluations of the action, measured against the objectives and indicators of the EU programme funding the grant.

Such evaluations may be started during implementation of the action and until the time-limit set out

in the Data Sheet (see Point 6). They will be formally notified to the coordinator or beneficiaries and will be considered to start on the date of the notification.

If needed, the granting authority may be assisted by independent outside experts.

The coordinator or beneficiaries must provide any information relevant to evaluate the impact of the action, including information in electronic format.

## **26.2 Consequences of non-compliance**

If a beneficiary breaches any of its obligations under this Article, the granting authority may apply the measures described in Chapter 5.

# **CHAPTER 5 CONSEQUENCES OF NON-COMPLIANCE**

## **SECTION 1 REJECTIONS AND GRANT REDUCTION**

### **ARTICLE 27 — REJECTION OF COSTS AND CONTRIBUTIONS**

#### **27.1 Conditions**

The granting authority will — at beneficiary termination, interim payment, final payment or afterwards — reject any costs or contributions which are ineligible (see Article 6), in particular following checks, reviews, audits or investigations (see Article 25).

The rejection may also be based on the extension of findings from other grants to this grant (see Article 25).

Ineligible costs or contributions will be rejected.

#### **27.2 Procedure**

If the rejection does not lead to a recovery, the granting authority will formally notify the coordinator or beneficiary concerned of the rejection, the amounts and the reasons why. The coordinator or beneficiary concerned may — within 30 days of receiving notification — submit observations if it disagrees with the rejection (payment review procedure).

If the rejection leads to a recovery, the granting authority will follow the contradictory procedure with pre-information letter set out in Article 22.

#### **27.3 Effects**

If the granting authority rejects costs or contributions, it will deduct them from the costs or contributions declared and then calculate the amount due (and, if needed, make a recovery; see Article 22).

### **ARTICLE 28 — GRANT REDUCTION**

#### **28.1 Conditions**

The granting authority may — at beneficiary termination, final payment or afterwards — reduce the grant for a beneficiary, if:

- (a) the beneficiary (or a person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) has committed:
  - (i) substantial errors, irregularities or fraud or
  - (ii) serious breach of obligations under this Agreement or during its award (including improper implementation of the action, non-compliance with the call conditions, submission of false information, failure to provide required information, breach of ethics or security rules (if applicable), etc.), or
- (b) the beneficiary (or a person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) has committed — in other EU grants awarded to it under similar conditions — systemic or recurrent errors, irregularities, fraud or serious breach of obligations that have a material impact on this grant (see Article 25).

The amount of the reduction will be calculated for each beneficiary concerned and proportionate to the seriousness and the duration of the errors, irregularities or fraud or breach of obligations, by applying an individual reduction rate to their accepted EU contribution.

## **28.2 Procedure**

If the grant reduction does not lead to a recovery, the granting authority will formally notify the coordinator or beneficiary concerned of the reduction, the amount to be reduced and the reasons why. The coordinator or beneficiary concerned may — within 30 days of receiving notification — submit observations if it disagrees with the reduction (payment review procedure).

If the grant reduction leads to a recovery, the granting authority will follow the contradictory procedure with pre-information letter set out in Article 22.

## **28.3 Effects**

If the granting authority reduces the grant, it will deduct the reduction and then calculate the amount due (and, if needed, make a recovery; see Article 22).

## **SECTION 2 SUSPENSION AND TERMINATION**

### **ARTICLE 29 — PAYMENT DEADLINE SUSPENSION**

#### **29.1 Conditions**

The granting authority may — at any moment — suspend the payment deadline if a payment cannot be processed because:

- (a) the required report (see Article 21) has not been submitted or is not complete or additional information is needed
- (b) there are doubts about the amount to be paid (e.g. ongoing audit extension procedure, queries

about eligibility, need for a grant reduction, etc.) and additional checks, reviews, audits or investigations are necessary, or

(c) there are other issues affecting the EU financial interests.

## 29.2 Procedure

The granting authority will formally notify the coordinator of the suspension and the reasons why.

The suspension will **take effect** the day the notification is sent.

If the conditions for suspending the payment deadline are no longer met, the suspension will be **lifted** — and the remaining time to pay (see Data Sheet, Point 4.2) will resume.

If the suspension exceeds two months, the coordinator may request the granting authority to confirm if the suspension will continue.

If the payment deadline has been suspended due to the non-compliance of the report and the revised report is not submitted (or was submitted but is also rejected), the granting authority may also terminate the grant or the participation of the coordinator (see Article 32).

## ARTICLE 30 — PAYMENT SUSPENSION

### 30.1 Conditions

The granting authority may — at any moment — suspend payments, in whole or in part for one or more beneficiaries, if:

- (a) a beneficiary (or a person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) has committed or is suspected of having committed:
  - (i) substantial errors, irregularities or fraud or
  - (ii) serious breach of obligations under this Agreement or during its award (including improper implementation of the action, non-compliance with the call conditions, submission of false information, failure to provide required information, breach of ethics or security rules (if applicable), etc.), or
- (b) a beneficiary (or a person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) has committed — in other EU grants awarded to it under similar conditions — systemic or recurrent errors, irregularities, fraud or serious breach of obligations that have a material impact on this grant.

If payments are suspended for one or more beneficiaries, the granting authority will make partial payment(s) for the part(s) not suspended. If suspension concerns the final payment, the payment (or recovery) of the remaining amount after suspension is lifted will be considered to be the payment that closes the action.

### 30.2 Procedure

Before suspending payments, the granting authority will send a **pre-information letter** to the beneficiary concerned:

- formally notifying the intention to suspend payments and the reasons why and
- requesting observations within 30 days of receiving notification.

If the granting authority does not receive observations or decides to pursue the procedure despite the observations it has received, it will confirm the suspension (**confirmation letter**). Otherwise, it will formally notify that the procedure is discontinued.

At the end of the suspension procedure, the granting authority will also inform the coordinator.

The suspension will **take effect** the day after the confirmation notification is sent.

If the conditions for resuming payments are met, the suspension will be **lifted**. The granting authority will formally notify the beneficiary concerned (and the coordinator) and set the suspension end date.

During the suspension, no prefinancing will be paid to the beneficiaries concerned. For interim payments, the periodic reports for all reporting periods except the last one (see Article 21) must not contain any financial statements from the beneficiary concerned (or its affiliated entities). The coordinator must include them in the next periodic report after the suspension is lifted or — if suspension is not lifted before the end of the action — in the last periodic report.

## ARTICLE 31 — GRANT AGREEMENT SUSPENSION

### 31.1 Consortium-requested GA suspension

#### 31.1.1 Conditions and procedure

The beneficiaries may request the suspension of the grant or any part of it, if exceptional circumstances — in particular *force majeure* (see Article 35) — make implementation impossible or excessively difficult.

The coordinator must submit a request for **amendment** (see Article 39), with:

- the reasons why
- the date the suspension takes effect; this date may be before the date of the submission of the amendment request and
- the expected date of resumption.

The suspension will **take effect** on the day specified in the amendment.

Once circumstances allow for implementation to resume, the coordinator must immediately request another **amendment** of the Agreement to set the suspension end date, the resumption date (one day after suspension end date), extend the duration and make other changes necessary to adapt the action to the new situation (see Article 39) — unless the grant has been terminated (see Article 32). The suspension will be **lifted** with effect from the suspension end date set out in the amendment. This date may be before the date of the submission of the amendment request.

During the suspension, no prefinancing will be paid. Costs incurred or contributions for activities implemented during grant suspension are not eligible (see Article 6.3).

## 31.2 EU-initiated GA suspension

### 31.2.1 Conditions

The granting authority may suspend the grant or any part of it, if:

- (a) a beneficiary (or a person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) has committed or is suspected of having committed:
  - (i) substantial errors, irregularities or fraud or
  - (ii) serious breach of obligations under this Agreement or during its award (including improper implementation of the action, non-compliance with the call conditions, submission of false information, failure to provide required information, breach of ethics or security rules (if applicable), etc.), or
- (b) a beneficiary (or a person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) has committed — in other EU grants awarded to it under similar conditions — systemic or recurrent errors, irregularities, fraud or serious breach of obligations that have a material impact on this grant
- (c) other:
  - (i) linked action issues: not applicable
  - (ii) due to major delays, the objectives of the action risk to no longer be achieved

### 31.2.2 Procedure

Before suspending the grant, the granting authority will send a **pre-information letter** to the coordinator:

- formally notifying the intention to suspend the grant and the reasons why and
- requesting observations within 30 days of receiving notification.

If the granting authority does not receive observations or decides to pursue the procedure despite the observations it has received, it will confirm the suspension (**confirmation letter**). Otherwise, it will formally notify that the procedure is discontinued.

The suspension will **take effect** the day after the confirmation notification is sent (or on a later date specified in the notification).

Once the conditions for resuming implementation of the action are met, the granting authority will formally notify the coordinator a **lifting of suspension letter**, in which it will set the suspension end date and invite the coordinator to request an amendment of the Agreement to set the resumption date (one day after suspension end date), extend the duration and make other changes necessary to adapt the action to the new situation (see Article 39) — unless the grant has been terminated (see

Article 32). The suspension will be **lifted** with effect from the suspension end date set out in the lifting of suspension letter. This date may be before the date on which the letter is sent.

During the suspension, no prefinancing will be paid. Costs incurred or contributions for activities implemented during suspension are not eligible (see Article 6.3).

The beneficiaries may not claim damages due to suspension by the granting authority (see Article 33).

Grant suspension does not affect the granting authority's right to terminate the grant or a beneficiary (see Article 32) or reduce the grant (see Article 28).

## ARTICLE 32 — GRANT AGREEMENT OR BENEFICIARY TERMINATION

### 32.1 Consortium-requested GA termination

#### 32.1.1 Conditions and procedure

The beneficiaries may request the termination of the grant.

The coordinator must submit a request for **amendment** (see Article 39), with:

- the reasons why
- the date the consortium ends work on the action ('end of work date') and
- the date the termination takes effect ('termination date'); this date must be after the date of the submission of the amendment request.

The termination will **take effect** on the termination date specified in the amendment.

If no reasons are given or if the granting authority considers the reasons do not justify termination, it may consider the grant terminated improperly.

#### 32.1.2 Effects

The coordinator must — within 60 days from when termination takes effect — submit a **periodic report** (for the open reporting period until termination).

The granting authority will calculate the final grant amount and final payment on the basis of the report submitted and taking into account the costs incurred and contributions for activities implemented before the end of work date (see Article 22). Costs relating to contracts due for execution only after the end of work are not eligible.

If the granting authority does not receive the report within the deadline, only costs and contributions which are included in an approved periodic report will be taken into account (no costs/contributions if no periodic report was ever approved).

Improper termination may lead to a grant reduction (see Article 28).

After termination, the beneficiaries' obligations (in particular Articles 13 (confidentiality and security), 16 (IPR), 17 (communication, dissemination and visibility), 21 (reporting), 25 (checks, reviews, audits and investigations), 26 (impact evaluation), 27 (rejections), 28 (grant reduction) and 42 (assignment of claims)) continue to apply.

## 32.2 Consortium-requested beneficiary termination

### 32.2.1 Conditions and procedure

The coordinator may request the termination of the participation of one or more beneficiaries, on request of the beneficiary concerned or on behalf of the other beneficiaries.

The coordinator must submit a request for **amendment** (see Article 39), with:

- the reasons why
- the opinion of the beneficiary concerned (or proof that this opinion has been requested in writing)
- the date the beneficiary ends work on the action ('end of work date')
- the date the termination takes effect ('termination date'); this date must be after the date of the submission of the amendment request.

If the termination concerns the coordinator and is done without its agreement, the amendment request must be submitted by another beneficiary (acting on behalf of the consortium).

The termination will **take effect** on the termination date specified in the amendment.

If no information is given or if the granting authority considers that the reasons do not justify termination, it may consider the beneficiary to have been terminated improperly.

### 32.2.2 Effects

The coordinator must — within 60 days from when termination takes effect — submit:

- (i) a **report on the distribution of payments** to the beneficiary concerned
- (ii) a **termination report** from the beneficiary concerned, for the open reporting period until termination, containing an overview of the progress of the work, the financial statement, the explanation on the use of resources, and, if applicable, the certificate on the financial statement (CFS; see Articles 21 and 24.2 and Data Sheet, Point 4.3)
- (iii) a second **request for amendment** (see Article 39) with other amendments needed (e.g. reallocation of the tasks and the estimated budget of the terminated beneficiary; addition of a new beneficiary to replace the terminated beneficiary; change of coordinator, etc.).

The granting authority will calculate the amount due to the beneficiary on the basis of the report submitted and taking into account the costs incurred and contributions for activities implemented before the end of work date (see Article 22). Costs relating to contracts due for execution only after the end of work are not eligible.

The information in the termination report must also be included in the periodic report for the next reporting period (see Article 21).

If the granting authority does not receive the termination report within the deadline, only costs and contributions which are included in an approved periodic report will be taken into account (no costs/contributions if no periodic report was ever approved).



If the granting authority does not receive the report on the distribution of payments within the deadline, it will consider that:

- the coordinator did not distribute any payment to the beneficiary concerned and that
- the beneficiary concerned must not repay any amount to the coordinator.

If the second request for amendment is accepted by the granting authority, the Agreement is **amended** to introduce the necessary changes (see Article 39).

If the second request for amendment is rejected by the granting authority (because it calls into question the decision awarding the grant or breaches the principle of equal treatment of applicants), the grant may be terminated (see Article 32).

Improper termination may lead to a reduction of the grant (see Article 31) or grant termination (see Article 32).

After termination, the concerned beneficiary's obligations (in particular Articles 13 (confidentiality and security), 16 (IPR), 17 (communication, dissemination and visibility), 21 (reporting), 25 (checks, reviews, audits and investigations), 26 (impact evaluation), 27 (rejections), 28 (grant reduction) and 42 (assignment of claims)) continue to apply.

### **32.3 EU-initiated GA or beneficiary termination**

#### **32.3.1 Conditions**

The granting authority may terminate the grant or the participation of one or more beneficiaries, if:

- (a) one or more beneficiaries do not accede to the Agreement (see Article 40)
- (b) a change to the action or the legal, financial, technical, organisational or ownership situation of a beneficiary is likely to substantially affect the implementation of the action or calls into question the decision to award the grant (including changes linked to one of the exclusion grounds listed in the declaration of honour)
- (c) following termination of one or more beneficiaries, the necessary changes to the Agreement (and their impact on the action) would call into question the decision awarding the grant or breach the principle of equal treatment of applicants
- (d) implementation of the action has become impossible or the changes necessary for its continuation would call into question the decision awarding the grant or breach the principle of equal treatment of applicants
- (e) a beneficiary (or person with unlimited liability for its debts) is subject to bankruptcy proceedings or similar (including insolvency, winding-up, administration by a liquidator or court, arrangement with creditors, suspension of business activities, etc.)
- (f) a beneficiary (or person with unlimited liability for its debts) is in breach of social security or tax obligations
- (g) a beneficiary (or person having powers of representation, decision-making or control, or person

essential for the award/implementation of the grant) has been found guilty of grave professional misconduct

- (h) a beneficiary (or person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) has committed fraud, corruption, or is involved in a criminal organisation, money laundering, terrorism-related crimes (including terrorism financing), child labour or human trafficking
- (i) a beneficiary (or person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) was created under a different jurisdiction with the intent to circumvent fiscal, social or other legal obligations in the country of origin (or created another entity with this purpose)
- (j) a beneficiary (or person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) has committed:
  - (i) substantial errors, irregularities or fraud or
  - (ii) serious breach of obligations under this Agreement or during its award (including improper implementation of the action, non-compliance with the call conditions, submission of false information, failure to provide required information, breach of ethics or security rules (if applicable), etc.)
- (k) a beneficiary (or person having powers of representation, decision-making or control, or person essential for the award/implementation of the grant) has committed — in other EU grants awarded to it under similar conditions — systemic or recurrent errors, irregularities, fraud or serious breach of obligations that have a material impact on this grant (extension of findings from other grants to this grant; see Article 25)
- (l) despite a specific request by the granting authority, a beneficiary does not request — through the coordinator — an amendment to the Agreement to end the participation of one of its affiliated entities or associated partners that is in one of the situations under points (d), (f), (e), (g), (h), (i) or (j) and to reallocate its tasks, or
- (m) other:
  - (i) linked action issues: not applicable
  - (ii) due to major delays, the objectives of the action can no longer be achieved

### 32.3.2 Procedure

Before terminating the grant or participation of one or more beneficiaries, the granting authority will send a **pre-information letter** to the coordinator or beneficiary concerned:

- formally notifying the intention to terminate and the reasons why and
- requesting observations within 30 days of receiving notification.

If the granting authority does not receive observations or decides to pursue the procedure despite the observations it has received, it will confirm the termination and the date it will take effect (**confirmation letter**). Otherwise, it will formally notify that the procedure is discontinued.

For beneficiary terminations, the granting authority will — at the end of the procedure — also inform the coordinator.

The termination will **take effect** the day after the confirmation notification is sent (or on a later date specified in the notification; ‘termination date’).

### 32.3.3 Effects

#### (a) for **GA termination**:

The coordinator must — within 60 days from when termination takes effect — submit a **periodic report** (for the last open reporting period until termination).

The granting authority will calculate the final grant amount and final payment on the basis of the report submitted and taking into account the costs incurred and contributions for activities implemented before termination takes effect (see Article 22). Costs relating to contracts due for execution only after termination are not eligible.

If the grant is terminated for breach of the obligation to submit reports, the coordinator may not submit any report after termination.

If the granting authority does not receive the report within the deadline, only costs and contributions which are included in an approved periodic report will be taken into account (no costs/contributions if no periodic report was ever approved).

Termination does not affect the granting authority’s right to reduce the grant (see Article 28) or to impose administrative sanctions (see Article 34).

The beneficiaries may not claim damages due to termination by the granting authority (see Article 33).

After termination, the beneficiaries’ obligations (in particular Articles 13 (confidentiality and security), 16 (IPR), 17 (communication, dissemination and visibility), 21 (reporting), 25 (checks, reviews, audits and investigations), 26 (impact evaluation), 27 (rejections), 28 (grant reduction) and 42 (assignment of claims)) continue to apply.

#### (b) for **beneficiary termination**:

The coordinator must — within 60 days from when termination takes effect — submit:

- (i) a **report on the distribution of payments** to the beneficiary concerned
- (ii) a **termination report** from the beneficiary concerned, for the open reporting period until termination, containing an overview of the progress of the work, the financial statement, the explanation on the use of resources, and, if applicable, the certificate on the financial statement (CFS; see Articles 21 and 24.2 and Data Sheet, Point 4.3)
- (iii) a **request for amendment** (see Article 39) with any amendments needed (e.g. reallocation of the tasks and the estimated budget of the terminated beneficiary; addition of a new beneficiary to replace the terminated beneficiary; change of coordinator, etc.).

The granting authority will calculate the amount due to the beneficiary on the basis of the

report submitted and taking into account the costs incurred and contributions for activities implemented before termination takes effect (see Article 22). Costs relating to contracts due for execution only after termination are not eligible.

The information in the termination report must also be included in the periodic report for the next reporting period (see Article 21).

If the granting authority does not receive the termination report within the deadline, only costs and contributions included in an approved periodic report will be taken into account (no costs/contributions if no periodic report was ever approved).

If the granting authority does not receive the report on the distribution of payments within the deadline, it will consider that:

- the coordinator did not distribute any payment to the beneficiary concerned and that
- the beneficiary concerned must not repay any amount to the coordinator.

If the request for amendment is accepted by the granting authority, the Agreement is **amended** to introduce the necessary changes (see Article 39).

If the request for amendment is rejected by the granting authority (because it calls into question the decision awarding the grant or breaches the principle of equal treatment of applicants), the grant may be terminated (see Article 32).

After termination, the concerned beneficiary's obligations (in particular Articles 13 (confidentiality and security), 16 (IPR), 17 (communication, dissemination and visibility), 21 (reporting), 25 (checks, reviews, audits and investigations), 26 (impact evaluation), 27 (rejections), 28 (grant reduction) and 42 (assignment of claims)) continue to apply.

## **SECTION 3 OTHER CONSEQUENCES: DAMAGES AND ADMINISTRATIVE SANCTIONS**

### **ARTICLE 33 — DAMAGES**

#### **33.1 Liability of the granting authority**

The granting authority cannot be held liable for any damage caused to the beneficiaries or to third parties as a consequence of the implementation of the Agreement, including for gross negligence.

The granting authority cannot be held liable for any damage caused by any of the beneficiaries or other participants involved in the action, as a consequence of the implementation of the Agreement.

#### **33.2 Liability of the beneficiaries**

The beneficiaries must compensate the granting authority for any damage it sustains as a result of the implementation of the action or because the action was not implemented in full compliance with the Agreement, provided that it was caused by gross negligence or wilful act.

The liability does not extend to indirect or consequential losses or similar damage (such as loss of

profit, loss of revenue or loss of contracts), provided such damage was not caused by wilful act or by a breach of confidentiality.

## **ARTICLE 34 — ADMINISTRATIVE SANCTIONS AND OTHER MEASURES**

Nothing in this Agreement may be construed as preventing the adoption of administrative sanctions (i.e. exclusion from EU award procedures and/or financial penalties) or other public law measures, in addition or as an alternative to the contractual measures provided under this Agreement (see, for instance, Articles 135 to 145 EU Financial Regulation 2018/1046 and Articles 4 and 7 of Regulation 2988/95<sup>22</sup>).

## **SECTION 4 FORCE MAJEURE**

### **ARTICLE 35 — FORCE MAJEURE**

A party prevented by force majeure from fulfilling its obligations under the Agreement cannot be considered in breach of them.

‘Force majeure’ means any situation or event that:

- prevents either party from fulfilling their obligations under the Agreement,
- was unforeseeable, exceptional situation and beyond the parties’ control,
- was not due to error or negligence on their part (or on the part of other participants involved in the action), and
- proves to be inevitable in spite of exercising all due diligence.

Any situation constituting force majeure must be formally notified to the other party without delay, stating the nature, likely duration and foreseeable effects.

The parties must immediately take all the necessary steps to limit any damage due to force majeure and do their best to resume implementation of the action as soon as possible.

## **CHAPTER 6 FINAL PROVISIONS**

### **ARTICLE 36 — COMMUNICATION BETWEEN THE PARTIES**

#### **36.1 Forms and means of communication — Electronic management**

EU grants are managed fully electronically through the EU Funding & Tenders Portal (‘Portal’).

All communications must be made electronically through the Portal, in accordance with the Portal Terms and Conditions and using the forms and templates provided there (except if explicitly instructed otherwise by the granting authority).

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<sup>22</sup> Council Regulation (EC, Euratom) No 2988/95 of 18 December 1995 on the protection of the European Communities financial interests (OJ L 312, 23.12.1995, p. 1).

Communications must be made in writing and clearly identify the grant agreement (project number and acronym).

Communications must be made by persons authorised according to the Portal Terms and Conditions. For naming the authorised persons, each beneficiary must have designated — before the signature of this Agreement — a ‘legal entity appointed representative (LEAR)’. The role and tasks of the LEAR are stipulated in their appointment letter (see Portal Terms and Conditions).

If the electronic exchange system is temporarily unavailable, instructions will be given on the Portal.

### **36.2 Date of communication**

The sending date for communications made through the Portal will be the date and time of sending, as indicated by the time logs.

The receiving date for communications made through the Portal will be the date and time the communication is accessed, as indicated by the time logs. Formal notifications that have not been accessed within 10 days after sending, will be considered to have been accessed (see Portal Terms and Conditions).

If a communication is exceptionally made on paper (by e-mail or postal service), general principles apply (i.e. date of sending/receipt). Formal notifications by registered post with proof of delivery will be considered to have been received either on the delivery date registered by the postal service or the deadline for collection at the post office.

If the electronic exchange system is temporarily unavailable, the sending party cannot be considered in breach of its obligation to send a communication within a specified deadline.

### **36.3 Addresses for communication**

The Portal can be accessed via the Europa website.

The address for paper communications to the granting authority (if exceptionally allowed) is the official mailing address indicated on its website.

For beneficiaries, it is the legal address specified in the Portal Participant Register.

## **ARTICLE 37 — INTERPRETATION OF THE AGREEMENT**

The provisions in the Data Sheet take precedence over the rest of the Terms and Conditions of the Agreement.

Annex 5 takes precedence over the Terms and Conditions; the Terms and Conditions take precedence over the Annexes other than Annex 5.

Annex 2 takes precedence over Annex 1.

## **ARTICLE 38 — CALCULATION OF PERIODS AND DEADLINES**

In accordance with Regulation No 1182/71<sup>23</sup>, periods expressed in days, months or years are calculated from the moment the triggering event occurs.

The day during which that event occurs is not considered as falling within the period.

‘Days’ means calendar days, not working days.

## ARTICLE 39 — AMENDMENTS

### 39.1 Conditions

The Agreement may be amended, unless the amendment entails changes to the Agreement which would call into question the decision awarding the grant or breach the principle of equal treatment of applicants.

Amendments may be requested by any of the parties.

### 39.2 Procedure

The party requesting an amendment must submit a request for amendment signed directly in the Portal Amendment tool.

The coordinator submits and receives requests for amendment on behalf of the beneficiaries (see Annex 3). If a change of coordinator is requested without its agreement, the submission must be done by another beneficiary (acting on behalf of the other beneficiaries).

The request for amendment must include:

- the reasons why
- the appropriate supporting documents and
- for a change of coordinator without its agreement: the opinion of the coordinator (or proof that this opinion has been requested in writing).

The granting authority may request additional information.

If the party receiving the request agrees, it must sign the amendment in the tool within 45 days of receiving notification (or any additional information the granting authority has requested). If it does not agree, it must formally notify its disagreement within the same deadline. The deadline may be extended, if necessary for the assessment of the request. If no notification is received within the deadline, the request is considered to have been rejected.

An amendment **enters into force** on the day of the signature of the receiving party.

An amendment **takes effect** on the date of entry into force or other date specified in the amendment.

## ARTICLE 40 — ACCESSION AND ADDITION OF NEW BENEFICIARIES

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<sup>23</sup> Regulation (EEC, Euratom) No 1182/71 of the Council of 3 June 1971 determining the rules applicable to periods, dates and time-limits (OJ L 124, 8/6/1971, p. 1).

#### **40.1 Accession of the beneficiaries mentioned in the Preamble**

The beneficiaries which are not coordinator must accede to the grant by signing the accession form (see Annex 3) directly in the Portal Grant Preparation tool, within 30 days after the entry into force of the Agreement (see Article 44).

They will assume the rights and obligations under the Agreement with effect from the date of its entry into force (see Article 44).

If a beneficiary does not accede to the grant within the above deadline, the coordinator must — within 30 days — request an amendment (see Article 39) to terminate the beneficiary and make any changes necessary to ensure proper implementation of the action. This does not affect the granting authority's right to terminate the grant (see Article 32).

#### **40.2 Addition of new beneficiaries**

In justified cases, the beneficiaries may request the addition of a new beneficiary.

For this purpose, the coordinator must submit a request for amendment in accordance with Article 39. It must include an accession form (see Annex 3) signed by the new beneficiary directly in the Portal Amendment tool.

New beneficiaries will assume the rights and obligations under the Agreement with effect from the date of their accession specified in the accession form (see Annex 3).

Additions are also possible in mono-beneficiary grants.

### **ARTICLE 41 — TRANSFER OF THE AGREEMENT**

In justified cases, the beneficiary of a mono-beneficiary grant may request the transfer of the grant to a new beneficiary, provided that this would not call into question the decision awarding the grant or breach the principle of equal treatment of applicants.

The beneficiary must submit a request for **amendment** (see Article 39), with

- the reasons why
- the accession form (see Annex 3) signed by the new beneficiary directly in the Portal Amendment tool and
- additional supporting documents (if required by the granting authority).

The new beneficiary will assume the rights and obligations under the Agreement with effect from the date of accession specified in the accession form (see Annex 3).

### **ARTICLE 42 — ASSIGNMENTS OF CLAIMS FOR PAYMENT AGAINST THE GRANTING AUTHORITY**

The beneficiaries may not assign any of their claims for payment against the granting authority to any third party, except if expressly approved in writing by the granting authority on the basis of a reasoned, written request by the coordinator (on behalf of the beneficiary concerned).



If the granting authority has not accepted the assignment or if the terms of it are not observed, the assignment will have no effect on it.

In no circumstances will an assignment release the beneficiaries from their obligations towards the granting authority.

## **ARTICLE 43 — APPLICABLE LAW AND SETTLEMENT OF DISPUTES**

### **43.1 Applicable law**

The Agreement is governed by the applicable EU law, supplemented if necessary by the law of Belgium.

Special rules may apply for beneficiaries which are international organisations (if any; see Data Sheet, Point 5).

### **43.2 Dispute settlement**

If a dispute concerns the interpretation, application or validity of the Agreement, the parties must bring action before the EU General Court — or, on appeal, the EU Court of Justice — under Article 272 of the Treaty on the Functioning of the EU (TFEU).

For non-EU beneficiaries (if any), such disputes must be brought before the courts of Brussels, Belgium — unless an international agreement provides for the enforceability of EU court judgements.

For beneficiaries with arbitration as special dispute settlement forum (if any; see Data Sheet, Point 5), the dispute will — in the absence of an amicable settlement — be settled in accordance with the Rules for Arbitration published on the Portal.

If a dispute concerns administrative sanctions, offsetting or an enforceable decision under Article 299 TFEU (see Articles 22 and 34), the beneficiaries must bring action before the General Court — or, on appeal, the Court of Justice — under Article 263 TFEU.

For grants where the granting authority is an EU executive agency (see Preamble), actions against offsetting and enforceable decisions must be brought against the European Commission (not against the granting authority; see also Article 22).

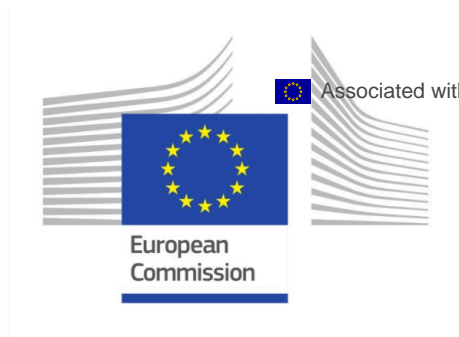
## **ARTICLE 44 — ENTRY INTO FORCE**

The Agreement will enter into force on the day of signature by the granting authority or the coordinator, depending on which is later.

## SIGNATURES

For the coordinator

For the granting authority



## **ANNEX 1**



# **Connecting Europe Facility (CEF)**

## **Description of the action (DoA)**

**Part A**

**Part B**

## DESCRIPTION OF THE ACTION (PART A)

### COVER PAGE

Part A of the Description of the Action (DoA) must be completed directly on the Portal Grant Preparation screens.

<b>PROJECT</b>	
<i>Grant Preparation (General Information screen) — Enter the info.</i>	
<b>Project number:</b>	101122682
<b>Project name:</b>	CP1 Deployment – Synchronised Modernisation of ATM
<b>Project acronym:</b>	22-EU-TG-CLEAN ATM
<b>Call:</b>	CEF-T-2022-SIMOBGEN
<b>Topic:</b>	CEF-T-2022-SIMOBGEN-SESAR-DSD-CP-WORKS
<b>Type of action:</b>	CEF-INFRA
<b>Service:</b>	CINEA/B/02
<b>Project starting date:</b>	fixed date: 19 January 2023
<b>Project duration:</b>	59 months

### TABLE OF CONTENTS

Project summary .....	3
List of participants .....	3
List of work packages .....	6
Staff effort .....	44
List of deliverables .....	45
List of milestones (outputs/outcomes) .....	76
List of critical risks .....	91

## PROJECT SUMMARY

### Project summary

*Grant Preparation (General Information screen) — Provide an overall description of your project (including context and overall objectives, planned activities and main achievements, and expected results and impacts (on target groups, change procedures, capacities, innovation etc)). This summary should give readers a clear idea of what your project is about.*

*Use the project summary from your proposal.*

The CLEAN ATM project addresses the synchronised implementation of Regulation (EU) n. 2021/116 – the Common Project 1 (CP1) – in full accordance with the provisions and timeline set in the SESAR Deployment Programme 2022, as approved by European Commission in August 2022.

It addresses key technological elements that have been identified as those most urgently in need of implementation, in order to ensure the overall efficiency and environmental sustainability of Air Traffic Management in Europe.

Coordinated by the SESAR Deployment Manager, the CLEAN ATM project pushes forward the Europe-wide adoption of key CP1 elements, such as:

- Extended Airport Operations Plan (AOP), a rolling plan that allows the major European hubs to reduce congestion, delays and unnecessary carbon and noise emissions in their day-to-day operations. Through the integration of these Plans with the Network Operations Plan (NOP), overall benefits will propagate across the Network, enabling for further efficiencies of air traffic. This implementation project (IP) will lead to the adoption of these elements by 2027 in 7 major European hubs (Athens, Hamburg, Malaga, Milan Linate, Prague, Stuttgart, and Warsaw).

- Free Route Airspace (FRA), an operational concept that allows aircraft to fly more direct routes when crossing the European skies towards their destination, allowing for a reduction of flight times and significant savings in terms of CO2 emissions. Through the CLEAN ATM initiative, 4 parallel implementation projects (IPs) will lead to the adoption of cross-border FRA by 2025 into the following regions: Spain-Portugal, Italy-Malta and the Balkans, Poland, and most of its neighbouring countries. The implementation projects have been built and clustered following the same implementation structure, in order to synchronize their activities and exploit their synergies.

- System Wide Information Management (SWIM), a set of common standards, protocols and digital services that allow Aviation stakeholders to exchange aeronautical and flight information in a seamless way, allowing the overall ATM Network to be managed more efficiently and individual organisations to take the best operational decisions. The three initiatives included in the CLEAN proposal – which have been prepared in parallel to explore synergies and synchronisation opportunities amongst the different implementation projects - will lead to significant progress in the implementation of the Families into 21 countries, thanks to the involvement of 29 organisations. This will mark a critical step forward in the implementation of SWIM in the European Union by the end 2025, the deadline set by CP1 Regulation. The CLEAN ATM project brings together 39 operational stakeholders (Airlines, Airports, ANSPs, military authorities, the Network Manager) from 22 EU Member States, thanks to a set of 8 implementation projects to be run in parallel and in a synchronised manner. These implementation projects have been prepared and clustered by the SESAR Deployment Manager on the basis of their maturity to be immediately launched and executed, their adherence to the priorities listed in the CEF Call 2022 text, as well as their technical interdependencies. In particular, it is worth considering that SWIM is a set of standards and protocols considered as an enabler for the full deployment of all functionalities included in the SESAR Deployment Programme. In this perspective, its deployment is beneficial for the full deployment of both the Extended AOP and Free Route Airspace.

When combined, these initiatives will allow the management of air traffic in Europe to be smarter, interoperable, safer, more resilient, and more environmentally sustainable.

## LIST OF PARTICIPANTS

### PARTICIPANTS

*Grant Preparation (Beneficiaries screen) — Enter the info.*

Number	Role	Short name	Legal name	Country	PIC
1	COO	EUROCONTROL	EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION	BE	999483733

<b>PARTICIPANTS</b>					
<i>Grant Preparation (Beneficiaries screen) — Enter the info.</i>					
<b>Number</b>	<b>Role</b>	<b>Short name</b>	<b>Legal name</b>	<b>Country</b>	<b>PIC</b>
2	BEN	ACI EUROPE	EUROPEAN REGION OF THE AIRPORTS COUNCIL INTERNATIONAL	BE	888337447
3	BEN	AIR FRANCE	AIR FRANCE SA	FR	937590070
4	BEN	AUSTRO CONTROL	AUSTRO CONTROL OSTERREICHISCHE GESELLSCHAFT FUR ZIVILLUFTFAHRT MBH	AT	998956635
4.1	AE	ACDS	AUSTRO CONTROL DIGITAL SERVICES GMBH	AT	885188924
5	BEN	CROATIA CONTROL	HRVATSKA KONTROLA ZRACNE PLOVIDBE DOO	HR	924128216
6	BEN	LUFTHANSA	DEUTSCHE LUFTHANSA AKTIENGESELLSCHAFT	DE	999965532
7	BEN	DFS	DFS DEUTSCHE FLUGSICHERUNG GMBH	DE	999936820
8	BEN	DSNA	DIRECTION DES SERVICES DE LA NAVIGATION AERIENNE	FR	928673636
9	BEN	EASYJET	EASYJET EUROPE AIRLINE GMBH	AT	888316786
10	BEN	ENAIRES	ENAIRES	ES	997701843
11	BEN	ENAV	ENAV SPA	IT	998197513
12	BEN	HUNGAROCONTROL	HUNGAROCONTROL MAGYAR LEGIFORGALMISZOLGALAT ZARTKORUEN MUKODO RESZVENYTARSASAG	HU	941767472
13	BEN	AIRNAV	THE IRISH AIR NAVIGATION SERVICE	IE	881850281
14	BEN	LFV	LUFTFARTSVERKET	SE	942346077
15	BEN	NAV PORTUGAL	NAVEGACAO AEREA DE PORTUGAL - NAV PORTUGAL EPE	PT	955596471
16	BEN	NAVIAIR	NAVIAIR	DK	923671249
17	BEN	PANSA	POLSKA AGENCJA ZEGLUGI POWIETRZNEJ	PL	995562023
18	BEN	ROMATSA RA	ADMINISTRATIA ROMANA A SERVICIILOR DE TRAFIC AERIAN	RO	953538325
19	BEN	RYANAIR	RYANAIR DESIGNATED ACTIVITY COMPANY	IE	913857177
20	BEN	PRG Airport	LETISTE PRAHA AS	CZ	891456967
21	BEN	SEA	SOCIETA' PER AZIONI ESERCIZI AEROPORTUALI SEA	IT	986590687
22	BEN	PPL	POLSKIE PORTY LOTNICZE SPOLKA AKCYJNA	PL	890496861
23	BEN	FSG	FLUGHAFEN STUTTGART GMBH	DE	988424084
24	BEN	HAM AIRPORT	FLUGHAFEN HAMBURG GMBH	DE	936825225
25	BEN	AIA	ATHENS INTERNATIONAL AIRPORT S.A.	EL	999484994
26	BEN	AENA SME	AENA S.M.E. SA	ES	957048464
27	BEN	MATS	MALTA AIR TRAFFIC SERVICES LIMITED	MT	932440534

<b>PARTICIPANTS</b>					
<i>Grant Preparation (Beneficiaries screen) — Enter the info.</i>					
<b>Number</b>	<b>Role</b>	<b>Short name</b>	<b>Legal name</b>	<b>Country</b>	<b>PIC</b>
28	BEN	SPAF	MINISTERIO DE DEFENSA DE ESPAÑA	ES	985718075
29	BEN	SWED	SWEDAVIA AB	SE	984282281
30	BEN	SCHIPHOL	SCHIPHOL NEDERLAND BV	NL	999931388
31	BEN	ESTONIANANS	LENNULIIKLUSTEENINDUSE AS	EE	959140463
32	BEN	LGS	VALSTS AKCIJU SABIEDRIBA LATVIJAS GAISA SATIKSME	LV	913789859
33	BEN	DCAC	MINISTRY OF TRANSPORT, COMMUNICATIONS AND WORKS	CY	958850433
34	BEN	daa	DAA PUBLIC LIMITED COMPANY	IE	884216887
35	BEN	ADP	AEROPORTS DE PARIS SA	FR	957080474
36	BEN	ORO NAVIGACIJA	AKCINE BENDROVE ORO NAVIGACIJA	LT	919915991
37	BEN	KLM	KONINKLIJKE LUCHTVAART MAATSCHAPPIJNV	NL	997594658
38	AP	SKYGUIDE	SKYGUIDE, SA SUISSE POUR LES SERVICES DE LA NAVIGATION AERIENNE CIVILS ET MILITAIRES	CH	958184334

## LIST OF WORK PACKAGES

<b>Work packages</b>						
<i>Grant Preparation (Work Packages screen) — Enter the info.</i>						
<b>Work Package No</b>	<b>Work Package name</b>	<b>Lead Beneficiary</b>	<b>Effort (Person-Months)</b>	<b>Start Month</b>	<b>End Month</b>	<b>Deliverables</b>
WP1	Project Coordination	1 - EUROCONTROL	0.00	1	59	D1.1 – Guidelines for Project Execution D1.2 – Project Communication Plan D1.3 – Guidelines for Project Execution first update D1.4 – Guidelines for Project Execution second update D1.5 – Guidelines for Project Execution third update D1.6 – Technical Progress Report 1 D1.7 – Technical Progress Report 2 D1.8 – Project Performance Report
WP2	2022_022_AF2_AF4 - BEACON	20 - PRG Airport	0.00	1	59	D2.1 – Memorandum of Cooperation/ Memorandum of Understanding (MoC/ MoU) with main Stakeholders WP2.1 (Task 06) D2.2 – Roadmap for implementation (Tasks 2.2 to 2.8) D2.3 – Concept of Operations (CONOPS) document WP2.1 (Tasks 2.1) D2.4 – Released request documentation for Malaga (Task 2.4) and Linate (Task 2.5) D2.5 – Interface Control Document (ICD) for AOP-NOP (4.2.2) (Task 2.10) D2.6 – Interface Control Document (ICD) for AOP-NOP (4.4.1) (Task 2.10) D2.7 – Software Acceptance Test results



<b>Work packages</b>						
<i>Grant Preparation (Work Packages screen) — Enter the info.</i>						
<b>Work Package No</b>	<b>Work Package name</b>	<b>Lead Beneficiary</b>	<b>Effort (Person-Months)</b>	<b>Start Month</b>	<b>End Month</b>	<b>Deliverables</b>
						document (Tasks 2.2, 2.3, 2.4, 2.5, 2.6, 2.7 and 2.8) D2.8 – GO Test Result for AOP-NOP (4.2.2) (Tasks 2.11, 2.14, 2.17, 2.20, 2.23, 2.26 and 2.29) D2.9 – GO Test Result for AOP-NOP (4.4.1) (Tasks 2.11, 2.14, 2.17, 2.20, 2.23, 2.26 and 2.29)
WP3	2022_007_AF3 - South East Enhanced FRA implementation	11 - ENAV	0.00	1	36	D3.1 – Route Availability Document (RAD) document for Italy (ENAV) and Malta (MATS) (Tasks 3.2, 3.5 and 3.8) D3.2 – ENAV and MATS ATFCM procedures (Tasks 3.2, 3.5 and 3.8) D3.3 – ENAV and MATS Operational procedures document (Tasks 3.2, 3.5 and 3.8) D3.4 – Site Acceptance Test Document of the MATS and ENAV upgraded systems. (Tasks 3.3, 3.6 and 3.9) D3.5 – Safety assessment delivered to the national supervisory authority for ENAV and MATS (Tasks 3.2, 3.5 and 3.8) D3.6 – Training Certificate for ENAV and MATS. (Tasks 3.4, 3.7 and 3.10) D3.7 – Aeronautical Information Publication (AIP) for Italy (ENAV) and Malta (MATS) (Tasks 3.2, 3.5 and 3.8)
WP4	2022_009_AF3_EUR - Enhanced FAB SW Crossborder Free-Route (EUR)	10 - ENAIRE	0.00	1	36	D4.1 – Airspace redesign report for Spain Peninsula (for ENAIRE and Spanish Air and Space Force) (Task 4.2)

**Work packages**

*Grant Preparation (Work Packages screen) — Enter the info.*

Work Package No	Work Package name	Lead Beneficiary	Effort (Person-Months)	Start Month	End Month	Deliverables
						<p>D4.2 – Route Availability Document (RAD) and ATFCM procedures for Spain (ENAIRES and Spanish Air and Space Force) and Portugal (NAV Portugal) (Task 4.4)</p> <p>D4.3 – Letters of Agreement and Operations Manual from ENAIRES, NAV Portugal, Spanish Air and Space Force. (Task 4.4)</p> <p>D4.4 – Safety assessment report delivered to the National Supervisory Authority by ENAIRES, NAV Portugal, Spanish Air and Space Force (Task 4.4)</p> <p>D4.5 – Site Acceptance Test report of the NAV Portugal upgraded systems (Task 4.3)</p> <p>D4.6 – Training Certificate from ENAIRES, NAV Portugal and SPAF (Task 4.4)</p> <p>D4.7 – Cross-border FRA Procedures published in Aeronautical Information Publication (AIP) for Spain (ENAIRES and Spanish Air and Space Force) and Portugal (NAV Portugal) (Task 4.4)</p>
WP5	2022_009_AF3_Canary - Enhanced FAB SW Crossborder Free-Route (Canary)	10 - ENAIRES	0.00	1	36	D5.1 – Cross-border FRA Procedures published in Aeronautical Information Publication (AIP) Aeronautical Information Publication for Spain Canary
WP6	2022_028_AF3 - Cross-border FRA	17 - PANSAs	0.00	1	36	<p>D6.1 – System Requirements Specification development – Initial version (Task 6.6)</p> <p>D6.2 – Air Traffic Controllers (ATCOs) Training certificate. (Task 6.5)</p>

<b>Work packages</b>						
<i>Grant Preparation (Work Packages screen) — Enter the info.</i>						
<b>Work Package No</b>	<b>Work Package name</b>	<b>Lead Beneficiary</b>	<b>Effort (Person-Months)</b>	<b>Start Month</b>	<b>End Month</b>	<b>Deliverables</b>
						D6.3 – Factory Acceptance Test (FAT) report (Task 6.7) D6.4 – Traffic operators training certificate. (Tak 6.8) D6.5 – Notification process for change in functional system (Task 6.9) D6.6 – System ready for integration Protocol (Task 6.10)
WP7	2022_014_AF5 - Acceleration of Aeronautical Digital Information Availability (ACADIA)	1 - EUROCONTROL	0.00	1	36	D7.1 – Service usage plan document (Tasks 6.2, 6.3, 6.4, 6.5, 6.7, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 6.16, 6.17, 6.18, 6.19, 6.20, 6.21) D7.2 – Service in development report (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.21) D7.3 – Digital NOTAM Service consumption report (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21) D7.4 – SWIM Registry issued (Tasks 7.5, 7.8, 7.9, 7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.21) D7.5 – Digital NOTAM Service operational Use report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21) D7.6 – Aeronautical Information Feature Service consumption report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21) D7.7 – Aeronautical Information Feature Service operational use report available

<b>Work packages</b>						
<i>Grant Preparation (Work Packages screen) — Enter the info.</i>						
<b>Work Package No</b>	<b>Work Package name</b>	<b>Lead Beneficiary</b>	<b>Effort (Person-Months)</b>	<b>Start Month</b>	<b>End Month</b>	<b>Deliverables</b>
						(Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21) D7.8 – Digital data completeness report (Tasks 7.2, 7.3, 7.4, 7.18, 7.20) D7.9 – Service consumption report available (Tasks 7.2, 7.3, 7.4, 7.18, 7.20)
WP8	2022_020_AF5 - ASM SWIM	1 - EUROCONTROL	0.00	1	36	D8.1 – LARA implementation report (Task 8.9) D8.2 – CAT III implementation report (task 8.14) D8.3 – NM B2B validation interoperability report (Tasks 8.2, 8.3, 8.4, 8.7, 8.8, 8.9, 8.11, 8.12, 8.14) D8.4 – LARA implementation report (V5.0 release) (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.15) D8.5 – CAT III implementation report (updated) (Task 8.14) D8.6 – ARES Service implementation report (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15) D8.7 – ARES Service operational use report (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15) D8.8 – SWIM Service Registry (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)
WP9	2022_035_AF6 - FF-ICE R1 - eFPL	7 - DFS	0.00	1	36	D9.1 – Communication hub – B2B and legacy channels document (Task 9.4)

**Work packages**

Grant Preparation (Work Packages screen) — Enter the info.

Work Package No	Work Package name	Lead Beneficiary	Effort (Person-Months)	Start Month	End Month	Deliverables
						D9.2 – System Requirements Specification document (Task 9.4) D9.3 – Flight Data Reception Service for legacy formats document (Task 9.4) D9.4 – Flight object model development document (Task 9.4) D9.5 – Graphical User Interface (GUI) for Traffic system operators document (Task 9.4) D9.6 – Cloud service contract (Task 9.6) D9.7 – Design of National ATFCM Architecture connected to NM B2B eFPL data services report (Task 9.5) D9.8 – National ATFCM system consuming eFPL integration test report (Task 9.5) D9.9 – Availability report of eFPL via FF-ICE publication service (ROMATSA) (Task 9.2) D9.10 – Validation and testing report of integration of FF-ICE publication and notification services between ROMATSA and NM (Task 9.2) D9.11 – National ATFCM system providing eFPL data to DSNA HMI clients integration test report (Task 9.5) D9.12 – Final user requirements document (Task 9.6) D9.13 – Testing and acceptance report (Task 9.1) D9.14 – Report on Integration of Internal and external Data sources (Task 9.3)

**Work packages***Grant Preparation (Work Packages screen) — Enter the info.*

<b>Work Package No</b>	<b>Work Package name</b>	<b>Lead Beneficiary</b>	<b>Effort (Person-Months)</b>	<b>Start Month</b>	<b>End Month</b>	<b>Deliverables</b>
						D9.15 – Change approval document (Task 9.2) D9.16 – eFPL Service Local Usage Report (Task 9.5) D9.17 – System operational integration report (Task 9.4) D9.18 – Air France Phase-in prepared report (Task 9.6) D9.19 – KLM Phase-in prepared report (Task 9.6) D9.20 – Assessment of the benefits report (Task 9.5) D9.21 – Local complexity assessment algorithm and local sector configuration optimisation algorithm consuming eFPL integration test report (Task 9.5) D9.22 – Local safety case report (Task 9.5) D9.23 – Training programme document (Task 9.5) D9.24 – User acceptance test certificate (task 9.6)

## Work package WP1 – Project Coordination

<b>Work Package Number</b>	WP1	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Work Package Name</b>	Project Coordination		
<b>Start Month</b>	1	<b>End Month</b>	59

<b>Objectives</b>
<p>This work package aims at ensuring the efficient and effective coordination of the Project to be conducted in accordance with the relevant provisions set in the relevant GA model. More in detail, the objectives of work package 1 are:</p> <ul style="list-style-type: none"> <li>- To deliver project objectives within time, resource and budget constraints;</li> <li>- To align the Project execution with the EU aviation policy-level objectives, CEF priorities and SESAR Deployment Manager (SDM) mission (according to Regulation (EU) n. 409/2013, CP1, SESAR Deployment Programme (SDP));</li> <li>- To identify and mitigate any risks for the Project execution and monitor the impact of the mitigation measures;</li> <li>- To identify innovative solutions and approaches, based on industry best practices and experiences sharing among the different partners;</li> <li>- To lead efficiently multi-stakeholder and multinational Project teams.</li> </ul>

<b>Description</b>
<p>In line with the objectives of the work package, the following five tasks are to be managed by the coordinator:</p> <ul style="list-style-type: none"> <li>- Task 1.1 Project Coordination; Task 1.2 Project monitoring and reporting; Task 1.3 Financial management: payments, checks and audits; Task 1.4 Project Information management; Task 1.5 Communication management for stakeholder support.</li> </ul> <p><b>Task 1.1 Project Coordination</b></p> <p>The coordinator will be in charge of ensuring that the Project pursues the expected objectives, ensuring that the Project execution is in line with the GA provisions, relevant Regulations and CINEA provisions, in terms of technical achievements, timing, financial and administrative requirements, providing continuous support to Implementing Partners (IPPs) throughout the whole duration of the Project.</p> <p><b>Task 1.2 Project monitoring and reporting</b></p> <p>The coordinator will monitor the Project execution in order to ensure its implementation in accordance with the Specific Grant Agreement, including relevant Annexes, through:</p> <ul style="list-style-type: none"> <li>- Continuous monitoring: The coordinator will ensure the continuous monitoring of the Project through continuous interactions with IPPs. These interactions will be managed through the Programme Management Tool: SESAR Tool for ATM Rollout (STAR). Thanks to the continuous monitoring, the coordinator is in the position to promptly detect any potential threat affecting CP1 compliance. In fact, every implementation project (IP) is constantly checked against the applicable CP1 regulatory target date(s). Therefore, a potential CP1 threat is identified whenever the IP foreseen end date exceeds a CP1 regulatory target dates based on the CP1/SDP gap(s) targeted by the IP. This continuous interaction will allow the coordinator to update on a regular basis the Continuous reporting module in the EU funding and tender Portal, updating it every time a milestone is achieved, uploading deliverables, following-up and updating critical risks, managing the dissemination and communication activities and any relevant project progress. This information will contribute to feed the two progress reports foreseen for this Project.</li> <li>- Periodic report during project duration: the coordinator will submit three Periodic Reports, triggering the relevant payment, within 60 days from the end of each reporting period. The technical and financial data related to the WPs will be collected from IPPs during the end of the year's monitoring window. As such, IPPs must comply with the information requests to allow the elaboration of the relevant reports.</li> <li>- Progress report: The coordinator will submit two intermediate progress reports (without triggering a payment) in order to monitor the technical progress of the Project, based on the information that IPPs will provide during the end of the year's monitoring window.</li> <li>- Performance analysis: The coordinator estimates cost benefit analysis first according to its top-down model and later taking into consideration the interactions with the IP leaders as described in the SDP Annex D. To perform this task, SDM creates groupings of projects whose benefits are inter-related: these groupings are called "threads". The benefits of these IPs can only be assessed as a whole, at thread level, and not separately, at project level. As threads in many cases are composed of IPs belonging to different Projects, the benefits of the threads can be apportioned to specific Projects. Therefore, SDM will perform CBA/Performance analysis at thread level, providing also a view for each of the Projects under execution.</li> </ul>

- Quality Management: quality management process encompassing three different elements (Quality Planning; Quality Assurance and Quality Control).

Task 1.3 Financial management: payments, checks and audits

The coordinator will bear responsibility for the financial management of the Project. Financial management includes all relevant tasks underpinning Project payments, checks and audits and will be conducted by the coordinator in accordance with the relevant provisions set in the GA. Specifically:

- Ensuring that all the appropriate payments are made to the other partners without unjustified delay;
- Establishing the requests for payment in accordance with the GA;
- Supporting the requested beneficiaries in making the appropriate arrangements for providing any financial guarantees required under the GA.

The coordinator will also bear responsibility for providing all the necessary documents in the event of checks and audits initiated before the payment of the balance, and in the event of evaluation.

Task 1.4 Project Information management

The coordinator will be the intermediary for the communications between the partners and CINEA. This task covers any potential adjustment or amendment of the GA to be put in place. Such process will be managed by the coordinator, in close cooperation with all IPPs and with CINEA and in full alignment with the GA provisions.

Task 1.5 Communication management for stakeholder support

The coordinator will provide Project Beneficiaries with the below communication tools to support them during the execution phase. After the grant agreement's finalisation, the communication tools as described under 3.5 will be made available by the coordinator. Furthermore, these tools are summarised and complemented here below, with specific attention to their role in stakeholder support.

Next to the permanent bilateral communication and roadmaps, SDM will put in place a set of supporting tools, differentiating between actively pushed information, information that can be pulled at any time and interactive support.

- Events, Workshops & meetings: These ad hoc meetings will provide Project Beneficiaries with information to ensure a successful execution and closure of the Project ( e.g. Overview of the main activities; procedures and roadmaps to be followed for Interim Payment etc.). Such meetings are for example the Kick-off meeting, Annual Meetings and specific topic-based workshops and/or trainings;

- Dedicated communication tools:

o SDM website: Project Beneficiaries have all public information on SESAR deployment at hand during their project performing process just by visiting the SDM website which contains all latest relevant information (e.g. about SDM, news, events, FAQ, Deployment in Europe status etc): [www.sesardeploymentmanager.eu](http://www.sesardeploymentmanager.eu);

o Videos tutorials and webstreams: Project Beneficiaries will find informative videos about the content of the SDP and tutorials on how to use the STAR tool;

o Dedicated email address: A dedicated email address will be set up to facilitate the communications between the Implementing Partners and the coordinator during the entire Project life-cycle;

o Frequently Asked Questions: The SDM website contains a dedicated, publicly available, section where all relevant Questions & Answers are published periodically;

o Bimonthly Newsletter: A dedicated digital newsletter will be sent to all IPPs to inform about the progress of the activities performed by IPPs and the coordinator;

o SDM Partner Area <https://www.sesardeploymentmanager.eu/access-sesar-dm-partner-area>;

o STAR: This cooperative coordination, synchronisation and monitoring tool will be the main online tool for the Implementing Partners to interact with the coordinator for the Project execution;

o A Biweekly To Do List provides all Project Beneficiaries with all key information and updating them on the different processes to be followed during the Project Execution phase;

o Dedicated e-mailings for specific processes and during crucial periods: IPPs are informed through dedicated topic-based e-mails, highlighting specific tasks, deadlines or actions to be performed.

In order to carry out its work, SDIP Consortium, i.e EUROCONTROL, in its role of Consortium coordinator, and ACI Europe, will contract several time-based consultants. These resources will provide support on all SDM WP1 coordination tasks, milestones and deliverables.

## Work package WP2 – 2022\_022\_AF2\_AF4 - BEACON

Work Package Number	WP2	Lead Beneficiary	20. PRG Airport
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<b>Work Package Name</b>	2022_022_AF2_AF4 - BEACON		
<b>Start Month</b>	1	<b>End Month</b>	59

<b>Objectives</b>
<p>This WP aims at closing the gaps at 7 airports newly included in CP1 (Common Project 1), as Implementing Airports, in 2 Sesar Deployment Programme (SDP) families, with target date for implementation 31.12.2027: SDP Family 2.2.2 “Extended AOP” (Airport Operating Plan) and SDP Family 4.4.1 “AOP/NOP Integration”(Airport Operations Plan/ Network Operations Plan)</p> <p>Implementation of SDP Family 2.2.2 “Extended AOP” (including, as a pre-requisite, Initial AOP) and SDP Family 4.4.1 “AOP/NOP integration” (including the Initial AOP/NOP Information Sharing) will be done in close cooperation with Network Manager as Implementation Project Partner. By now, Implementing Airports have crossed initial level of SESAR solutions deployment, as six of them are Airport Collaborative Decision-Making (A-CDM) airports and one is becoming A-CDM (Airport Collaborative Decision-Making) in 2023. Being A-CDM airport is a pre-requisite for SDP Families 4.2.2 and 4.4.1. The IP aims to implement full scope of ATM (Air Traffic Management) Functionalities for SP Families 2.2.2 and 4.4.1 as requested by CP1 and in detail elaborated within SDP.</p> <p>The WP is subdivided into 3 Sub-WPs:</p> <ul style="list-style-type: none"> <li>• WP2.1 – Family 2.2.2 “Extended AOP” – the Airport Operations Plan (AOP) is a rolling plan that interacts with services, systems and stakeholders gathering information from several systems. The AOP must provide all the information that is relevant for the network to the network operations plan (NOP) in real time. The AOP supports landside and airside operations at airports with an increased scope of data sharing between the airport and Network Manager building on the available A-CDM supporting systems. The AOP must support the steering, monitoring, managing and post-post operations services by improving the overall operational efficiency and increasing resilience of the airport and of the network to disruptions such as adverse weather conditions, closure of a runway and security alerts. In order to implement an AOP, one of the fundamental prerequisites is a functional A-CDM. Therefore, all involved airports in this proposal have completed its implementation (with Athens putting it into operations in 2023).</li> </ul> <p>As the Implementing Airports under the scope of this proposal are not, according to CP1, obliged to implement iAOP (initial AOP) in a separate intermediate step by the end of 2023, their objective is to implement full scope of this family (iAOP and extended AOP) by the implementation target date of 31.12.2027. Therefore, the activities to be performed by each one of the airports are similar in terms of data integration, operational elements and airport performance services to reach the extended AOP. Task 2 to 8 - "Specific Airport" – SDP Family 2.2.2: the specific task for every Implementing Airport related to SDP Family 2.2.2 implementation. This will include the full scope of activities as defined in SDP regarding implementation of particular Deployment Milestones (DMs).</p> <ul style="list-style-type: none"> <li>• WP2.2 – Family 4.4.1 “AOP/NOP Integration” –As part of the evolution of processes and procedures, new data elements (subject to maturity and agreement of content) will be shared and also negotiated between AOP and NOP. These might be integrated in addition to the information that is shared in the iAOP-NOP information exchange, which is a prerequisite of AOP/NOP integration. The processes, procedures and underlying concepts for the creation and integration will have to be agreed upon and/or adapted. The deployment of SDP Family 4.4.1 at the 6 airports (Milan Linate Airport is addressing the issue of AOP-NOP integration within another ongoing project focused on Milano Malpensa Airport) builds on project 2015_113_AF4 “AOP-NOP” (Action 2015-EU-TM-0196-M), 2016_131_AF4 "AOP-NOP integration - extended implementation" (Action 2016-EU-TM-0117-M) and 2017_052_AF4 “AOP-NOP integration – extended implementation” (Action 2017 -EU-TM-0076-M)</li> </ul> <p>The first objective of SDP Family 4.4.1 is to enable the system-to-system exchanges between a local AOP and the NOP (NM systems) beyond the current A-CDM time horizon as part of the initial AOP/NOP information sharing. The system-to-system exchanges are realized through the implementation of additional DPI (Departure Planning Information) on top of A-CDM ones, the Predicted Departure Planning Information (P-DPI) exchange before the time horizon of the A-CDM process (Estimated Off Block Time (EOBT) - 3 hours) and implementation of General Arrival Planning Information (G-API) as to improve pre-tactical and tactical planning. The DPI exchanges currently done via Aeronautical Fixed Telecommunication Network (AFTN) need to be moved to Network Manager business-to-business (NM B2B) services.</p> <p>The second objective of SDP Family 4.4.1 is to define the new data elements that might be shared, negotiated between AOP and NOP and to integrate them for the exchange. For this scope, detailed milestones and deliverables are set up in the proposal. The system-to-system exchanges shall be possible within the System-Wide Information Management (SWIM) yellow profile, i.e. exchange via NM B2B services.</p>

• WP2.3 – Project Management – This task, allocated to Letiste Praha A.S. (PRG), will consist in coordinating the participating partners ensuring sound and efficient dialogue is taking place to meet project deadlines and objectives. This task, which lasts for the entirety of the project, focuses on the project management tasks including project definition, organization, resources and effort assignment, risk management, project control and monitoring. The project manager will establish a reporting mechanism to have direct visibility on the project progress through the achievement of previously defined milestones. Standardized and regular weekly/monthly reporting will be established, including: identification of deviations and countermeasures, monitoring of implementation progress, detailed planning, strategic management and action plans to solve open issues.

### Description

Taking into account SESAR performance assessments (PARs) and previous AOP/NOP projects under deployment, AOP/NOP integration provides for the following performance benefits:

- Increased traffic predictability, which enhances capacity available in the planning phase.
- Increased ATCO productivity (indirect benefit).
- Cost-efficiency: no Aeronautical Fixed Telecommunication Network (AFTN) or Société Internationale de Télécommunications Aéronautiques (SITA) connections required any more. Significant operating cost reduction through better predictability of arrival runway capacity, which reduces airborne and taxi-out holdings. This generates time savings and fuel saving.
- Reduction of reactionary delays and reactionary flight cancellations at the destination airport.
- AOP/NOP integration will provide benefits to airports through an improved information flow concerning arrival flights, and to en-route and TMA units through a more accurate traffic picture in advance of real operations.

Based on previous CBAs and on airport expertise, the following quantified benefits are the first estimation (under the assumption of a full PCP implementation):

- An improved en-route capacity utilisation (1%)
- An improved runway capacity utilisation which results in a reduction of arrival airport ATFM delays (5%)
- A reduction of air transport non-ATM reactionary delays (-5%)

WP2 includes the following tasks:

T2.1 – “Project management and monitoring” carried out entirely by PRG staff.

The task aims at monitoring and controlling the Implementation Project activities. It will also take care of the application of management requirements stemming from the CEF / Deployment Manager coordination (e.g. technical and financial progress reporting) and the organisation of relevant tasks.

T2.2 – “Athens Airport implementation of SDP Family 2.2.2” carried out by AIA staff and 70% cost in subcontracted activities. A call for tender will be launched for these activities (it could be possible that this needs to be divided in more than one tender).

AIA aims at achieving an Extended AOP implementation and become fully integrated with NOP, through a common and collaboratively agreed plan, at local and network level. The task will start by extending the rolling plan from long and medium-term planning phase to post operations, while landside data will also be captured for integrating passenger and baggage flows into the AOP. This also includes a general review of the planning processes at overall airport level, as well as the process reengineering of the Airport Operations Centre. As the AOP aims at improving the overall operational efficiency and increasing resilience of the airport and network to resist disruptions, AIA will implement a set of services to steer, monitor, manage and analyse airport performance, through deployment of advanced functionalities, technical enablers and system interfaces. Transversally, the implementation will be ensured through safety assessment, tailored training and customized project management.

T2.3 – “Hamburg Airport implementation of SDP Family 2.2.2” carried out by HAM and DFS staff, and 43% HAM costs in subcontracted activities. HAM subcontracting activities will be included via framework agreements already in place. A dedicated order will be placed by HAM to the subcontractors for any service/delivery. The need of a possible direct contract for specific IT solutions will be clarified after the completion of the Gap Analysis and design of concept of operations.

HAM aims at upgrading the present CDM operations by the local implementation of the Extended AOP and its technical and operational connection to the NOP according to CP1 regulations. The AOP shall be respected by and shared with all relevant stakeholders. The task will comprise a general review of airside and landside processes impacting airport and therefore network performance, as well as the process of setting up an Airport Control Center in a physical space or (partly) virtual. As the AOP aims at improving the overall operational efficiency and increasing resilience of the airport and network to resist disruptions, HAM will implement a set of services to steer, monitor, manage and analyse airport

performance, through deployment of advanced functionalities, technical enablers and system interfaces. Transversally, the implementation will be ensured through safety assessment, tailored training and customised project management.

All tasks will be carried out in close cooperation with DFS in order to guarantee German harmonization. Cooperation of necessary airport stakeholders is supposed to be arranged through relevant Memorandum of Cooperation (MoC). All mentioned activities will be delivered under the application of the SDP DMs roadmap.

T2.4 – “Malaga Airport implementation of SDP Family 2.2.2” carried out by Aena and ENAIRE staff, and 88% Aena cost and 74% ENAIRE costs in subcontracted activities. Aena will include these activities, on demand, in existing contracts/ agreements with subcontractors, one of which is renovated on a yearly basis following Spanish Public Contract Law. Depending on the project evolution, a direct contract could be necessary. ENAIRE usually relies on external support from third parties for the execution of part of its activities.

Aena aims at implementing extended AOP by evolving iAOP concept by 2027, while ENAIRE will develop tower (TWR) system functionalities and interfaces with the AOP. Thus, the implementation of new events and messages exchange between the TWR system and the AOP meet the extended AOP needs. Additionally, there is a need of improving the situational awareness of the CDM procedures at the TWR, by the evolution of the current interface. All mentioned activities will be developed under the application of the DMs roadmap. The task at Málaga Airport will be processed in close cooperation Aena-ENAIRE.

T2.5 - “Milan Linate Airport implementation of SDP Family 2.2.2” carried out by SEA staff and 79% costs in subcontracted activities. A call for tender will be launched for these activities.

SEA's aims at upgrading the current A-CDM operations into extended AOP operations according to the requirements of the CP1 regulations. The task will include the updating, extension and integration of existing airport systems (e.g. Visual Docking and Guidance System, Resource Management System, ground network of high resolution cameras, etc.), the acquisition of systems for the monitoring of passenger flows, the execution of AOP data processing phase II and III, the release of the predicted Off-Block Time (P-OBT) system via artificial intelligence (AI) applied to smart sensors monitoring of the turnaround processes, the real-time integration among the control rooms (e.g. maintenance control room) and APOC. Indeed, part of the task will be to move the collaborative actions of key airport stakeholders into a common environment: APOC. The cooperation of the relevant airport stakeholders (e.g. ANSP, ENAC, Eurocontrol) should be organized through MoC.

T2.6- “Prague Airport implementation of SDP Family 2.2.2” carried out by PRG staff and 78% costs in subcontracted activities. Subcontracting will be done via framework agreements already in place through dedicated orders (this part will cover mainly existing systems that will be extended/more interconnected – CAODB, Communication HUB, Enterprise data warehouse), however new contracts might be awarded as well (Queue monitoring, DCB tool, Monitoring Dashboards).

PRG aims at upgrading present CDM operations into extended AOP operations according to requirements of CP1 regulations. It will represent update, extension and integration of existing AOP airport systems (e.g. Central Airport Operational Database, Resource Management System, Computer Aided Facility Management system), acquisition of systems for monitoring of landside flows of passengers and baggage, extension of timeframe for AOP data processing and extension of Enterprise Data Warehouse to process new AOP data and analyses. Part of the task will be the establishment of B2B data exchange with NM and important part of the task will be changed of collaborative workflow of main airport stakeholders in common APOC environment. Cooperation of necessary airport stakeholders (e.g. air navigation services provider (ANSP), handling company) is supposed to be arranged through relevant MoC.

T2.7 - “Stuttgart Airport implementation of SDP Family 2.2.2” carried out by STR and DFS staff and 47% STR costs in subcontracted activities. Stuttgart Airport plans to process required procurements via existing (framework) agreements on demand. However depending on the specific requirements of the project, a separate award/contract could become necessary during the course of the project

STR aims at upgrading the already established A-CDM operations according to the requirements of CP1 regulation. All this will base on a detailed definition of all relevant airside and landside processes between the identified stakeholders and their integration into an overall AOP-process. The provision of an AOP will result in operational changes (e.g. set up of an Airport Control Center), the update, extension and integration of already existing AOP supporting airport systems, the acquisition of systems for new required functionalities, the extension of timeframe for AOP data processing and extension of Enterprise Data Warehouse to process new AOP data. To assure AOP/NOP-integration an important part of the task will be the establishment of B2B data exchange with NM in close cooperation with DFS Deutsche Flugsicherung GmbH. Cooperation of necessary airport stakeholders (e.g. ANSP, Ground Handling Companies) is supposed to be arranged through relevant MoC. All mentioned will be delivered under the application of the SDP DMs roadmap.

T2.8 - “Warsaw Airport implementation of SDP Family 2.2.2” carried out by PPL staff and 86% costs in subcontracted activities. A call for tender will be launched to select an IT solution provider.

PPL aims at implementing the AOP project in partnership with the private sector and PANSAs (Polish ANSP). The task will include updating, expanding and integrating of existing airport systems (e.g., Flight Information System, visual docking and guidance system, high-resolution ground camera network, etc.) as well as B2B communication platform for AOP/NOP integration to cope with CP1 Regulation. The first step will be to conduct a survey of an IT and business trajectory of existing data and data sources, create a roadmap for the project, and define the standards that Warsaw Chopin Airport must achieve to create an AOP and integrate it with the NOP. A partnership with the private sector, preceded by a public tenders, will allow the intention of PPL to develop AOP as a modular system, allowing for future gradual expansion of the AOP.

T2.9 - “NM - Project management for implementation of SDP Family 4.4.1” carried out by EUROCONTROL own resources, no costs will be claimed for this task.

This task aims at monitoring and controlling de Implementation Project activities. It is performed according to EUROCONTROL adopted methodology.

It will also take care of the application of management requirements stemming from the CEF / Deployment Manager coordination (e.g. technical and financial progress reporting...) and the organisation of relevant task.

T2.10 - “NM – Definition of system requirements AOP/NOP with Airports – SDP Family 4.4.1” carried out by EUROCONTROL own resources, no costs will be claimed for this task.

This task aims at adapting NM Systems requirements for AOP Information Processing to fit needs of all airport types. This task will include the review of the ICD with Airports, which will result in necessary adaptations for different kinds of airports.

T2.11 - “NM – Testing AOP/NOP with Airports – SDP Family 4.4.1” carried out by EUROCONTROL own resources, no costs will be claimed for this task.

This task aims at testing and debugging data exchange between NM and Airport for validation before operational use. This task will also include the activities related to safety assessment and Staff training.

T2.12 - “Athens Airport - Definition system requirements AOP/NOP with NM – SDP Family 4.4.1” carried out entirely by AIA staff.

This task aims at developing airport (APT) System requirements for NOP Information Processing in Athens. Review of the ICD with NM which will result in necessary adaptations to APT systems.

T2.13 - “Athens Airport - AOP-NOP System Implementation – SDP Family 4.4.1” carried out entirely by AIA staff.

This task aims at implementing the system changes as per system requirements (from related system requirement task) and ICD in Athens. Implementation and testing for the participating airports can take place over the course of the project lifespan in a non-synchronised manner. The task will adapt to the local implementation schedules as much as possible.

T2.14 - “Athens Airport - AOP/NOP System Testing – SDP Family 4.4.1” carried out entirely by AIA staff.

This task aims at testing and debugging data exchange between NM and Athens Airport for validation before operational use. This task will also include the activities related to safety assessment and Staff training.

T2.15 - “Hamburg Airport - Definition system requirements AOP/NOP with NM – SDP Family 4.4.1” carried out entirely by HAM and DFS staff.

This task aims at developing APT System requirements for NOP Information Processing in Hamburg. This task will include the review of the ICD with NM, which will result in necessary adaptations to APT systems. For this task, DFS processes and process changes due to AOP-NOP integration and the required DFS system functions to facilitate AOP-NOP integration will be defined, in order to achieve adherence of NOP interaction processes to German harmonisation. As part of this task, a safety assessment of the changes to the ATS system resulting from AOP-NOP integration will be performed.

T2.16 - “Hamburg Airport - AOP-NOP System Implementation – SDP Family 4.4.1” carried out by HAM and DFS staff, and 19% HAM costs and 40% DFS costs in subcontracted activities. HAM subcontracting activities will be included via framework agreements already in place. A dedicated order will be placed by HAM to the subcontractors for any service/delivery. DFS plans to process required procurements via existing framework agreements through dedicated orders, but depending on the specific requirements of the project, a separate award/contract could become necessary during the course of the project.

This task aims at implementing system changes as per system requirements (from related system requirement task) and ICD. Implementation and testing for the participating airports can take place over the course of the task lifespan in a non-synchronised manner. The task will adapt to the local implementation schedules as much as possible.

A system-to-system data exchange between DFS and NOP will be established. The AOP will be linked to NOP via DFS. A bidirectional data exchange between AOP and NOP will be implemented. Target Times for ATFM will be used in DFS.

T2.17 - “Hamburg Airport - AOP/NOP System Testing – SDP Family 4.4.1” carried out by HAM and DFS staff, and 12% DFS costs in subcontracted activities. DFS plans to process required procurements via existing framework agreements through dedicated orders, but depending on the specific requirements of the project, a separate award/contract could become necessary during the course of the project.

This task aims at testing and debugging data exchange between NM and Airport for validation before operational use. This task will also include the activities related to safety assessment and staff training. Operational NOP Interaction Process will be implemented within DFS and the data exchange with NM will be tested.

T2.18 - “Malaga Airport - Definition system requirements AOP/NOP with NM – SDP Family 4.4.1” carried out by Aena and ENAIRE staff, and 81% Aena costs in subcontracted activities. Aena will include these activities, on demand, in existing contracts/agreements with subcontractors, one of which is renovated on a yearly basis following Spanish Public Contract Law. Depending on the project evolution a direct contract could be necessary.

This task aims at developing APT System requirements for NOP Information Processing in Malaga. This task will include the review of the ICD with NM, which will result in necessary adaptations to APT systems.

T2.19 - “Malaga Airport - AOP-NOP System Implementation – SDP Family 4.4.1” carried out by Aena and ENAIRE staff, and 84% Aena costs in subcontracted activities. Aena will include these activities, on demand, in existing contracts/agreements with subcontractors, one of which is renovated on a yearly basis following Spanish Public Contract Law. Depending on the project evolution a direct contract could be necessary.

This task aims at implementing the system changes as per system requirements (from related system requirement task) and ICD in Malaga. Implementation and testing for the participating airports can take place over the course of the task lifespan in a non-synchronised manner. The task will adapt to the local implementation schedules as much as possible.

T2.20 - “Malaga Airport - AOP/NOP System Testing – SDP Family 4.4.1” carried out by Aena and ENAIRE staff and 83% Aena costs in subcontracted activities. Aena will include these activities, on demand, in existing contracts/agreements with subcontractors, one of which is renovated on a yearly basis following Spanish Public Contract Law. Depending on the project evolution a direct contract could be necessary.

This task aims at testing and debugging data exchange between NM and Malaga Airport for validation before operational use. This task will also include the activities related to safety assessment and staff training.

T2.21 - “Prague Airport - Definition system requirements AOP/NOP with NM – SDP Family 4.4.1” carried out entirely by PRG staff.

This task aims at developing APT System requirements for NOP Information Processing in Prague. This task will include the review of the ICD with NM, which will result in necessary adaptations to APT systems.

T2.22 - “Prague Airport - AOP-NOP System Implementation – SDP Family 4.4.1” carried out by PRG staff and 63% costs in subcontracted activities. Subcontracting will be done via framework agreements already in place through dedicated orders, however depending on the specific requirements of the project, a separate award/contract could become necessary during the course of the project.

This task aims at implementing the system changes as per system requirements (from related system requirement task) and ICD in Prague. Implementation and testing for the participating airports can take place over the course of the task lifespan in a non-synchronised manner. The task will adapt to the local implementation schedules as much as possible.

T2.23 - “Prague Airport - AOP/NOP System Testing – SDP Family 4.4.1” carried out by PRG staff and 4% costs in subcontracted activities. Subcontracting will be done via framework agreements already in place through dedicated orders however depending on the specific requirements of the project, a separate award/contract could become necessary during the course of the project

This task aims at testing and debugging data exchange between NM and Prague Airport for validation before operational use. This task will also include the activities related to safety assessment and staff training.

T2.24 - “Stuttgart Airport - Definition system requirements AOP/NOP with NM – SDP Family 4.4.1” carried out entirely by STR and DFS staff.

This task aims at developing APT System requirements for NOP Information Processing in Stuttgart. Review of the ICD with NM which will result in necessary adaptations to APT systems. For this task, DFS processes and process changes due to AOP-NOP integration and the required DFS system functions to facilitate AOP-NOP integration will be defined, in order to achieve adherence of NOP interaction processes to German harmonisation. As part of this, a safety assessment of the changes to the ATS system resulting from AOP-NOP integration will be performed.

T2.25 - “Stuttgart Airport - AOP-NOP System Implementation – SDP Family 4.4.1” carried out by STR and DFS staff,

59% STR costs and 40% DFS costs in subcontracted activities. Stuttgart Airport plans to process required procurements via existing (framework) agreements on demand. However, depending on the specific requirements of the project, a separate award/contract could become necessary during the course of the project. DFS plans to process required procurements via existing framework agreements through dedicated orders, but depending on the specific requirements of the project, a separate award/contract could become necessary during the course of the project.

This task aims at implementing the system changes as per system requirements (from related system requirement task) and ICD in Stuttgart. Implementation and testing for the participating airports can take place over the course of the task lifespan in a non-synchronised manner. The task will adapt to the local implementation schedules as much as possible. A system-to-system data exchange between DFS and NOP will be established. The AOP will be linked to NOP via DFS. A bidirectional data exchange between AOP and NOP will be implemented. Target Times for ATFM will be used in DFS.

T2.26 - “Stuttgart Airport - AOP/NOP System Testing – SDP Family 4.4.1” carried out by STR and DFS staff, and 12% DFS costs in subcontracted activities. DFS plans to process required procurements via existing framework agreements through dedicated orders, but depending on the specific requirements of the project, a separate award/contract could become necessary during the course of the project.

This task aims at testing and debugging data exchange between NM and Stuttgart Airport for validation before operational use. This task will also include the activities related to safety assessment and Staff training. Operational NOP Interaction Process will be implemented within DFS and the data exchange with NM will be tested.

T2.27 - “Warsaw Airport - Definition system requirements AOP/NOP with NM – SDP Family 4.4.1” carried out by PPL staff and 73% costs in subcontracted activities. A call for tender will be launched to select an IT solution provider.

This task aims at developing APT System requirements for NOP Information Processing in Warsaw. Review of the ICD with NM which, will result in necessary adaptations to APT systems.

T2.28 - “Warsaw Airport - AOP-NOP System Implementation – SDP Family 4.4.1” carried out by PPL staff and 77% costs in subcontracted activities. A call for tender will be launched to select an IT solution provider.

This task aims at implementing the system changes as per system requirements (from related system requirement task) and ICD in Warsaw. Implementation and testing for the participating airports can take place over the course of the task lifespan in a non-synchronised manner. The task will adapt to the local implementation schedules as much as possible.

T2.29 - “Warsaw Airport - AOP/NOP System Testing – SDP Family 4.4.1” carried out by PPL staff and 78% costs in subcontracted activities. A call for tender will be launched to select an IT solution provider.

This task aims at testing and debugging data exchange between NM and Warsaw Airport for validation before operational use. This task will also include the activities related to safety assessment and staff training.

### Work package WP3 – 2022\_007\_AF3 - South East Enhanced FRA implementation

<b>Work Package Number</b>	WP3	<b>Lead Beneficiary</b>	11. ENAV
<b>Work Package Name</b>	2022_007_AF3 - South East Enhanced FRA implementation		
<b>Start Month</b>	1	<b>End Month</b>	36

#### Objectives

This Work Package will allow ENAV and MATS to enhance their respective Free Route airspaces by enlarging the scope outside their boundaries, closing the gap with 3.2.2 Family.

In particular, ENAV will extend its cross-border free route operations towards South East Enhanced Free Route Airspace (SECSI FRA) and Malta, covering Family 3.2.2 requirements ahead of the implementation of the new 4Flight ATM system, that will further boost the cross-border FRA implementation through additional automation. The Area Control Centres (ACCs) involved will be mainly those neighbouring SECSI FRA and Malta airspace (Padova, Brindisi and Roma), but some activities could affect also Milano due to the optimisation of flows. In addition, FRA vertical limit will be lowered from FL305 to FL195 to ensure TMA connectivity and cross-border FRA harmonisation among neighbouring States.

ENAV will ensure the full coordination and synchronisation with Italian Air Force (ITAF) about the airspace modifications and new flows.

For Malta, achieving Enhanced FRA will be the final milestone for the implementation of Free Route Airspace by

meeting the legal obligations of the CPI regulation. Since a free route network from Flight Level 195+ is already available in the Malta Flight Information Region (FIR), this project will feature a redesign of the Malta TMA with the implementation of new Radio Navigation (RNAV) Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs), that will meet the environmental obligations of providing continuous climb/continuous descent procedures.

These procedures will link directly with a free route network cross border with Italy. All Air Traffic Controllers will be trained on this new operational concept.

## Description

The expected results of the Implementation Project are:

- The airspace structure is re-designed.
- The Free Route Airspace vertical limit is lowered.
- The software of the Air Traffic Services system is upgraded.
- The Air traffic controllers are trained.

Based on simulations by Eurocontrol and the SESAR Deployment Manager, the following savings of a full Italy-Malta cross-border implementation are expected:

- 1,2 mln Nautical Miles flown per year (up to 4,173 Nautical Miles in a peak day)
- 167.000 minutes of flight per year (up to 600 minutes in a peak day)
- 10 mln of tons of jet fuel per year
- Above 31,5 mln of tons of CO2 per year

This project is interdependent with the following CEF awarded IPs:

- 2015\_204\_AF3\_Phase I “4-Flight deployment in Italy 2016-2017” (ENAV)
- 2015\_204\_AF3\_Phase II “4-Flight deployment in Italy 2019-2020” (ENAV)
- 2016\_110\_AF3 “ENAV Automated ENV Data Interchange for FDP” (ENAV)
- 2016\_115\_AF3 “ENAV 4-Flight Deployment in Italy – Third stage 2017-2018” (ENAV)

WP3 includes the following main tasks:

Task 3.1 – “Implementation Project management activities” carried out entirely by ENAV and MATS staff.

This task aims at conducting Project Management activities ensuring the project progress within the agreed time frame, costs and quality standards.

Task 3.2 – “ENAV-SECSI Implementation of Cross-border FRA – Airspace structure re-design” carried out entirely by ENAV staff.

This task aims at:

- Re-designing the Italian airspace structure allowing new cross-border Free Route Operations (FRA) with Austria, Slovenia, Bosnia and Herzegovina, Croatia, Serbia and Montenegro, Albania and Republic of North Macedonia, and lower the bottom limit down to the Terminal Manoeuvring Area (TMAs)/ Control Area boundaries (CTAs).
- Updating the related procedures, submitting for approval to the national competent authority and publishing them in the Aeronautical Information Publication (AIP)
- Revising of concerned Letters of Agreements, elaborating and submitting the Safety Assessment for approval to the national competent authority.

Task 3.3 – “ENAV-SECSI Implementation of Cross-border FRA – ENAV Air Traffic Control (ATC) System upgrade” carried out entirely by ENAV staff.

This task aims at:

- Updating the “SATCAS” Air Traffic Management (ATM) system in Padova and Brindisi Area Control Centres (ACCs) to embed the new airspace design and to guarantee flight data management and sharing in the new environment. ENAV personnel will oversee that the necessary upgrades are performed and fit for purpose. The activities will be mainly performed by ENAV supplier, but the related costs are outside the scope of this Implementation Project and will not be claimed.

Task 3.4 – “ENAV-SECSI implementation of Cross-border FRA – ENAV Air Traffic Controllers (ATCOs) Training” carried out entirely by ENAV staff.

This task aims at:

- Elaborating the training plan and training material.
- Submitting the training material to the national competent authority for approval.
- Training the ENAV ATCOs in the new procedures and airspace structure update for the cross-border operations between ENAV and SECSI.

Task 3.5 – “ENAV-MATS Implementation of Cross-border FRA – Airspace structure re-design” carried out entirely by ENAV staff.

This task aims at:

- Re-designing of the Italian airspace structure to allow new cross-border FRA operations with Malta.
- Updating the related procedures, submitting for approval to the national competent authority and publishing them in the Aeronautical Information Publication (AIP)
- Revising of concerned Letters of Agreements, elaborating and submitting the Safety Assessment for approval to the national competent authority.

Task 3.6 – “ENAV-MATS Implementation of Cross-border,- System upgrade” carried out entirely by ENAV staff.

This task aims at:

- Updating of the “SATCAS” ATM in Roma ACC to embed the new airspace design and to guarantee flight data management and sharing in the new environment. ENAV personnel will oversee that the necessary upgrades are performed and fit for purpose. The activities will be mainly performed by ENAV supplier, but the related costs are outside the scope of this project and will not be claimed.

Task 3.7 – “ENAV-MATS Implementation of Cross-border FRA – ATCOs Training” carried out entirely by ENAV staff.

This task aims at:

- Elaborating the training plan and training material.
- Submitting the training material to the national competent authority for approval.
- Training the ENAV ATCOs in the new procedures and airspace structure update for the cross-border operations between ENAV and MATS.

Task 3.8 – “MATS-ENAV Implementation of Cross-border FRA - Airspace structure re-design” carried out entirely by MATS staff.

This task aims at:

- Developing the Concept of Operations: The final phase of Free Route Airspace Malta was achieved in 2022 with the implementation of free route airspace from Flight Level 195+. To meet the CP1 requirement, MATS is planning to implement Cross Border FRA with Italy in two phases. In order to assist the cross-border implementation project between Italy and SECSI FRA (planned 2024), MATS will enable the required changes in the ATM system so that the aircrafts will be able to flight plan without additional restrictions within Italy and SECSI FRA. The second phase will be the introduction of complete cross-border FRA between Malta and Italy.
- Reviewing the Airspace Structure and impact on ATM System Geography: the concept of Cross Border FRA implementation is based on point-to-point flight planning across borders using dynamic Change Over Points (COPs) and advanced On-Line Data Interchange (OLDI). As part of phase 1, the current ATM system will be updated with all the FRA relevant points in Italy and SECSI FRA. For the full implementation of cross-border FRA with Italy, MATS will upgrade t the current ATM system to enable cross-border FRA in an automated and compliant way.
- Drafting and reviewing of procedures: cross Border FRA is a new concept which will require changes in the Letter of Agreements with Roma ACC and in the Route Availability Document (RAD).
- Developing a Safety Assessment: MATS has a Safety Management System and any changes / upgrades will require a safety assessment.
- Preparation for AIP publication and Standards, Procedures and Internal Instructions (SPINS): updates to internal documentation and AIP.

Task 3.9 – “MATS-ENAV Implementation of Cross-border FRA – MATS ATM System upgrade” carried out by MATS staff and 72% of the costs in subcontracted activities. The sub/contracting activities (mainly the customisation of the ATM system as specified in this task) will be included/annexed on demand to existing framework agreement/s. In case of extension of an extension of existing contracts this will be formalized accordingly.

This task aims at:

- Upgrading of MATS ATM System – identification of requirements: Phase 2 of cross-border FRA is linked with the implementation of an advanced phase of PBN (Performance Based Navigation) which requires a redesign of the airspace connecting with Malta FIR. The implementation of this task is planned for 2024.
- Customising of ATM system.
- Validation of Concept of Operations on simulator: a dedicated team composed of Operations Management and Controllers will be responsible to assess the airspace design criteria and deliver the conversion training
- Performing Fast Simulations: an initial assessment will be required to determine the impact on routings due to cross-border implementation and further assess operational issues that may arise due to significant military areas in the South of Italy. Secondly, FAST simulations include the new PBN redesign and the Cross Border concept.
- Upgrading of Contingency Room and StandBy System (SBS) in preparation of the cross-border FRA Implementation: any new system requirements associated with cross-border FRA would need to be implemented also on the Contingency Room and the SBS.



Task 3.10 – “MATS-ENAV Implementation of Cross-border FRA – ATCO Training” carried out entirely by MATS staff. This task aims at:

- Presenting to the ATCOs the PBN and Cross Border FRA updated procedures: the training will consist of theoretical briefings on generic PBN and local ATC standard procedures in regard to cross-border FRA.
- Promoting: MATS will promote the availability of cross-border FRA and PBN availability with Airspace Users through different means.
- Operational Training: ATCO Training will consist of simulation sessions.

**Work package WP4 – 2022\_009\_AF3\_EUR - Enhanced FAB SW Crossborder Free-Route (EUR)**

<b>Work Package Number</b>	WP4	<b>Lead Beneficiary</b>	10. ENAIRE
<b>Work Package Name</b>	2022_009_AF3_EUR - Enhanced FAB SW Crossborder Free-Route (EUR)		
<b>Start Month</b>	1	<b>End Month</b>	36

**Objectives**

Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) significant points, without reference to the Air Traffic Services (ATS) route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

The aim of this work package is to implement an enhanced cross-border free route in Portugal and Spain removing the structural limitations introduced in the early FRA deployment, adapting the Air Traffic Management (ATM) systems on both sides, and adaptation of civil-military structures and procedures, fulfilling the gap for Family 3.2.2 in Portugal and Spain. The scope includes: design of connectivity and airspace, safety processes, training, and support procedures (fast-time simulations, capacity determination, etc).

Without free route, normal operation is based on pre-defined airways and Direct (DCT) segments that users can use to plan their flights. These airways and DCT segments constrain flows and limit the number of conflict points, but resulting trajectories are not optimized to maximize horizontal efficiency.

Portugal implemented full free route airspace on 7 May 2009 (first country to introduce the concept). Spain implemented initial (structurally limited) free route in April 2022, including connectivity with Terminal Manoeuvring Areas (TMAs) (low vertical limits so that FRA cells are adjacent with TMAs, and defining connecting routes where needed and appropriate arrival/departure points). In order to comply with the Common Project 1 Regulation, further work to remove structural limitations within Spain is needed.

Cross-border Free Route between Portugal and Spain would introduce significant benefits for users and environment and would also lead both countries to comply with the CPI requirements on cross-border implementation.

Specific objectives:

- Removal of structural limitations in the initial FRA implementation in Spain, significantly increasing the possible connectivity within Spanish airspace.
- Merging of the FRA Cells currently defining the Portuguese and Spanish FRA airspaces, providing a single cell with cross-border operation.
- Fast-time and real-time simulations to guide the implementation of the cross-border concept without increase in complexity or reductions in sector capacities.
- Adaptation of the ATM systems currently in use in Portugal and Spain to accommodate cross-border operation
- Adaptation of civil-military structures, operational procedures, and letters of agreement to accommodate cross-border operation
- Training of technical and operational personnel.

**Description**

In terms of expected results, this work package, in combination with WP5, allows the full implantation of FRA in Spain and Portugal. It is a way of overcoming the aviation sector's efficiency, capacity and environmental problems. It is expected to reduce flight times, due to shortening of the routes. This is a significant improvement for the users, and will improve horizontal efficiency KPIs.

Moreover, shortening of planned routes are expected to reduce needs of fuel loaded on planes, and diminish CO2 emissions very significantly.

According to simulations performed by Eurocontrol and the SDM, this implementation project will allow ENAIRE to make the following savings for a full Portugal-Spain cross-border:

- 2,3 mln Nautical Miles flown per year (up to 9,125 NM in a peak day)
- 320.000 minutes of flight per year (up 1,250 minutes in a peak day)
- 19,2 mln of tons per year.
- above 60 mln of CO2 per year.

This project is interdependent with the following ENAIRE CEF awarded IPs:

- 2016\_036\_AF3 “Deployment of SACTA-iTEC”
- 2016\_040\_AF3 “Upgrade of trajectory management in SACTA-iTEC”
- 2017\_049\_AF3 “Electronic Flight Strip (EFS) in En-Route and TMA in SACTA System”
- 2017\_050\_AF3 “Controller Working Position (CWP) upgrade”

WP4 includes the following tasks:

T4.1 – “Project Management” carried out by ENAIRE and NAV Portugal staff and 45% ENAIRE costs in subcontracting activities. ENAIRE usually relies on external support from third parties for the execution of part of its activities. ENAIRE subcontracting activities will be included, upon request, in contracts awarded on a yearly basis.

This task aims at ensuring that all project related activities are performed successfully and according to established contractual and technical requirements.

T4.2 – “Enhanced Free Route within Spain – Peninsula” carried out by ENAIRE and SPAF staff and 22% ENAIRE costs and 66% SPAF costs in subcontracting activities. ENAIRE and SPAF usually rely on external support from third parties for the execution of part of their activities. ENAIRE and SPAF subcontracting activities will be included, upon request, in contracts awarded on a yearly basis.

This task aims at:

- Updating and implementing procedures and processes that eliminate the structural limitations in the initial FRA implementation in Spain Peninsula airspace, enabling the cross-border FRA and connectivity with TMAs.
- Performing fast-time and real-time simulations to guide the implementation of the cross-border concept, without increasing complexity or reductions in sector capacities.
- Adapting the ATM systems currently in use to accommodate cross-border operation.
- Adapting civil-military structures, operational procedures, and letters of agreement to accommodate cross-border operation.
- Organising and delivering the training of technical and operational staff.

T4.3 – “Enhanced Free Route within Portugal” carried out entirely by NAV Portugal staff.

This task aims at:

- Updating and implementing procedures and processes that eliminate the structural limitations in the initial FRA implementation in Portugal airspace, enabling the cross-border FRA and connectivity with TMAs.
- Performing fast-time and real-time simulations to guide the implementation of the cross-border concept, without increasing complexity or reductions in sector capacities.
- Upgrading and adapting of the ATM systems currently in use to accommodate cross-border operation.
- Adapting civil-military structures, operational procedures, and letters of agreement to accommodate cross-border operation.
- Organising and delivering the training of technical and operational staff.

T4.4 – “Cross-border Free Route Implementation between Portugal and Spain” carried out by ENAIRE, NAV Portugal staff and SPAF staff and 19% ENAIRE costs and 54% SPAF costs in subcontracting activities. ENAIRE and SPAF usually rely on external support from third parties for the execution of part of their activities. ENAIRE and SPAF subcontracting activities will be included, upon request, in contracts awarded on a yearly basis.

This task aims at:

- Implementing an enhancing cross-border free route in Portugal and Spain, removing the structural limitations introduced in the early FRA deployment, adapting the ATM systems on both sides, and adaptation of civil-military structures and procedures.

**Work package WP5 – 2022\_009\_AF3\_Canary - Enhanced FAB SW Crossborder Free-Route (Canary)**

<b>Work Package Number</b>	WP5	<b>Lead Beneficiary</b>	10. ENAIRE
<b>Work Package Name</b>	2022_009_AF3_Canary - Enhanced FAB SW Crossborder Free-Route (Canary)		
<b>Start Month</b>	1	<b>End Month</b>	36

<b>Objectives</b>
<p>Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) significant points, without reference to the Air Traffic Services (ATS) route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.</p> <p>The aim of this work package is to implement an enhanced cross-border free route in Spain (Canary Islands, Spanish Outermost Region), removing the structural limitations introduced in the early FRA deployment, adapting the Air Traffic Management (ATM) systems on both sides, and adaptation of civil-military structures and procedures, fulfilling the gap for Family 3.2.2 in Spain. The scope includes: design of connectivity and airspace, safety processes, training, and support procedures (fast-time simulations, capacity determination, etc).</p> <p>Without free route, normal operation is based on pre-defined airways and Direct (DCT) segments that users can use to plan their flights. These airways and DCT segments constrain flows and limit the number of conflict points, but resulting trajectories are not optimized to maximize horizontal efficiency.</p> <p>In order to comply with the Common Project 1 Regulation, further work to remove structural limitations within Spain is needed.</p> <p>Cross-border Free Route between Portugal and Spain would introduce significant benefits for users and environment and would also lead both countries to comply with the CP1 requirements on cross-border implementation.</p> <p>Specific objectives:</p> <ul style="list-style-type: none"> <li>- Updating and implementing procedures and processes that eliminate the structural limitations in the initial FRA implementation in Canary Island airspace, enabling the cross-border FRA and connectivity.</li> <li>- Performing fast-time and real-time simulations to guide the implementation of the cross-border concept, without increasing complexity or reductions in sector capacities.</li> <li>- Adapting the ATM systems currently in use to accommodate cross-border operation.</li> <li>- Adapting civil-military structures, operational procedures, and letters of agreement to accommodate cross-border operation.</li> <li>- Organising the training of technical and operational staff.</li> </ul>

<b>Description</b>
<p>In terms of expected results, this work package, in combination with WP4, allows the full implementation of FRA in Spain and Portugal. It is a way of overcoming the aviation sector's efficiency, capacity and environmental problems. It is expected to reduce flight times, due to shortening of the routes. This is a significant improvement for the users, and will improve horizontal efficiency KPIs.</p> <p>Moreover, shortening of planned routes are expected to reduce needs of fuel loaded on planes, and diminish CO2 emissions very significantly.</p> <p>As already underlined in WP4, according to simulations performed by Eurocontrol and the SDM, this implementation project will allow ENAIRE to make the following savings for a full Portugal-Spain cross-border:</p> <ul style="list-style-type: none"> <li>- 2,3 mln Nautical Miles flown per year (up to 9,125 NM in a peak day)</li> <li>- 320.000 minutes of flight per year (up 1,250 minutes in a peak day)</li> <li>- 19,2 mln of tons per year.</li> <li>- above 60 mln of CO2 per year.</li> </ul> <p>This project is interdependent with the following ENAIRE CEF awarded IPs:</p> <ul style="list-style-type: none"> <li>- 2016_036_AF3 “Deployment of SACTA-iTEC”</li> <li>- 2016_040_AF3 “Upgrade of trajectory management in SACTA-iTEC”</li> <li>- 2017_049_AF3 “Electronic Flight Strip (EFS) in En-Route and TMA in SACTA System”</li> <li>- 2017_050_AF3 “Controller Working Position (CWP) upgrade”</li> </ul>

<p>WP5 includes the following tasks:</p> <p>T5.1 – “Project Management” carried out by ENAIRE staff and 42% ENAIRE costs in subcontracting activities. ENAIRE usually relies on external support from third parties for the execution of part of its activities. ENAIRE subcontracting activities will be included, upon request, in contracts awarded on a yearly basis. This task aims at ensuring that all project related activities are performed successfully and according to established contractual and technical requirements.</p> <p>T5.2 – “Enhanced Free Route within Spain – Canary Islands” carried out by ENAIRE staff and SPAF staff and 22% ENAIRE costs and 65% SPAF costs in subcontracting activities. ENAIRE and SPAF usually rely on external support from third parties for the execution of part of their activities. ENAIRE and SPAF subcontracting activities will be included, upon request, in contracts awarded on a yearly basis. This task aims at:</p> <ul style="list-style-type: none"> <li>- Updating and implementing procedures and processes that eliminate the structural limitations in the initial FRA implementation in Canary Island airspace, enabling the cross-border FRA and connectivity.</li> <li>- Performing fast-time and real-time simulations to guide the implementation of the cross-border concept, without increasing complexity or reductions in sector capacities.</li> <li>- Adapting the ATM systems currently in use to accommodate cross-border operation.</li> <li>- Adapting civil-military structures, operational procedures, and letters of agreement to accommodate cross-border operation.</li> <li>- Organising the training of technical and operational staff.</li> </ul>
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**Work package WP6 – 2022\_028\_AF3 - Cross-border FRA**

<b>Work Package Number</b>	WP6	<b>Lead Beneficiary</b>	17. PANSA
<b>Work Package Name</b>	2022_028_AF3 - Cross-border FRA		
<b>Start Month</b>	1	<b>End Month</b>	36

<p><b>Objectives</b></p> <p>The Upgrade of the PANSA ATM systems are necessary for next Cross-border Free Route Airspace (FRA) operations implementation steps, further enhancing and scaling the FRA operations between PANSA and its partners. This upgrade will bring benefits to the network, by enabling the extension of cross-border FRA with other Air Navigation Service Provider (ANSPs) (e.g. Germany, Sweden, Czechia) and improving current cross-border operations with Luftfartsverket (LFV) and Air Navigation Services of the Czech Republic (ANS CR).</p> <p>The scope of the IP consists of two threads: “Technical” and “Operational”.</p> <p>Within the “Technical” thread, PANSA intends to develop and deploy new functionalities in the Air Traffic Management (ATM) system, needed to fully support these Cross-border operations, in two of the ATM systems:</p> <p>1. For the Flight Plan and Data Management ATM System “Traffic” – to fully support the Cross-border FRA operations, PANSA will adapt the system of processing flight plans and their redistribution to the implementation of FRA in FIR Warsaw. The scope of the project includes the development of requirements, software development and implementation of IT system for operational use. The system upgrade will be divided into 2 stages:</p> <ul style="list-style-type: none"> <li>• adaptation of system functionalities to support Cross-border FRA airspace with Czechia and Sweden;</li> <li>• deployment of new functionalities, exchange and refabrication of the system modules responsible for flight plan trajectory management and the interfaces with the ATM system supporting flight data exchange.</li> </ul> <p>2. For ATM system - “P_21”: The first upgrade of the system P_21 made possible the FRA operations in FIR EPWW and later, in 2022, the first cross-border operations. Now a second upgrade is necessary to support the more complex requirements to process cross-border operations, consisting in the implementation of functionalities supporting air traffic management within the Cross-border FRA, including: expansion of the working area, development of trajectory management, modification of tools supporting conflict management and, development of On-Line Data Interchange (OLDI) communication.</p> <p>Within the “Operational” thread, PANSA will develop the operational procedures, revise and update the Route Availability Document (RAD), perform the system training and operational training and other operational activities necessary to support the deployment of Cross-border FRA. The following stages will be implemented:</p> <p>1. Cross-border FRA operations with Sweden and Czechia – implementation date in November 2024;</p>
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2. Cross-border FRA operations with Ukraine;
3. Cross-border FRA operations with Germany – target implementation date beyond 2026 – in this case PANSA- within this IP- will start the preparation of the necessary activities.

In order to minimize the negative impact on environment, PANSA continues enhancing and implementing the FRA concept in EPWW Flight Information Regions (FIR), both internally and in a cross-border dimension.

The whole FRA implementation plan is divided into several phases, of which some are already implemented:

1. FRA inside EPWW FIR (at full scale) – implemented in FEB 2019,
2. Cross-border FRA operations with Lithuania (implemented in Feb 2022) and Slovakia.
3. Cross-border FRA operations with Sweden and Czechia – project is already in development phase with target implementation date in November 2024
4. Cross-border FRA operations with Ukraine – supporting the future implementation with Ukraine, with target implementation date 2025/2026 (depends on the war situation in Ukraine). This is outside of the scope of this Grant Agreement
5. Cross-border FRA operations with Germany – target implementation beyond 2026. This is outside of the scope of this Grant Agreement

### Description

Simulations by EUROCONTROL and the SDM allow us to estimate the savings of the project implementation in approximately 1.89 Miles per flight in average. On a yearly basis (not considering the impact of the war in Ukraine that currently decreases the number of flights by around -25%), the foreseen reductions per year would be around:

- 690000 Nautical Miles
- 94000 minutes of flight time
- 5600 tons of fuel
- 17800 tons of CO<sub>2</sub>.

This IP is interdependent with the following PANSA CEF awarded IPs:

- #131AF3 “1st Phase of the upgrade of the P\_21 PEGASUS system to SES.AR Functionalities.”
- 2016\_085\_AF3 “ATM System Upgrade Towards Free Route Airspace”
- 2016\_087\_AF3 “iTEC Tests, Validations and Planning (iTEC-TVP)”

The WP6 is structured in the following tasks:

Task 6.1 - Project management & coordination, carried out entirely by PANSA staff.

This task aims at conducting project management activities, ensuring the project progress within the quality standards.

Task 6.2 - Traffic system specification description, carried out entirely by PANSA staff.

This task aims at defining the updates and adaptations required for traffic, the system of processing flight plans and their redistribution.

Task 6.3 – Operational cross-border FRA concept development (CONOPS), carried out entirely by PANSA staff.

This task aims at defining the operational concept of cross-border FRA between Polish airspace and neighbouring countries.

Task 6.4 – Validation and finalisation of the concept, carried out entirely by PANSA staff.

This task aims at finalising and validating the CONOPS

Task 6.5 – ATCO training and concept implementation, carried out entirely by PANSA staff.

This task aims at training the air traffic controllers in the update system and procedures, including also the implementation of the cross-border FRA.

Task 6.6 – System development, carried out by PANSA staff and 97% of the costs in subcontracting activities. These subcontracting activities will be included in the existing framework agreement on demand.

This task aims at developing and upgrading the PANSA ATM systems (Traffic, P\_21, iTEC).

Task 6.7 – System testing, carried out by PANSA staff and 87% of the costs in subcontracting activities. These subcontracting activities will be included in the existing framework agreement on demand.

This task aims at testing the upgraded systems before their full entrance into operations (including functional, stress and cybersecurity testing).

Task 6.8 – Traffic operators training, carried out entirely by PANSA staff.

This task aims at training the traffic operators involved in FRA operations.

Task 6.9 – Safety assessment process, carried out entirely by PANSAs staff.  
 This task aims at developing and submitting to the regulator the safety assessment, including the notification process for the change in the functional systems, the safety assessment development and CAA decision.

Task 6.10 – System operational integration, carried out by PANSAs staff and 88% of the costs in subcontracting activities. These subcontracting activities will be included on demand in an existing framework agreement on demand.  
 This task aims at the Implementation of Enhanced FRA system improvements and procedures, and entering into full operational use.

**Work package WP7 – 2022\_014\_AF5 - Acceleration of Aeronautical Digital Information Availability (ACADIA)**

<b>Work Package Number</b>	WP7	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Work Package Name</b>	2022_014_AF5 - Acceleration of Aeronautical Digital Information Availability (ACADIA)		
<b>Start Month</b>	1	<b>End Month</b>	36

**Objectives**

ACADIA (Acceleration of Aeronautical Digital Information Availability) is a multi-stakeholder project with more than 20 organizations partnering to ensure a timely and synchronised implementation of the Common Project One Regulation (CIR (EU) 2021/116) (CP1) in accordance with the deployment approach defined in the SESAR Deployment Programme (SDP). It addresses short-term implementation needs resulting from CP1 and the supporting SDP, particularly the implementation of the ATM Functionality ‘AF5 – System Wide Information Management (SWIM)’ sub-functionality on Aeronautical Information Exchange (SDP 5.3.1) that needs to be deployed by end of 2025. SWIM aims at the digitalisation of information exchanges across the European Air Traffic Management (ATM) system, enabling direct operational benefits by assuring the provision of quality information delivered to the right place at the right time. SDP 5.3.1, Digital NOTAM (Notice to Airmen) and enabling aeronautical information services (such as: Aeronautical Information Features Exchange (AIFS) and Aerodrome Mapping service) will facilitate the efficient and timely synchronisation of aviation actors on changes to aeronautical facilities, services, procedures, or hazards. This improves the connectivity of European airports, Air Navigation Service Providers (ANSPs) and Network Manager (NM) with direct benefit to Airspace Users that receive more relevant and better-quality information based on automation and filtering capabilities.

The sharing of airspace structure and availability in real-time will contribute to a more efficient execution of the flight as information impacting the trajectory will be exchanged with high quality and accuracy, leading to potentially optimised trajectories. This will indirectly impact airspace capacity and flight execution leading to, however not quantifiable, higher predictability benefitting all aviation stakeholders, lower fuel consumption and therefore lower environmental impact. The harmonised implementation of Digital NOTAM, Aeronautical Information Features Service, and Aerodrome mapping services via SWIM will bring the benefits of digitalisation to aeronautical information management. ACADIA will allow for a seamless aeronautical information access and interchange between all ATM stakeholders, no matter their geographical location, their civil or military nature, their role in the provision of Air Navigation Services, the system they are using or the manufacturer that produced their systems. The interoperability brought by SWIM to ATM systems brings the possibility to connect to other transport modes and brings a truly level playing field, enabling potential new entrants to the market to compete based on what they can offer to the public, rather than based on differences in the local or regional ATM operational environment.

This project has the initial objective of enabling that aeronautical information becomes available in a digital form, also ensuring an increased level of interoperability and quality assurance. Notably local Aeronautical Information Service Provider (AISP), airport and ANSP systems, and European AIS Database (EAD) are expected to undergo digitalisation and data completeness efforts to meet the expectations of CP1 in support of AF 3.1.1 and as intermediary step towards the implementation of AF 5.3.1 SWIM Services.

Data originators (e.g., Airports) contributing to the provision of aeronautical information are also in the scope of this project that aims to bring the benefits of digitalisation and automation to the data chain.

This project has an additional objective of exchanging aeronautical information in conformance with applicable SWIM specifications. In this context, AISPs, airports and ANSPs are required by CP1 to provide and/or consume AIFS, aerodrome mapping and digital NOTAM services. EAD is also required by CP1 to implement SWIM services as specified in AF 5.3.1, in support of AF3 flexible use of airspace and free route management. AISPs may benefit from the SWIM capabilities of EAD to fulfil the expectations of CP1 AF 5.3.1 for the provision of AIFS, Aerodrome Mapping and Digital NOTAM services. The provision and consumption of these services by stakeholders as mandated in CP1 (AISPs, ANSPs, airports) is an integral part of the project. This second objective of the project is fully dependent on the initial objective that ensures aeronautical data is in a digital form and available in EAD based on the contributions of local data from AIS systems, airports and ANSPs. To meet these objectives, processes, and tools, including those already established, will be developed and/or procured to accelerate the digitalisation of aeronautical information and the provision of SWIM AIM services.

## Description

By Q2, 2025: (a) AISPs, airports and ANSPs will have an increased level of digitalisation with more aeronautical information available in digital form. This supports stakeholders in the fulfilment of applicable requirements in AF5.3.1; (b) Airports, AISPs and ANSPs will provide and consume SWIM AIM services as mandated by CP1 AF5.3.1; (c) EAD will have an increased level of digitalisation with more aeronautical information available in digital form. This enables EAD to fulfil the applicable requirements of AF 3.1.1 in terms of availability of information; (d) EAD and local systems will have enhanced interfaces to facilitate the exchange of information via SWIM services. This enables EAD and those AISPs who wish so to use EAD to fulfil the applicable requirements of AF5.3.1.

The participants in this Implementation Project will contribute to the following “Subtasks”:

- Subtask T0 – Project Coordination (only covered by EUROCONTROL as Project Leader)
- Subtask T1 – Local Digitalisation
- Subtask T2A - Automated exchange via EAD B2B
- Subtask T2B - Digitalisation via EAD HMI
- Subtask T3A - EAD SWIM Service Provision
- Subtask T3B - Local SWIM Service Provision
- Subtask T4 - SWIM Service Consumption

WP7 includes the following tasks:

T7.1 – “EUROCONTROL Support to ACADIA” carried out entirely by EUROCONTROL staff.

Eurocontrol contributes to the Implementation Project in the following subtasks:

- Subtask T0 - Project Coordination.
- Subtask T3A - EAD SWIM Service Provision - Eurocontrol will manage the migration of the EAD to provide and implement SWIM Services.

T7.2 – “ADP Support to ACADIA” carried out by ADP group staff and 37% costs in subcontracting activities. ADP has already in place a framework agreement for purchasing the solution and the subcontracting cost associated.

ADP Group contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Data integration from the current AIP into AIP dataset in AIXM 5.1 format, for Paris Orly and Paris CDG airports.
- Subtask T3B - Local SWIM Service Provision - Development of internal operating procedures and processes for AIP dataset and DIGITAL NOTAM production for Orly and CDG.
- Subtask T4 - SWIM Service Consumption - Creation of Digital NOTAMs by ADP and transmission to ADP consumers.

T7.3 – “AENA Support to ACADIA” carried out by Aena staff and 91% costs in subcontracting activities (IT activities, software development and customisation to ensure optimized operational use of the tool). Aena will launch a tender for activities related with data origination and processing within Subtask T1. For activities of data management within subtask T1 and activities in subtask T4 Aena will include these activities, on demand, in existing contracts/agreements with subcontractors, one of which is renovated on a yearly basis following Spanish Public Contract Law. Depending on the project evolution, a direct contract could be necessary.

Aena contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Transformation of aeronautical information of MAD, BCN and PMI airports in a digital form, enhancing the digital data scope to ensure ‘Operational Data Completeness’, and enabling generation of AIXM 5.1 data.
- Subtask T4 - SWIM Service Consumption - Purchase, customisation and development of software for real time Airport Mapping presentation, Active NOTAMs, local information advices, supplements, etc.

T7.4 – “AIA Support to ACADIA” carried out by AIA staff and 75% costs in subcontracting activities. AIA will subcontract the aerodrome mapping, in terms of a local topographical study to be performed. AIA will use an existing contract (with specialized experience in topographical studies and building Aerodrome Mapping Data Sets by using the AIXM), which was selected out of a recent tender process. A new call of tender could be launched in November 2023. Athens Airport contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - AIA, as the aeronautical data originator, aims at providing aeronautical information in a digital form, ensuring the ‘Operational Data Completeness’ and enabling the generation of AIXM 5.1 data.
- Subtask T2 - Automated exchange via EAD B2B - AIA aims at automating data provision to EAD.
- Subtask T4 - SWIM Service Consumption. This task includes activities related to the digitalisation of AIM information that are considered as an enabler of the activities and deployment milestones in the remit of the AISP. The airport as a data originator coordinates its activities with the AISP.

T7.5 – “AustroControl Support to ACADIA” carried out by ACG staff and 17% costs in subcontracting activities. A Direct contract for external consultant will be awarded. This consultant will oversee the software development and support the project team (expertise in enterprise architecture, tool and technology choice for establishing messaging systems etc.) The consultant will not be responsible for completing any of the subtasks as stated in the proposal but will only support the development to ensure a timely deployment.

AustroControl contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Austro Control aims at establishing a central SWIM Core infrastructure for AIM data consumption and provision via SWIM exchange mechanisms.
- Subtask T2A - Automated exchange via EAD B2B - Austro Control SWIM Core front end connected to EAD B2B interfaces and local servers.
- Subtask T3B - Local SWIM Service Provision - Provision of Digital NOTAM, Aerodrome Mapping and Aeronautical Information Features services.
- Subtask T4 - SWIM Service Consumption - Consumption of Digital NOTAM, Aerodrome Mapping and Aeronautical Information Features services.

T7.6 – “Austro Control Digital Services Support to ACADIA” carried out entirely by Austro Control Digital Services staff.

Austro Control Digital Services will support Austro Control in the following subtasks:

- Subtask T1 - Local Digitalisation.
- Subtask T2A - Automated exchange via EAD B2B.
- Subtask T3B - Local SWIM Service Provision.
- Subtask T4 - SWIM Service Consumption

T7.7 – “DAA Support to ACADIA” carried out by DAA staff and 6% costs in subcontracting activities. These activities will be included, on demand, in an existing framework agreement.

DAA contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Transformation of aeronautical information in a digital form, enhancing the digital data scope to ensure ‘Operational Data Completeness’, and enabling generation of AIXM 5.1 data.
- Subtask T2A - Automated exchange via EAD B2B - AISP information will be shared with EAD via the EAD B2B interfaces.
- Subtask T4 - SWIM Service Consumption - Consumption of Digital NOTAM, AIFS and Aerodrome mapping SWIM services and the data provided used in operations.

T7.8 – “DCA Cyprus Support to ACADIA” carried out by DCAC staff and 64% costs in subcontracting activities. Subcontracting costs are related to the purchase of a software and the necessary hardware. DCAC is planning to upgrade an existing software thus it will be done through an existing contract.

DCA Cyprus contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Transformation of aeronautical information in a digital form, enhancing the digital data scope to ensure ‘Operational Data Completeness’, and enabling generation of AIXM 5.1 data.
- Subtask T2A - Automated exchange via EAD B2B - AIS/DCAC information shared with EAD via the EAD B2B interfaces
- Subtask T2B - Digitalisation via EAD HMI - AIS/DCAC information transformed in a digital form via the EAD Human-Machine Interaction(HMI) and enhanced to ensure ‘Operational Data Completeness’.

T7.9 – “DSNA Support to ACADIA” carried out by DSNA staff and 64% costs in subcontracting activities. These activities (related to various type of supports transversal to all DSNA projects, e.g safety studies, architecture studies, test and deployment support, installation, training, software development and upgrade to interface ASM, etc.) will be included, on demand, in an existing framework agreement.



DSNA contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Transformation of aeronautical information in a digital form, enhancing the digital data scope to ensure 'Operational Data Completeness', and enabling generation of AIXM 5.1 data.
- Subtask T2A -Automated exchange via EAD B2B - AISP information shared with EAD via the EAD B2B interfaces.
- Subtask T3B - Local SWIM Service Provision - AISP systems are enhanced to provide the AIFS and Aerodrome mapping SWIM services.
- Subtask T4 - SWIM Service Consumption - Consumption of Digital NOTAM, AIFS and Aerodrome mapping SWIM services and the data provided used in operations.

T7.10 – “EANS Support to ACADIA Support to ACADIA” carried out by EANS staff and 90% cost in subcontracting activities through a call for tender.

EANS contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Transformation of aeronautical information in a digital form, enhancing the digital data scope to ensure 'Operational Data Completeness', and enabling generation of AIXM 5.1 data.
- Subtask T2A -Automated exchange via EAD B2B - AISP information shared with EAD via the EAD B2B interfaces.
- Subtask T3B - Local SWIM Service Provision - Enhancement of AISP systems to provide the Digital NOTAM, AIFS and Aerodrome mapping SWIM services.
- Subtask T4 - SWIM Service Consumption - Consumption of Digital NOTAM, AIFS and Aerodrome mapping SWIM services and the data provided used in operations.

T7.11 – “ENAIRES Support to ACADIA Support to ACADIA” carried out by ENAIRES staff and 75% costs in subcontracting activities. ENAIRES usually relies on external support from third parties for the execution of part of its activities. ENAIRES subcontracting activities will be included, upon request, in contracts awarded on a yearly basis.

ENAIRES contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Implementation of digital Data exchange mechanisms, update local AIS procedures and upgrade local AIS systems to support AIXM5.
- Subtask T2A -Automated exchange via EAD B2B - ENAIRES dynamic AIS systems B2B interfaces to EAD will be migrated to eEAD SWIM interfaces to provide dynamic aeronautical Digital NOTAM to eEAD.
- Subtask T2B - Digitalisation via EAD HMI - Migration to the eEAD from EAD, including data migration and completion.
- Subtask T3B - Local SWIM Service Provision - Enhancement of system and procedures to provide SWIM services.
- Subtask T4 - SWIM Service Consumption - Consumption of Digital NOTAM, AIFS and Aerodrome mapping SWIM services and the data provided used in operations.

T7.12 – “ENAV Support to ACADIA Support to ACADIA” carried out entirely by ENAV staff.

ENAV contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Transformation of AIM information generated by ENAV in a digital form according to the AIXM 5.1 model.
- Subtask T2A - Automated exchange via EAD B2B - AIM information provided by ENAV shared with EAD via the B2B interfaces.
- Subtask T3B - Local SWIM Service Provision - Development of a technical solution able to provide the following data as SWIM Service.
- Subtask T4 - SWIM Service Consumption - Consumption of Digital NOTAM, AIFS and Aerodrome mapping SWIM services and the data provided used in operations.

T7.13 – “AirNav Ireland Support to ACADIA Support to ACADIA” carried out entirely by AirNav Ireland staff.

AirNav Ireland contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - AIM information generated transformed in a digital form according to the AIXM 5.1 model.
- Subtask T2A -Automated exchange via EAD B2B - AIM information provided by IAA shared with EAD via the B2B interface.
- Subtask T4 - SWIM Service Consumption - Consumption of Digital NOTAM, AIFS and Aerodrome mapping SWIM services and the data provided used in operations.

T7.14 – “LGS Support to ACADIA Support to ACADIA” carried out entirely by LGS staff.

LGS contributes to the Implementation Project in the following subtasks:

- Subtask T2A -Automated exchange via EAD B2B – Share of the digital data specified and agreed between EAD and LGS, according to “Operational Data Completeness”, and availability within IAIM DB via the B2B interfaces, taking into account the EAD planned evolution.
- Subtask T3B – Local SWIM Service Provision – Development of CONOPS for Local SWIM services provision,

enhancement of LGS local technical infrastructure, registration of Local SWIM services, deployment and operation of the local system enhancements for Local SWIM services.

T7.15 – “MATS Support to ACADIA Support to ACADIA” carried out entirely by MATS staff.

MATS contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Transformation of aeronautical information in a digital form, enhancing the digital data scope to ensure ‘Operational Data Completeness’, and enabling generation of AIXM 5.1 data.
- Subtask T2A - Automated exchange via EAD B2B - Ensure that any additional aeronautical information that is needed for Operational Data Completeness to enable SWIM services can be uploaded and shared in AIXM 5.1 format with EAD via the EAD B2B interfaces.
- Subtask T2B - Digitalisation via EAD HMI - Migration from the current EAD HMI to the new eEAD HMI.
- Subtask T3B - Local SWIM Service Provision - Ensure that the internal procedures for uploading and providing digital NOTAMs, AIFS and aerodrome mapping information via SWIM services are maintained and continuously developed.
- Subtask T4 - SWIM Service Consumption - Ensure that operational users make the best use of the digital NOTAMs, AIFS and aerodrome mapping information via SWIM services.

T7.16 – “NAV Portugal Support to ACADIA Support to ACADIA” carried out entirely by NAV Portugal staff.

NAV Portugal contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Transformation of aeronautical information in a digital form, enhancing the digital data scope to ensure ‘Operational Data Completeness’, and enabling generation of AIXM 5.1 data.
- Subtask T2A - Automated exchange via EAD B2B - Development of local system enhancements and update of processes and procedures to use EAD AIMSL interfaces.
- Subtask T2B - Digitalisation via EAD HMI - Migration from EAD HMI to (e)EAD HMI (digital NOTAM).
- Subtask T4 - SWIM Service Consumption - Consumption of Digital NOTAM, AIFS and Aerodrome Mapping SWIM Services by means of eEAD SWIM services.

T7.17 – “NAVIAIR Support to ACADIA Support to ACADIA” carried out entirely by NAVIAIR. No costs will be claimed for this task.

NAVIAIR contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - AIM information generated by Naviair transformed in a digital form according to the AIXM 5.1 model.
- Subtask T2A - Automated exchange via EAD B2B - AIM information provided by Naviair is shared with EAD via the B2B interfaces.

T7.18 – “PRG Support to ACADIA Support to ACADIA” carried out by PRG staff and 79% costs in subcontracting activities. Subcontracting will be done via framework agreements already in place through dedicated orders (this part will cover mainly existing systems Aerodrome Data Digitalisation), however new contracts might be awarded as well.

Prague Airport contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - LKPR transformation of aeronautical information into digital form, enabling generation of AIXM 5.1 data.
- Subtask T3B - Local SWIM Service Provision - LKPR connection to Czech AISP. LKPR Data Management SW enhanced to connect to Czech AISP to provide Digital NOTAM, AIFS and Aerodrome mapping SWIM service.
- Subtask T4 - SWIM Service Consumption - LKPR intends to consume Digital Notam data for situational awareness: 1) APOC systems 2) LKPR Situational awareness system "PRGAeroTraffic.

T7.19 – “SWEDAVIA Support to ACADIA Support to ACADIA” carried out by SWEDAVIA staff and 40% costs in subcontracting activities through a call for tender.

SWEDAVIA contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - In coordination with the local AISP, aeronautical Information, where SWED provides master data as a Data Originator, is transformed in a digital form, enhanced to ensure ‘Operational Data Completeness’, and enabling generation of AIXM 5.1 data.
- Subtask T4 - SWIM Service Consumption - Digital NOTAM, AIFS and Aerodrome mapping SWIM services will be consumed and the data that would be provided is used in operations.

T7.20 – “Schiphol Airport Support to ACADIA Support to ACADIA” carried out entirely by SBVN staff.

Schiphol Airport contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation Subtask T3B - Local SWIM Service Provision - Ensuring 'operational data completeness' to provide aeronautical data in a digital form conforming AIXM 5.1
- Subtask T3B – Local SWIM Service Provision -Schiphol anticipates local SWIM service provision related to the AMDB and obstacle management. The SWIM service can automate workflows related to maintenance, projects or other type of works.

- Subtask T4 – “SWIM Service Consumption”. Schiphol will be ready to consume AIMX 5.1 data in (pre) operational plans.

T7.21 – “PANSAs Support to ACADIA Support to ACADIA” carried out by PANSAs staff and 79% costs in subcontracting activities, with a direct contract for activities in subtask T1 (Open tender for Digital Notam), Subtask T2 (restricted contract for EAD SDD) and Subtask 3 (tender already published for AIM Portal).

PANSAs contributes to the Implementation Project in the following subtasks:

- Subtask T1 - Local Digitalisation - Implementation of web portal service for data originators. Adjustment of a Feature Mapping Tool to map aerodrome data to AIXM 5.1. Implementation of digital NOTAM.
- Subtask T2A - Automated exchange via EAD B2B - AISP information shared with EAD via the B2B interfaces.
- Subtask T3B - Local SWIM Service Provision - AISP systems enhanced to provide the Digital NOTAM, AIFS and Aerodrome mapping SWIM services.
- Subtask T4 - SWIM Service Consumption - Adaptation of PANSAs local system to be able to consume operationally provided digital NOTAM and AIFS SWIM services

### Work package WP8 – 2022\_020\_AF5 - ASM SWIM

<b>Work Package Number</b>	WP8	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Work Package Name</b>	2022_020_AF5 - ASM SWIM		
<b>Start Month</b>	1	<b>End Month</b>	36

**Objectives**

ASM (Airspace Management Service) SWIM (System-Wide Information Management) is a multi-stakeholder project with 15 organizations partnering to ensure a timely and synchronised implementation of Common Project 1 (CP1) in accordance with the deployment approach defined in the SESAR Deployment Programme (SDP)

It addresses short-term implementation needs resulting from the CP1 and the supporting SDP, particularly the implementation of the Air Traffic Management (ATM) Functionalities “AF5 – System Wide Information Management (SWIM)” sub-functionality on Aeronautical Information Exchange (SDP 5.3.1) with the implementation target date of 31 December 2025. SWIM aims at the digitalisation of information exchanges across the European ATM system, enabling direct operational benefits by assuring the provision of quality information delivered to the right place at the right time. As a fundamental part of SDP Family 5.3.1, the WP provides real time airspace status information from ASM Support System to Air Traffic Control (ATC) System enhances flight safety, improves civil-military ASM tactical coordination, increases airspace capacity by optimising flown trajectories and reduces CO2 emissions.

The project benefits from a common ASM Support System (LARA - Local and Sub-Regional ASM support system) implemented in the majority of the project’s participants, that will include in its Q4 2023 release the SWIM ASM Service as defined in the EUROCONTROL Specification. The project will have at its disposal clear specifications and guidance material to drive its implementation.

**Description**

The sharing of airspace structure and availability in real-time will contribute to a more efficient execution of the flight as information impacting the trajectory will be exchanged with high quality and accuracy, leading to potentially optimised trajectories. This will indirectly impact airspace capacity and flight execution leading to, however not quantifiable, higher predictability benefitting all aviation stakeholders, lower fuel consumption and therefore lower environmental impact.

The project will harmonise ASM data exchanges by ensuring that:

- Airspace structure data is consumed from Network Manager (NM) B2B services by the local ASM support systems.
- Airspace availability data Airspace Use Plan / Updated (Airspace) Use Plan (AUP/UUP), are transmitted from local ASM support systems to NM via B2B.
- Airspace status information is exchanged in real-time between the ASM and ATC system related to the activation and deactivation of ARES, and displayed in the Controller Working Position (CWP).
- Cross border Airspace Reservation (ARES) information is exchanged with relevant civil and military stakeholders via SWIM services.

The participants in this Implementation Project will contribute to the following “Subtasks”:

- Subtask T1 – Project management and coordination (only covered by EUROCONTROL as Project Leader)
- Subtask T2 - Implementation of local airspace management system.
- Subtask T3 - Consume Airspace Structure services.
- Subtask T4 - Local ASM system uses NM Airspace Structure service.
- Subtask T5 - Provision of AUP and UUP to NM.
- Subtask T6 - Operational training / pre-tactical phase.
- Subtask T7 – ARES Local connection.
- Subtask T8 – Local safety case preparation.
- Subtask T9 - Operational training / tactical phase.
- Subtask T10 – ARES local consumption.
- Subtask T11 – Provision of ARES to external consumers.
- Subtask T12 - Consumption of ARES from external ANSPs.

WP8 includes the following main tasks:

T8.1 – “EUROCONTROL Project management and coordination” carries out entirely by EUROCONTROL staff.

This task aims at managing and steering of the Implementation Project.

- Subtask T1 – Project management and coordination.

The project management team owns the project planning and monitors progress. The project management team reports to SDM on agreed milestones as per the project plan. The project management team coordinates with the task leaders and partner POCs.

A project plan will be developed in the first quarter of the project by the project management team. It will be used to assess progress. The project management team will organize regular meetings gathering all persons responsible for individual tasks, to review project progress, and monitor accomplishment of milestones.

T8.2 – “Austrocontrol support to ASM SWIM” carried out entirely by ACG staff.

AustroControl contributes to the project in the following subtasks:

- Subtask T2 – Implementation of local airspace management system – Implementation of LARA V4.0 to accommodate ASM.
- Subtask T3 – Consume Airspace Structure services – The local ASM support system consumes the airspace information required for interoperability with NM via the NM B2B Airspace Structure Service, supporting the ASM processes at local and FAB level.
- Subtask T4 – Local ASM system uses NM Airspace Structure service – The local ASM support system uses the airspace structure provided by NM for the creation and management of the AUP/UUP Implementation.
- Subtask T5 – Provision of AUP and UUP to NM – The local ASM support system provides the AUP/UUP to NM via the NM B2B Airspace Availability Services
- Subtask T6 – Operational training / pre-tactical phase.
- Subtask T7 – ARES Local connection – technical capability – Connection via SWIM services established between the local ASM system and ATC system to exchange ARES data in real time.
- Subtask T8 – Local safety case preparation.
- Subtask T9 – Operational training / tactical phase.
- Subtask T10 – ARES local consumption – Used in operations – Real time activation and de-activation of airspaces exchanged between ASM and ATC systems and displayed at the CWP.
- Subtask T11 – Provision of ARES to external consumers – Provision to external consumer of SWIM ARES services by the local ASM support system.
- Subtask T12 – Consumption of ARES from external ANSPs – Consumption of ARES data originated from external ANSP’s by the local ASM support system.

T8.3 – “Croatia Control Support to ASM SWIM” carried out by CCL staff and 34% costs in subcontracting activities. The subcontracting activities (related with the upgrade of SWIM platform, LARA system, interfaces and general support) are within a signed ongoing contract.

Croatia Control contributes to the project in the following subtasks:

- Subtask T2 – Implementation of local airspace management system – Implementation of local ASM support system supporting the exchange of data with NM B2B Airspace structure and Airspace Availability services.
- Subtask T3 – Consume Airspace Structure services - The local ASM support system consumes the airspace information required for interoperability with NM via the NM B2B Airspace Structure Service, supporting the ASM processes at local and FAB level.
- Subtask T4 - Local ASM system uses NM Airspace Structure service - The local ASM support system uses the airspace structure provided by NM for the creation and management of the AUP/UUP Implementation.
- Subtask T5 - Provision of AUP and UUP to NM - The local ASM support system provides the AUP/UUP to NM via the NM B2B Airspace Availability Services.

- Subtask T6 - Operational training / pre-tactical phase.
- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services established between the local ASM system and ATC system to exchange ARES data in real time.
- Subtask T8 - Local safety case preparation.
- Subtask T9 - Operational training / tactical phase.
- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces exchanged between ASM and ATC systems and displayed at the CWP.
- Subtask T11 - Provision of ARES to external consumers - Provision to external consumer of SWIM ARES services by the local ASM support system.
- Subtask T12 - Consumption of ARES from external ANSPs - Consumption of ARES data originated from external ANSP's by the local ASM support system.

T8.4 – “DCA Cyprus Support to ASM SWIM” carried out entirely by DCAC staff.

DCA Cyprus contributes to the project in the following subtasks:

- Subtask T2 - Implementation of local airspace management system - Implementation of local ASM support system supporting the exchange of data with NM B2B Airspace structure and Airspace Availability services.
- Subtask T3 - Consume Airspace Structure services - The local ASM support system consumes the airspace information required for interoperability with NM via the NM B2B Airspace Structure Service, supporting the ASM processes at local and FAB level.
- Subtask T4 - Local ASM system uses NM Airspace Structure service - The local ASM support system uses the airspace structure provided by NM for the creation and management of the AUP/UU Implementation.
- Subtask T5 - Provision of AUP and UUP to NM - The local ASM support system provides the AUP/UUP to NM via the NM B2B Airspace Availability Services.
- Subtask T6 - Operational training / pre-tactical phase.
- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services established between the local ASM system and ATC system to exchange ARES data in real time.
- Subtask T8 - Local safety case preparation.
- Subtask T9 - Operational training / tactical phase.
- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces exchanged between ASM and ATC systems and displayed at the CWP.
- Subtask T11 - Provision of ARES to external consumers - Provision to external consumer of SWIM ARES services by the local ASM support system.
- Subtask T12 - Consumption of ARES from external ANSPs - Consumption of ARES data originated from external ANSP's by the local ASM support system.

T8.5 – “DSNA Support to ASM SWIM” carried out by DSNA staff and 82% subcontracting activities. These activities (related to various type of supports transversal to all DSNA projects, e.g safety studies, architecture studies, test and deployment support, installation, training, software development and upgrade to interface ASM, etc.) will be included, on demand, in an existing framework agreement.

DSNA contributes to the project in the following subtasks:

- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services established between the local ASM system and ATC system to exchange ARES data in real time.
- Subtask T8 - Local safety case preparation.
- Subtask T9 - Operational training / tactical phase.
- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces exchanged between ASM and ATC systems and displayed at the CWP.
- Subtask T11 - Provision of ARES to external consumers - Provision to external consumer of SWIM ARES services by the local ASM support system.
- Subtask T12 - Consumption of ARES from external ANSPs - Consumption of ARES data originated from external ANSP's by the local ASM support system.

T8.6 – “ENAIRES Support to ASM SWIM” carried out by ENAIRES staff and 84% costs in subcontracting activities. ENAIRES usually relies on external support from third parties for the execution of part of its activities. ENAIRES subcontracting activities will be included, upon request, in contracts awarded on a yearly basis.

ENAIRES contributes to the project in the following subtasks:

- Subtask T2 - Implementation of local airspace management system - Implementation of local ASM support system supporting the exchange of data with NM B2B Airspace structure and Airspace Availability services.
- Subtask T6 - Operational training / pre-tactical phase.
- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services established between the local ASM system and ATC system to exchange ARES data in real time.

- Subtask T8 - Local safety case preparation.
- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces exchanged between ASM and ATC systems and displayed at the CWP.

T8.7 –“AirNav Ireland Support to ASM SWIM” carried out entirely by AirNav Ireland staff.

AirNav Ireland contributes to the project in the following subtasks:

- Subtask T2 - Implementation of local airspace management system – Implementation of local ASM support system supporting the exchange of data with NM B2B Airspace structure and Airspace Availability services.
- Subtask T3 - Consume Airspace Structure services - The local ASM support system consumes the airspace information required for interoperability with NM via the NM B2B Airspace Structure Service, supporting the ASM processes at local and FAB level.
- Subtask T4 - Local ASM system uses NM Airspace Structure service - The local ASM support system uses the airspace structure provided by NM for the creation and management of the AUP/UUP Implementation.
- Subtask T5 - Provision of AUP and UUP to NM - The local ASM support system provides the AUP/UUP to NM via the NM B2B Airspace Availability Services.
- Subtask T6 - Operational training / pre-tactical phase.
- Subtask T7 - ARES Local connection - technical capability - Develop operational and technical requirements, framework and conditions to hand over system requirements to the ATM suppliers. Elaborate and specify System requirements for COOPANS common ATM systems to secure they can comply with applicable SWIM specifications and have the capacity to handle relevant aeronautical information exchange. Delivery and implementation of an interface between LARA and TopSky.
- Subtask T8 - Local safety case preparation.
- Subtask T9 - Operational training / tactical phase.
- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces exchanged between ASM and ATC systems and displayed at the CWP.
- Subtask T11 - Provision of ARES to external consumers - Provision to external consumer of SWIM ARES services by the local ASM support system.
- Subtask T12 - Consumption of ARES from external ANSPs - Consumption of ARES data originated from external ANSP's by the local ASM support system.

T8.8 – “LFV Support to ASM SWIM” carried out by LFV staff and 10% costs in subcontracting activities. These activities (mainly software developments) will be within the framework of LFV contracts already in place through “call off”. For the COOPANS common ATM system upgrade a new contract could be necessary.

LFV contributes to the project in the following subtasks:

- Subtask T2 - Implementation of local airspace management system - Implementation of LARA V4.0 to accommodate ASM.
- Subtask T3 - Consume Airspace Structure services - Local update of LFV SWIM platform with SWIM-services. Deploy LARA V5.0.
- Subtask T4 - Local ASM system uses NM Airspace Structure service – Local configuration of LARA V5.0 to use NM airspace Structure data.
- Subtask T5 - Provision of AUP and UUP to NM - Local configuration of LARA V5.0 to provide NM with AUP and UUP.
- Subtask T6 - Operational training / pre-tactical phase.
- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services established between the local ASM system and ATC system to exchange ARES data in real time.
- Subtask T8 - Local safety case preparation.
- Subtask T9 - Operational training / tactical phase.
- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces exchanged between ASM and ATC systems and displayed at the CWP.
- Subtask T11 - Provision of ARES to external consumers - Provision to external consumer of SWIM ARES services by the local ASM support system.
- Subtask T12 - Consumption of ARES from external ANSPs - Consumption of ARES data originated from external ANSP's by the local ASM support system.

T8.9 - "MATS Support to ASM SWIM” carried out by MATS staff and 1% costs in subcontracting activities. These activities will be included on demand in the framework agreement with the current ATM system provider.

MATS contributes to the project in the following subtasks:

- Subtask T2 - Implementation of local airspace management system – Implementation of local ASM support system supporting the exchange of data with NM B2B Airspace structure and Airspace Availability services.
- Subtask T3 - Consume Airspace Structure services Consumption, by the local ASM support system, of airspace

information required for interoperability with NM via the NM B2B Airspace Structure Service, supporting the ASM processes at local and FAB level.

- Subtask T4 - Local ASM system uses NM Airspace Structure service – The local ASM support system uses the airspace structure provided by NM for the creation and management of the AUP/UUP.
- Subtask T5 - Provision of AUP and UUP to NM - The local ASM support system provides the AUP/UUP to NM via the NM B2B Airspace Availability Service
- Subtask T6 - Operational training / pre-tactical phase.
- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services between the local ASM system and ATC system to exchange ARES data in real time.
- Subtask T8 - Local safety case preparation.
- Subtask T9 - Operational training / tactical phase.
- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces are exchanged between ASM and ATC systems and displayed at the CWP.
- Subtask T11 - Provision of ARES to external consumers - Provision to external consumer of SWIM ARES services by the local ASM support system.

T8.10 – “MUAC Support to ASM SWIM” carried out entirely by EUROCONTROL staff.

MUAC contributes to the project in the following subtasks:

- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services established between the local ASM system and ATC system to exchange ARES data in real time.
- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces are exchanged between ASM and ATC systems and displayed at the CWP.
- Subtask T11 - Provision of ARES to external consumers - The local ASM support system provides SWIM ARES services to external consumers.
- Subtask T12 - Consumption of ARES from external ANSPs - The local ASM support system consumes ARES data originated from external ANSP’s.

T8.11 – “NAV Portugal Support to ASM SWIM” carried out entirely by NAV Portugal staff.

NAV Portugal contributes to the project in the following subtasks:

- Subtask T2 - Implementation of local airspace management system - Upgrade of LARA to the SWIM capable version.
- Subtask T3 - Consume Airspace Structure services - The local ASM support system consumes the airspace information required for interoperability with NM via the NM B2B Airspace Structure Service supporting the ASM processes at local and FAB level.
- Subtask T4 - Local ASM system uses NM Airspace Structure service - The local ASM support system uses the airspace structure provided by NM for the creation and management of the AUP/UUP.
- Subtask T5 - Provision of AUP and UUP to NM - The local ASM support system provides the AUP/UUP to NM via the NM B2B Airspace Availability Services.
- Subtask T6 - Operational training / pre-tactical phase.
- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services must be established between the local ASM system and ATC system to exchange ARES data in real time.
- Subtask T8 - Local safety case preparation.
- Subtask T9 - Operational training / tactical phase.
- Subtask T10 - ARES local consumption - Used in operations - Used in operations - Real time activation and de-activation of airspaces are exchanged between ASM and ATC systems and displayed at the CWP.
- Subtask T11 - Provision of ARES to external consumers - The local ASM support system provides SWIM ARES services to external consumers.
- Subtask T12 - Consumption of ARES from external ANSPs - The local ASM support system consumes ARES data originated from external ANSP’s.

T8.12 – “NAVIAIR Support to ASM SWIM” carried out by NAVIAIR staff and 3% costs in subcontracting activities. The subcontracting activities (mainly software developments) will be within the framework of Naviair contracts already in place. For the COOPANS common ATM system upgrade a new contract could be necessary.

NAVIAIR contributes to the project in the following subtasks:

- Subtask T2 - Implementation of local airspace management system – Connection of the current LARA version V3 and planned v4 via local network and NewPENS B2B VPN as a pre-OPS service.
- Subtask T3 - Consume Airspace Structure services - Local update of the SWIM platform with SWIM-services. Deployment of LARA V5.0.
- Subtask T4 - Local ASM system uses NM Airspace Structure service – Local configuration of LARA V5.0 to use NM airspace Structure data.

<ul style="list-style-type: none"> <li>- Subtask T5 - Provision of AUP and UUP to NM - Local configuration of LARA V5.0 to provide NM with AUP and UUP.</li> <li>- Subtask T6 - Operational training / pre-tactical phase.</li> <li>- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services must be established between the local ASM system and ATC system to exchange ARES data in real time.</li> <li>- Subtask T8 - Local safety case preparation.</li> <li>- Subtask T9 - Operational training / tactical phase.</li> <li>- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces are exchanged between ASM and ATC systems and displayed at the CWP.</li> <li>- Subtask T11 - Provision of ARES to external consumers - The local ASM support system provides SWIM ARES services to external consumers.</li> <li>- Subtask T12 - Consumption of ARES from external ANSPs - The local ASM support system consumes ARES data originated from external ANSP's.</li> </ul> <p>T8.13 – “Oro Navigacija Support to ASM SWIM” carried out by Oro Navigacija staff and 69% costs in subcontracting activities. Dedicate contracts (for the SWIM interface development and for the Middleware deployment and development) will be signed.</p> <p>Oro Navigacija contributes to the project in the following subtasks:</p> <ul style="list-style-type: none"> <li>- Subtask T7 - ARES Local connection - technical capability - Connection via SWIM services established between the local ASM system and ATC system to exchange ARES data in real time.</li> <li>- Subtask T8 - Local safety case preparation.</li> <li>- Subtask T9 - Operational training / tactical phase.</li> <li>- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces are exchanged between ASM and ATC systems and displayed at the CWP.</li> </ul> <p>T8.14 – “PANSa Support to ASM SWIM” carried out by PANSa staff and 47% costs in subcontracting activities. These activities will be included, on demand, on an existing framework agreement.</p> <p>PANSa contributes to the project in the following subtasks:</p> <ul style="list-style-type: none"> <li>- Subtask T2 - Implementation of local airspace management system – Implementation of local ASM support system supporting the exchange of data with NM B2B Airspace structure and Airspace Availability services.</li> </ul> <p>T8.15 – “SPAF Support to ASM SWIM” carried out by SPAF staff and 6% of the costs in subcontracting activities. Technical support from sub-contractor to SPAF will be within a framework agreement awarded on a yearly basis, for the development of the task activities.</p> <p>SPAF contributes to the project in the following subtasks:</p> <ul style="list-style-type: none"> <li>- Subtask T2 - Implementation of local airspace management system – Deployment of LARA V5.0, in coordination with ENAIRE.</li> <li>- Subtask T6 - Operational training / pre-tactical phase.</li> <li>- Subtask T8 - Local safety case preparation.</li> <li>- Subtask T9 - Operational training / tactical phase.</li> <li>- Subtask T10 - ARES local consumption - Used in operations - Real time activation and de-activation of airspaces are exchanged between ASM and ATC systems and displayed at the CWP.</li> </ul>
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**Work package WP9 – 2022\_035\_AF6 - FF-ICE R1 - eFPL**

<b>Work Package Number</b>	WP9	<b>Lead Beneficiary</b>	7. DFS
<b>Work Package Name</b>	2022_035_AF6 - FF-ICE R1 - eFPL		
<b>Start Month</b>	1	<b>End Month</b>	36

<b>Objectives</b>
<p>Key objectives of CP1 are the steps towards Trajectory based operations (TBO) through the digitalization and automation deployed through System Wide Information Management (SWIM). To move towards TBO, an early collaboration between ATM actors is important, and this project will initiate this through the Participating Airspace Users (Aus). Specific objectives are:</p> <ul style="list-style-type: none"> <li>• Updating of Flight planning system allowing the use of Flight and Flow Information for a Collaborative Environment</li> </ul>



(FF-ICE) filing service for the submission of flight plans (eFPLs) that include 4D trajectory information, flight specific performance data, and other FF-ICE data elements, such as the globally unique flight identifier (GUFID).

- The consumption of data publication service and make FF-ICE/eFPL available ANSPs operational systems, such as Flow and Traffic Complexity, hence allowing the FMP and Supervisors to rely on enhanced predictions of the traffic expected to use their sectors such as complexity/workload, traffic counts, safety and environmental indicators.
- The consumption of data publication service and make FF-ICE/eFPL available ANSPs operational systems, such as Flight Data Processing systems, preparing the system for the usage of the FIXM digital new flight plan format eFPL.
- Ability to implement 4D management of trajectories through services that support the exchange of flight information using the SWIM yellow profile, as specified in the deployment programme
- Implement a traffic complexity tool and procedures aimed at continuous monitoring of traffic demand and assessment of traffic complexity using the FF-ICE/R1 Services.
- Improved service quality as FF-ICE/eFPL usage will ensure a more precise calculation of entry points, levels and times of aircraft entering ATC sectors. This also makes the prediction of traffic amount of higher quality.

## Description

Flight and Flow information for a collaborative Environment (FF-ICE) is a Global ATM Concept. Flight information is data that describes the gate-to-gate operation of aircraft pre-flight, in-flight execution and post-flight. It powers trajectory-based operations (TBO) such as the exchange, maintenance and use of consistent aircraft trajectory and flight information for collaborative decision-making. FF-ICE will have global applicability and will support all members of the ATM community to achieve strategic, pre-tactical and tactical performance management. This project will be a pioneer implementation of FF-ICE in Europe and globally among AUs and ANSPs.

It is a multi-stakeholder project with 7 organizations partnering to ensure a timely and synchronised implementation of CP1 in accordance with the deployment approach defined in the SDP. The project aims at implementing the requirement in Family 5.6.1, FF-ICE R1 services.

It addresses short-term implementation needs resulting from the CP1 and the supporting SDP, particularly the implementation of the ATM Functionality ‘AF5 – System Wide Information Management (SWIM)’ sub-functionality on Flight Information Exchange (SDP 5.6.1) that needs to be deployed by end of 2025. SWIM aims at the digitalization of information exchanges across European ATM system, enabling direct operational benefits by assuring the provision of quality information delivered to the right place at the right time.

The project delivers a substantial positive impact from the economic and environmental perspectives. The project will start the coordinated transition from ICAO2012 format to eFPL in the FIXM format, starting the digitalization of Flight plan management also moving towards greater automation. This translates into efficiency improvements for air traffic management and its positive consequence in terms of delays and the environment. FF-ICE will allow for a seamless process from filling to the receipt of the eFPLs, also including the updates to eFPLs through the various FF-ICE R1 Services-information. The interoperability brought by SWIM to ATM systems brings the possibility to connect to other transport modes and brings a truly level playing field, enabling potential new entrants to the market to compete based on what they can offer to the public, rather than based on differences in the local or regional ATM operational environment.

The WP 9 is divided into the following tasks:

T9.1 – “Implementation of FF-ICE in WIZer ACC” (What If Analyzer for Area Control Center)

This task aims at making FF-ICE/eFPL available in WIZer ACC, hence allowing the FMP and Supervisors to rely on enhanced predictions of the traffic expected to use their sectors such as complexity/Workload, traffic counts, safety and environmental indicators.

It is divided in the following subtasks:

1. “Project management”, carried out entirely by DFS staff. The subtask refers to all project management activities including all management activities such as the coordination of activities, progress reporting, decision-making and communication in order to ensure the successful completion of the project in time, budget, and quality. It also includes the coordination activities related to DFS’s role as IP lead
2. “Conception and Prototyping”, carried out by DFS staff and 7% cost in subcontracting activities. These activities will be included on an existing framework agreement through dedicated orders. The subtask includes the conceptual analysis of FF-ICE/eFPL integration in WIZer ACC: system design and FF-ICE/eFPL scope within the fast time simulation engine.
3. “Reception of FF-ICE/eFPL”, carried out by DFS staff and 26% cost in subcontracting activities. These activities will be included on an existing framework agreement through dedicated orders. The reception of FF-ICE/eFPL includes all activities which are necessary to retrieve FF-ICE/eFPL content and utilize it in WIZer ACC, such as its specifications, samples, data feed connection and testing.

4. “Support Translation Service for eFPLs into ICAO 2012 FPLs”, carried out by DFS staff and 31% cost in subcontracting activities. These activities will be included on an existing framework agreement through dedicated orders. The subtask includes the enhances WIZer ACC to be able to handle both FF-ICE/eFPL and ICAO 2012 flight plan formats. If EFPL information is available, it outvalues EFD information.
5. “Processing of eFPL”, carried out by DFS staff and 56% cost in subcontracting activities. These activities will be included on an existing framework agreement through dedicated orders. The subtask includes the enhances WIZer ACC to process FF-ICE/eFPL information within its simulation environment, adapting the aircraft type performance model algorithms.
6. “Support of 4d Trajectory Information”, carried out 7 by DFS staff and 55% cost in subcontracting activities. These activities will be included on an existing framework agreement through dedicated orders. The WIZer ACC shall use the point altitude information of FF-ICE/eFPL in the planned simulation trajectory as waypoint restrictions.
7. “Testing and Implementation”, carried out entirely by DFS staff. All implemented functionalities shall be tested and accepted by ANSP. The implementation in ANSP’s WIZer ACC systems is executed.

#### Task 9.2 – “ATM2015+S4D project”

The core of the actual ROMATSA’s ATM system namely, “ATM2015+” system, is the Flight Data Processing System (FDPS), which together with the relevant system components for HMI- the ACC and APP Controller Working Position (CWP), Flight Data Operator (FDO) and Electronic Flight Strip (EFS) for integrated TWR are responsible for the management of 4DT Trajectory.

This task aims at:

- Integrating new components grouped under “SWIM Front End” for connectivity with Network Manager (NM) SWIM FF-ICE.
- Processing FIXM (Flight Information Exchange Model) information coming from data services: NM/FF-ICE services.
- Enabling the integration with the local FDPS Trajectory Management <sup>TM</sup> module for the effective use of 4DT trajectory.
- Updating the HMI interfaces for ATCO CWP, FDO and EFS to process and display of the new FF-ICE data, including integrated 4DT trajectory elements.

It is divided in the following subtasks:

1. “Project management”, carried out entirely by ROMATSA staff. This subtask included management activities, project documentation and reporting, internal and operational meetings and communication activities related with this task.
2. “Elaboration of Operational Concept and System Requirements”, carried out entirely by ROMATSA staff. This subtask aims at defining the operational Concept for the integration of FF-ICE flight plan data into ATM system, and the elaboration of operational and system requirements for “ATM2015+” system.
3. “Procurement Process and Contract Award”, carried out entirely by ROMATSA staff. The subtask includes the procurement process for the “ATM2015+” system upgrade, preparation of the materials for the procurement, tender book specification and Contract Award.
4. “Project requirements specification”, carried out by ROMATSA staff and 99% cost in subcontracting activities. A Call for tender will be launched for these activities. The subtask included the detailed technical specification with the subcontractor, thin specifications.
5. “System implementation”, carried out by ROMATSA staff and 83% cost in subcontracting activities. A Call for tender will be launched for these activities.

The subtask includes:

- o Pre-Factory Acceptance Test (FAT) activities: FF-ICE Development, FF-ICE Front End Integration, STDs Agreed.
- o Safety assessment: software system assessment, system safety assessment.
- o Perform FAT: ROMATSA Check points, Dry run, Perform Factory Acceptance Test and FAT Report.
- o Perform Site Acceptance Test (SAT): Installation of system components at ROMATSA, Site Installation Plan draft, ROMATSA Check Points, Dry run, SAT Tests and Report.
- 6. “Cooperation Process with the NM”, carried out by ROMATSA staff and 78% cost in subcontracting activities. A Call for tender will be launched for these activities. This subtask includes:
  - o Testing with pre-ops NM systems, B2B certificate”, including: ROMATSA tests with NM pre-ops and ROMATSA-NM Pre-ops Test report.
  - o Testing with operational (OPS) NM systems, B2B certificate including: ROMATSA tests with NM OPS, ROMATSA Operational Check points and ROMATSA NM OPS Test report.
- 7. “Training of personnel”, carried out entirely by ROMATSA staff. This subtask includes:
  - o On Job Training – Factory Acceptance Test (FAT).
  - o On Job Training – Site Acceptance Test (SAT).
  - o Training Completion Report.
- 8. “System Authorisation”, carried out by ROMATSA staff and 97% costs in subcontracting activities. A Call for tender will be launched for these activities.

This subtask includes:

- o Technical file/statement of Compliance (DoC).
  - o System authorisation.
  - o Functional system change approval by NSA.
  - o Change Approval.
9. “Provision of eFPL data via FF-ICE publication service to ROMATSA” carried out by EUROCONTROL. No costs will be claimed for this subtask. This subtask aim at providing of eFPL data via FF-ICE publication service to ROMATSA by NM.
10. “Testing and validation of eFPL with ROMATSA”, carried out by EUROCONTROL. No costs will be claimed for this subtask. This subtask aims at testing and validating the eFPL with ROMATSA.

### T9.3 – “ROMairTCM” (Automated Air Traffic Complexity Management System)

This task aims at:

- Integrating up-to-date and SWIM compliant information coming from NM B2B services, FF-ICE enabled systems, local operational system.
- Support the overall ATFCM concept and processes applied within ROMATSA by considering the impact of traffic complexity in the decision-making process with regard to Demand-Capacity Balancing (DCB).
- Implementing a traffic complexity tool and procedures aimed at continuous monitoring of traffic demand and assessment of traffic complexity for traffic optimisation across Europe.
- Providing automatic and dynamic traffic forecasting and sectorization planning about special tactical adjustments for effective capacity and staffing planning at ROMATSA's ACC, with the use of periodic quick-what-if simulations for optimized sectorization, and ATSU (Air Traffic Services Unit) resource planning based on capacity parameters such as ATCOs workload and sector occupancy.
- Enabling the integration with the Network Manager, including collaborative traffic management, airport planning, flexible airspace use and neighbouring FMPs to optimize planning.
- Providing mitigation measures, when necessary, for unexpected increases in traffic volume/ ATCOs workload.

It is divided in the following subtasks:

1. "Project management", carried out entirely by ROMATSA staff. This subtask included the task documentation and reporting, internal and operational meetings, and communication activities related with this task.
2. “Procurement Process and Contract Award”, carried out by ROMATSA staff and 76% costs in subcontracting activities. A contract will be signed for these activities which call for tender was launched in 2022.

This subtask includes:

- o Analyses of the offers and requests for clarifications.
- o Tender book compliance evaluation within the procurement process.
- o Final Report of the procurement process.
- o Contract award and signed.

3. “ Installation and Deployment of ROMairTCM”, carried out by ROMATSA staff and 88% cost in subcontracting activities. A contract will be signed for these activities which call for tender was launched in 2022.

This subtask includes:

- o ROMATSA Design Review.
- o Pre-FAT activities: HW procurement and configuration, ROMATSA Check points, Tests procedures development, FAT procedures reviewed by ROMATSA, FAT Plan and Procedures.
- o Perform Factory Acceptance Tests (FAT): FAT Execution, FAT Report, End of Factory Acceptance Tests.
- o Installation of system components at ROMATSA: Equipment delivery, installation, integration with legacy systems at ROMATSA premises.
- o Perform Site Acceptance Test (SAT): ROMATSA Check points, Tests procedures development. SAT procedures reviewed by ROMATSA. SAT Test Report.
- o Final acceptance: observation, verification period, fixed of issues and observations, SAT Practical Completion.
- o Safety assessment.

4. “Cooperation process with the Network Manager”, carried out entirely by ROMATSA staff. This subtask includes the agreement process and documentation with the NM regarding the interface of ROMairTCM with ETFMS NM.

5. “Cooperation with interested parties”, carried out entirely by ROMATSA staff. This subtask includes the agreement process and procedures development with TWR Units on the use of B2B connections with local ATFCM.

6. “Integration of internal and external data sources”, carried out entirely by ROMATSA staff. This subtask includes test and validation session of web services B2B interface functionality with NM using NewPENS and SWIM Test and validation session of internal interfaces with local systems functionality.

7. “Training and familiarize personnel”, carried out by ROMATSA staff and 51% costs in subcontracting activities. A contract will be signed for these activities which call for tender was launched in 2022.

This subtask includes the training engineering technical, maintenance and configuration. Training environment and material preparation and training advance sessions.

#### T9.4 – “TRAFFIC 2.0”

This task aims at updating the TRAFFIC system software. This system is the first step in the continuous development of SWIM services to support A-CDM, post-departure flight data exchanges and the aircraft feedback aspects and natural evolution towards Trajectory Based Operations. The implementation of the TRAFFIC system will provide PANSA the possibility of consuming or sharing data via “Flight Data Request”, “Notification” and “Data Publication” services.

It is divided in the following subtasks:

1. “Project management”, carried out entirely by PANSA staff. This subtask included all activities regarding project management, coordination between stakeholders involved, monitoring and reporting for this task.
2. “Traffic system specification description” carried out entirely by PANSA staff. This subtask aims at providing a complete set of requirements for the new system. The process will start by describing high level requirements and by iteration over multiple workshops between operational, business and technical personnel to provide detailed description of each of high level requirement.
3. “System development”, carried out by PANSA staff and 83% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. The system development phase is the core activity – on that phase software development will take place.
4. “System testing”, carried out by PANSA staff and 96% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. To check the quality of the software and to ensure the end product is the software PANSA needs a set of tests will be carried out. It consists of unit, automation, stress and user testing.
5. “Traffic operators training”, carried out entirely by PANSA staff. The crucial element of every system is proper use of system by its operators. To ensure the system will be used according to specification a number of trainings for operational and technical personnel will be carried out.
6. “Safety assessment process”, carried out entirely by PANSA staff. Every change in the functional system requires a safety assessment to ensure that by implementing the change – in this case a new IT system and operational procedures – the safety level will not be reduced.
7. “System operational integration”, carried out by PANSA staff and 82% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. The final step is to deliver a working system integrated into network. The goal of this subtask is to begin the process of operational use of eFPL FF-ICE data. The activities consist in the installation of new system and switch operational use from the old one to new Traffic software.

#### T9.5 – “FF-ICE R1”

The iSALTO ecosystem, developed by DSN, is the new generation of a set of Air Traffic Flow and Capacity Management (ATFCM) tools (SALTO, SINAP, 4Me, ...). This task aims at allowing iSALTO to consume NM B2B EFD (Enhanced Tactical Flow Management System Flight Data) in real time for automated and dynamic traffic forecasting and sectorisation planning, in support of local FMPs and Supervisors in the execution of ATFCM tasks during the tactical phase. FF-ICE/eFPL will be used in ATFCM local tools (iSALTO, SINAPS, 4Me) with a positive impact on the safety, capacity, productive and cost effectiveness.

It is divided in the following subtasks:

1. “Project management”, carried out by DSN staff and 36% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. The subtask includes the project management activities for this task.
2. “Design a national architecture”, carried out by DSN staff and 55% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. The subtask aims at designing a national ATFCM architecture connected to the NM B2B Flight Data Publication Service and any other eFPL data services available.
3. “Implement a national architecture”, carried out by DSN staff and 86% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. The subtask aims at implementing a national ATFCM architecture connected to NM B2B Flight Data Publication Service and any other eFPL data services available.
4. “Provision of eFPL to DSN ATFCM and green local tools”, carried out by DSN staff and 93% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. DSN will firstly improve or create expert algorithms which consume eFPL data from the national ATFCM system. These algorithms are to be consumed by HMI. Secondly, DSN will improve SALTO and 4Me HMI to consume new or improved data coming either directly from the national ATCM System (raw eFPL data) or from experts’ algorithms (local complexity or SINAPSE).
5. “Local safety case preparation”, carried out by DSN staff and 50% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. The subtask aims at developing a local safety case.
6. “Operational training”, carried out by DSN staff and 27% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. The subtask aims at training the relevant personnel on the use

of the new or improved algorithm support system for the local complexity management, capacity management, sector configuration optimisation, and green operations.

7. “eFPL used in ATFCM and green operations”, carried out by DSNA staff and 64% cost in subcontracting activities. These activities will be included, on demand, in an existing framework agreement. This subtask includes the real time raw eFPL data, or the results of expert algorithms using eFPL are displayed on ATFCM local tools.

#### T9.6 – “FF-ICE project”

This task aims at implementing at Air France and at KLM of the FF-ICE/R1 services over SWIM (“Filing Service”) supported by NM systems for submission FF-ICE flight plan (eFPL) to the Network Manager. It also addresses the reception and processing of the responses from the services as implemented in the NM system.

It is divided in the following subtasks:

1. “Project deployment for AF”, carried out entirely by AF staff. This subtask includes the project management AF activities.
2. “Project management KLM Group”, carried out entirely by KLM Group staff. This subtask includes the project management KLM Group activities.
3. “Requirements engineering Air France”, carried out entirely by AF staff. This subtask aims at designing the deployment scenario and impact assessment on AF dispatch and flight operational tools.
4. “Requirements engineering KLM Group”, carried out entirely by KLM Group staff. This subtask aims at designing of deployment scenario and impact assessment on KLM group dispatch and flight operational tools.
5. “Systems and interfaces development Air France”, carried out entirely by AF staff. This task aims at adapting AF Dispatch and Flight operational tools.
6. “Systems and interfaces development - KLM Group”, carried out by KLM Group staff and 41% costs in subcontracting activities. A direct contract will be signed for these activities with the selected supplier. This task aims at adapting KLM group Dispatch and Flight operational tools.
7. “Preparation of phase-in Air France”, carried out entirely by AF staff. This subtask includes the AF operational tests and staff training elaboration/dissemination.
8. “Preparation of Phase-in KLM group”, carried out entirely by KLM Group staff. This subtask includes the KLM group operational tests and staff training elaboration/dissemination.
9. “Deployment Air France”, carried out entirely by AF staff. This subtask aims at deploying at Air France.
10. “Deployment KLM Group”, carried out by KLM Group staff and 81% costs in subcontracting activities. A direct contract will be signed for these activities with the selected supplier.

## STAFF EFFORT

<b>Staff effort per participant</b>										
<i>Grant Preparation (Work packages - Effort screen) — Enter the info.</i>										
<b>Participant</b>	<b>WP1</b>	<b>WP2</b>	<b>WP3</b>	<b>WP4</b>	<b>WP5</b>	<b>WP6</b>	<b>WP7</b>	<b>WP8</b>	<b>WP9</b>	<b>Total Person-Months</b>
<b>Total Person-Months</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## LIST OF DELIVERABLES

<b>Deliverables</b>						
<i>Grant Preparation (Deliverables screen) — Enter the info.</i>						
<i>The labels used mean:</i>						
<i>Public — fully open (⚠ automatically posted online)</i>						
<i>Sensitive — limited under the conditions of the Grant Agreement</i>						
<i>EU classified — RESTREINT-UE/EU-RESTRICTED, CONFIDENTIEL-UE/EU-CONFIDENTIAL, SECRET-UE/EU-SECRET under Decision <a href="#">2015/444</a></i>						
<b>Deliverable No</b>	<b>Deliverable Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Type</b>	<b>Dissemination Level</b>	<b>Due Date (month)</b>
D1.1	Guidelines for Project Execution	WP1	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	12
D1.2	Project Communication Plan	WP1	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	12
D1.3	Guidelines for Project Execution first update	WP1	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	24
D1.4	Guidelines for Project Execution second update	WP1	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36
D1.5	Guidelines for Project Execution third update	WP1	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	48
D1.6	Technical Progress Report 1	WP1	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	14
D1.7	Technical Progress Report 2	WP1	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	38
D1.8	Project Performance Report	WP1	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	59
D2.1	Memorandum of Cooperation/ Memorandum of Understanding (MoC/ MoU) with main Stakeholders WP2.1 (Task 06)	WP2	20 - PRG Airport	R — Document, report	SEN - Sensitive	12
D2.2	Roadmap for implementation (Tasks 2.2 to 2.8)	WP2	20 - PRG Airport	R — Document, report	SEN - Sensitive	18

<b>Deliverables</b>						
<i>Grant Preparation (Deliverables screen) — Enter the info.</i>						
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<i>Public — fully open (⚠ automatically posted online)</i>						
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<i>EU classified — RESTREINT-UE/EU-RESTRICTED, CONFIDENTIEL-UE/EU-CONFIDENTIAL, SECRET-UE/EU-SECRET under Decision <a href="#">2015/444</a></i>						
<b>Deliverable No</b>	<b>Deliverable Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Type</b>	<b>Dissemination Level</b>	<b>Due Date (month)</b>
D2.3	Concept of Operations (CONOPS) document WP2.1 (Tasks 2.1)	WP2	20 - PRG Airport	R — Document, report	SEN - Sensitive	24
D2.4	Released request documentation for Malaga (Task 2.4) and Linate (Task 2.5)	WP2	20 - PRG Airport	R — Document, report	SEN - Sensitive	42
D2.5	Interface Control Document (ICD) for AOP-NOP (4.2.2) (Task 2.10)	WP2	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	42
D2.6	Interface Control Document (ICD) for AOP-NOP (4.4.1) (Task 2.10)	WP2	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	42
D2.7	Software Acceptance Test results document (Tasks 2.2, 2.3, 2.4, 2.5, 2.6, 2.7 and 2.8)	WP2	20 - PRG Airport	R — Document, report	SEN - Sensitive	48
D2.8	GO Test Result for AOP-NOP (4.2.2) (Tasks 2.11, 2.14, 2.17, 2.20, 2.23, 2.26 and 2.29)	WP2	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	59
D2.9	GO Test Result for AOP-NOP (4.4.1) (Tasks 2.11, 2.14, 2.17, 2.20, 2.23, 2.26 and 2.29)	WP2	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	59
D3.1	Route Availability Document (RAD) document for Italy (ENAV) and Malta (MATS) (Tasks 3.2, 3.5 and 3.8)	WP3	11 - ENAV	R — Document, report	SEN - Sensitive	18
D3.2	ENAV and MATS ATFCM procedures (Tasks 3.2, 3.5 and 3.8)	WP3	11 - ENAV	R — Document, report	SEN - Sensitive	18



<b>Deliverables</b>						
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<b>Deliverable No</b>	<b>Deliverable Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Type</b>	<b>Dissemination Level</b>	<b>Due Date (month)</b>
D3.3	ENAV and MATS Operational procedures document (Tasks 3.2, 3.5 and 3.8)	WP3	11 - ENAV	R — Document, report	SEN - Sensitive	18
D3.4	Site Acceptance Test Document of the MATS and ENAV upgraded systems. (Tasks 3.3, 3.6 and 3.9)	WP3	11 - ENAV	R — Document, report	SEN - Sensitive	24
D3.5	Safety assessment delivered to the national supervisory authority for ENAV and MATS (Tasks 3.2, 3.5 and 3.8)	WP3	11 - ENAV	R — Document, report	SEN - Sensitive	33
D3.6	Training Certificate for ENAV and MATS. (Tasks 3.4, 3.7 and 3.10)	WP3	11 - ENAV	R — Document, report	SEN - Sensitive	36
D3.7	Aeronautical Information Publication (AIP) for Italy (ENAV) and Malta (MATS) (Tasks 3.2, 3.5 and 3.8)	WP3	11 - ENAV	R — Document, report	SEN - Sensitive	36
D4.1	Airspace redesign report for Spain Peninsula (for ENAIRE and Spanish Air and Space Force) (Task 4.2)	WP4	10 - ENAIRE	R — Document, report	SEN - Sensitive	18
D4.2	Route Availability Document (RAD) and ATFCM procedures for Spain (ENAIRE and Spanish Air and Space Force) and Portugal (NAV Portugal) (Task 4.4)	WP4	10 - ENAIRE	R — Document, report	SEN - Sensitive	30
D4.3	Letters of Agreement and Operations	WP4	10 - ENAIRE	R — Document, report	SEN - Sensitive	30

<b>Deliverables</b>						
<i>Grant Preparation (Deliverables screen) — Enter the info.</i>						
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<b>Deliverable No</b>	<b>Deliverable Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Type</b>	<b>Dissemination Level</b>	<b>Due Date (month)</b>
	Manual from ENAIRE, NAV Portugal, Spanish Air and Space Force. (Task 4.4)					
D4.4	Safety assessment report delivered to the National Supervisory Authority by ENAIRE, NAV Portugal, Spanish Air and Space Force (Task 4.4)	WP4	10 - ENAIRE	R — Document, report	SEN - Sensitive	30
D4.5	Site Acceptance Test report of the NAV Portugal upgraded systems (Task 4.3)	WP4	15 - NAV PORTUGAL	R — Document, report	SEN - Sensitive	28
D4.6	Training Certificate from ENAIRE, NAV Portugal and SPAF (Task 4.4)	WP4	10 - ENAIRE	R — Document, report	SEN - Sensitive	34
D4.7	Cross-border FRA Procedures published in Aeronautical Information Publication (AIP) for Spain (ENAIRE and Spanish Air and Space Force) and Portugal (NAV Portugal) (Task 4.4)	WP4	10 - ENAIRE	R — Document, report	SEN - Sensitive	36
D5.1	Cross-border FRA Procedures published in Aeronautical Information Publication (AIP) Aeronautical Information Publication for Spain Canary	WP5	10 - ENAIRE	R — Document, report	SEN - Sensitive	36
D6.1	System Requirements Specification development – Initial version (Task 6.6)	WP6	17 - PANSA	R — Document, report	SEN - Sensitive	9

<b>Deliverables</b>						
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<i>EU classified — RESTREINT-UE/EU-RESTRICTED, CONFIDENTIEL-UE/EU-CONFIDENTIAL, SECRET-UE/EU-SECRET under Decision <a href="#">2015/444</a></i>						
<b>Deliverable No</b>	<b>Deliverable Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Type</b>	<b>Dissemination Level</b>	<b>Due Date (month)</b>
D6.2	Air Traffic Controllers (ATCOs) Training certificate. (Task 6.5)	WP6	17 - PANSА	R — Document, report	SEN - Sensitive	14
D6.3	Factory Acceptance Test (FAT) report (Task 6.7)	WP6	17 - PANSА	R — Document, report	SEN - Sensitive	22
D6.4	Traffic operators training certificate.(Task 6.8)	WP6	17 - PANSА	R — Document, report	SEN - Sensitive	24
D6.5	Notification process for change in functional system (Task 6.9)	WP6	17 - PANSА	R — Document, report	SEN - Sensitive	33
D6.6	System ready for integration Protocol (Task 6.10)	WP6	17 - PANSА	R — Document, report	SEN - Sensitive	36
D7.1	Service usage plan document (Tasks 6.2, 6.3, 6.4, 6.5, 6.7, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 6.16, 6.17, 6.18, 6.19, 6.20, 6.21)	WP7	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	18
D7.2	Service in development report (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.21)	WP7	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	24
D7.3	Digital NOTAM Service consumption report (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)	WP7	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36
D7.4	SWIM Registry issued (Tasks 7.5, 7.8, 7.9,	WP7	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36

<b>Deliverables</b>						
<i>Grant Preparation (Deliverables screen) — Enter the info.</i>						
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<b>Deliverable No</b>	<b>Deliverable Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Type</b>	<b>Dissemination Level</b>	<b>Due Date (month)</b>
	7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.21)					
D7.5	Digital NOTAM Service operational Use report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)	WP7	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36
D7.6	Aeronautical Information Feature Service consumption report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)	WP7	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36
D7.7	Aeronautical Information Feature Service operational use report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)	WP7	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36
D7.8	Digital data completeness report (Tasks 7.2, 7.3, 7.4, 7.18, 7.20)	WP7	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36
D7.9	Service consumption report available (Tasks 7.2, 7.3, 7.4, 7.18, 7.20)	WP7	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36
D8.1	LARA implementation report (Task 8.9)	WP8	27 - MATS	R — Document, report	SEN - Sensitive	12
D8.2	CAT III implementation report (task 8.14)	WP8	17 - PANSAs	R — Document, report	SEN - Sensitive	12
D8.3	NM B2B validation interoperability report (Tasks 8.2, 8.3, 8.4, 8.7, 8.8, 8.9, 8.11, 8.12, 8.14)	WP8	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	12
D8.4	LARA implementation report (V5.0 release)	WP8	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	24

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<b>Deliverable No</b>	<b>Deliverable Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Type</b>	<b>Dissemination Level</b>	<b>Due Date (month)</b>
	(Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.15)					
D8.5	CAT III implementation report (updated) (Task 8.14)	WP8	17 - PANSA	R — Document, report	SEN - Sensitive	24
D8.6	ARES Service implementation report (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)	WP8	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	24
D8.7	ARES Service operational use report (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)	WP8	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36
D8.8	SWIM Service Registry (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)	WP8	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	36
D9.1	Communication hub – B2B and legacy channels document (Task 9.4)	WP9	17 - PANSA	R — Document, report	SEN - Sensitive	8
D9.2	System Requirements Specification document (Task 9.4)	WP9	17 - PANSA	R — Document, report	SEN - Sensitive	9
D9.3	Flight Data Reception Service for legacy formats document (Task 9.4)	WP9	17 - PANSA	R — Document, report	SEN - Sensitive	9
D9.4	Flight object model development document (Task 9.4)	WP9	17 - PANSA	R — Document, report	SEN - Sensitive	12

**Deliverables**

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Deliverable No	Deliverable Name	Work Package No	Lead Beneficiary	Type	Dissemination Level	Due Date (month)
D9.5	Graphical User Interface (GUI) for Traffic system operators document (Task 9.4)	WP9	17 - PANSА	R — Document, report	SEN - Sensitive	17
D9.6	Cloud service contract (Task 9.6)	WP9	37 - KLM	R — Document, report	SEN - Sensitive	12
D9.7	Design of National ATFCM Architecture connected to NM B2B eFPL data services report (Task 9.5)	WP9	8 - DSNA	R — Document, report	SEN - Sensitive	12
D9.8	National ATFCM system consuming eFPL integration test report (Task 9.5)	WP9	8 - DSNA	R — Document, report	SEN - Sensitive	24
D9.9	Availability report of eFPL via FF-ICE publication service (ROMATSA) (Task 9.2)	WP9	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	24
D9.10	Validation and testing report of integration of FF-ICE publication and notification services between ROMATSA and NM (Task 9.2)	WP9	1 - EUROCONTROL	R — Document, report	SEN - Sensitive	24
D9.11	National ATFCM system providing eFPL data to DSNA HMI clients integration test report (Task 9.5)	WP9	8 - DSNA	R — Document, report	SEN - Sensitive	24
D9.12	Final user requirements document (Task 9.6)	WP9	37 - KLM	R — Document, report	SEN - Sensitive	24
D9.13	Testing and acceptance report (Task 9.1)	WP9	7 - DFS	R — Document, report	SEN - Sensitive	36
D9.14	Report on Integration of Internal and external Data sources (Task 9.3)	WP9	18 - ROMATSA RA	R — Document, report	SEN - Sensitive	36

<b>Deliverables</b>						
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<b>Deliverable No</b>	<b>Deliverable Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Type</b>	<b>Dissemination Level</b>	<b>Due Date (month)</b>
D9.15	Change approval document (Task 9.2)	WP9	18 - ROMATSA RA	R — Document, report	SEN - Sensitive	36
D9.16	eFPL Service Local Usage Report (Task 9.5)	WP9	8 - DSNA	R — Document, report	SEN - Sensitive	36
D9.17	System operational integration report (Task 9.4)	WP9	17 - PANSA	R — Document, report	SEN - Sensitive	36
D9.18	Air France Phase-in prepared report (Task 9.6)	WP9	3 - AIR FRANCE	R — Document, report	SEN - Sensitive	36
D9.19	KLM Phase-in prepared report (Task 9.6)	WP9	37 - KLM	R — Document, report	SEN - Sensitive	36
D9.20	Assessment of the benefits report (Task 9.5)	WP9	8 - DSNA	R — Document, report	SEN - Sensitive	36
D9.21	Local complexity assessment algorithm and local sector configuration optimisation algorithm consuming eFPL integration test report (Task 9.5)	WP9	8 - DSNA	R — Document, report	SEN - Sensitive	36
D9.22	Local safety case report (Task 9.5)	WP9	8 - DSNA	R — Document, report	SEN - Sensitive	36
D9.23	Training programme document (Task 9.5)	WP9	8 - DSNA	R — Document, report	SEN - Sensitive	36
D9.24	User acceptance test certificate (task 9.6)	WP9	37 - KLM	R — Document, report	SEN - Sensitive	36

### Deliverable D1.1 – Guidelines for Project Execution

<b>Deliverable Number</b>	D1.1	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Guidelines for Project Execution		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	12	<b>Work Package No</b>	WP1

<b>Description</b>
Guidelines published to properly support IPPs during the whole project execution phase and the relevant processes.

### Deliverable D1.2 – Project Communication Plan

<b>Deliverable Number</b>	D1.2	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Project Communication Plan		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	12	<b>Work Package No</b>	WP1

<b>Description</b>
Plan explains the SDM role as an intermediary for all communications between the beneficiaries and CINEA/DG MOVE.

### Deliverable D1.3 – Guidelines for Project Execution first update

<b>Deliverable Number</b>	D1.3	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Guidelines for Project Execution first update		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP1

<b>Description</b>
First update of guidelines published to properly support IPPs during the whole project execution phase and the relevant processes.

### Deliverable D1.4 – Guidelines for Project Execution second update

<b>Deliverable Number</b>	D1.4	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Guidelines for Project Execution second update		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP1

<b>Description</b>
Second update of guidelines published to properly support IPPs during the whole project execution phase and the relevant processes.



**Deliverable D1.5 – Guidelines for Project Execution third update**

<b>Deliverable Number</b>	D1.5	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Guidelines for Project Execution third update		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	48	<b>Work Package No</b>	WP1

<b>Description</b>
Third update of guidelines published to properly support IPPs during the whole project execution phase and the relevant processes.

**Deliverable D1.6 – Technical Progress Report 1**

<b>Deliverable Number</b>	D1.6	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Technical Progress Report 1		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	14	<b>Work Package No</b>	WP1

<b>Description</b>
Technical report not linked to any payments providing update on the Project implementation progress.

**Deliverable D1.7 – Technical Progress Report 2**

<b>Deliverable Number</b>	D1.7	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Technical Progress Report 2		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	38	<b>Work Package No</b>	WP1

<b>Description</b>
Technical report not linked to any payments providing update on the Project implementation progress.

**Deliverable D1.8 – Project Performance Report**

<b>Deliverable Number</b>	D1.8	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Project Performance Report		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	59	<b>Work Package No</b>	WP1

<b>Description</b>
Report on benefits from the Project implementation.

**Deliverable D2.1 – Memorandum of Cooperation/Memorandum of Understanding (MoC/MoU) with main Stakeholders WP2.1 (Task 06)**

<b>Deliverable Number</b>	D2.1	<b>Lead Beneficiary</b>	20. PRG Airport
<b>Deliverable Name</b>	Memorandum of Cooperation/Memorandum of Understanding (MoC/MoU) with main Stakeholders WP2.1 (Task 06)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	12	<b>Work Package No</b>	WP2

<b>Description</b>
Signed MoC/MoU.

**Deliverable D2.2 – Roadmap for implementation (Tasks 2.2 to 2.8)**

<b>Deliverable Number</b>	D2.2	<b>Lead Beneficiary</b>	20. PRG Airport
<b>Deliverable Name</b>	Roadmap for implementation (Tasks 2.2 to 2.8)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	18	<b>Work Package No</b>	WP2

<b>Description</b>
Roadmap for AOP implementation approved.

**Deliverable D2.3 – Concept of Operations (CONOPS) document WP2.1 (Tasks 2.1)**

<b>Deliverable Number</b>	D2.3	<b>Lead Beneficiary</b>	20. PRG Airport
<b>Deliverable Name</b>	Concept of Operations (CONOPS) document WP2.1 (Tasks 2.1)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP2

<b>Description</b>
CONOPS approved by PRG management.

**Deliverable D2.4 – Released request documentation for Malaga (Task 2.4) and Linate (Task 2.5)**

<b>Deliverable Number</b>	D2.4	<b>Lead Beneficiary</b>	20. PRG Airport
<b>Deliverable Name</b>	Released request documentation for Malaga (Task 2.4) and Linate (Task 2.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	42	<b>Work Package No</b>	WP2

<b>Description</b>
Requirement specifications for the Releases documented at Malaga and Linate airports.

**Deliverable D2.5 – Interface Control Document (ICD) for AOP-NOP (4.2.2) (Task 2.10)**

<b>Deliverable Number</b>	D2.5	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Interface Control Document (ICD) for AOP-NOP (4.2.2) (Task 2.10)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	42	<b>Work Package No</b>	WP2

<b>Description</b>
Interface Control document (ICD) with Athens, Hamburg, Malaga, Prague, Stuttgart and Warsaw Airports and network Manager for AOP, ready for operational validation (AOP-NOP 4.2.2).

**Deliverable D2.6 – Interface Control Document (ICD) for AOP-NOP (4.4.1) (Task 2.10)**

<b>Deliverable Number</b>	D2.6	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Interface Control Document (ICD) for AOP-NOP (4.4.1) (Task 2.10)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	42	<b>Work Package No</b>	WP2

<b>Description</b>
Interface Control document (ICD) with Athens, Hamburg, Malaga, Prague, Stuttgart and Warsaw Airports and network Manager for AOP, ready for operational validation (AOP-NOP 4.4.1).

**Deliverable D2.7 – Software Acceptance Test results document (Tasks 2.2, 2.3, 2.4, 2.5, 2.6, 2.7 and 2.8)**

<b>Deliverable Number</b>	D2.7	<b>Lead Beneficiary</b>	20. PRG Airport
<b>Deliverable Name</b>	Software Acceptance Test results document (Tasks 2.2, 2.3, 2.4, 2.5, 2.6, 2.7 and 2.8)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	48	<b>Work Package No</b>	WP2

<b>Description</b>
Software acceptance document for the system implementation in Athens, Hamburg, Linate, Malaga, Prague, Stuttgart and Warsaw airports.

**Deliverable D2.8 – GO Test Result for AOP-NOP (4.2.2) (Tasks 2.11, 2.14, 2.17, 2.20, 2.23, 2.26 and 2.29)**

<b>Deliverable Number</b>	D2.8	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	GO Test Result for AOP-NOP (4.2.2) (Tasks 2.11, 2.14, 2.17, 2.20, 2.23, 2.26 and 2.29)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	59	<b>Work Package No</b>	WP2

<b>Description</b>
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GO Test result for AOP-NOP for Athens, Hamburg, Malaga, Prague, Stuttgart and Warsaw Airport Operators and Network Manager available (AOP-NOP 4.2.2).

### Deliverable D2.9 – GO Test Result for AOP-NOP (4.4.1) (Tasks 2.11, 2.14, 2.17, 2.20, 2.23, 2.26 and 2.29)

<b>Deliverable Number</b>	D2.9	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	GO Test Result for AOP-NOP (4.4.1) (Tasks 2.11, 2.14, 2.17, 2.20, 2.23, 2.26 and 2.29)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	59	<b>Work Package No</b>	WP2

#### Description

GO Test result for AOP-NOP for Athens, Hamburg, Malaga, Prague, Stuttgart and Warsaw Airport Operators and Network Manager available (AOP-NOP 4.4.1).

### Deliverable D3.1 – Route Availability Document (RAD) document for Italy (ENAV) and Malta (MATS) (Tasks 3.2, 3.5 and 3.8)

<b>Deliverable Number</b>	D3.1	<b>Lead Beneficiary</b>	11. ENAV
<b>Deliverable Name</b>	Route Availability Document (RAD) document for Italy (ENAV) and Malta (MATS) (Tasks 3.2, 3.5 and 3.8)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	18	<b>Work Package No</b>	WP3

#### Description

The Route Availability Document (RAD) updated taking on board the impact of Final FRA, Cross border FRA and TMA connectivity. Deliverable to be issued by ENAV and MATS.

### Deliverable D3.2 – ENAV and MATS ATFCM procedures (Tasks 3.2, 3.5 and 3.8)

<b>Deliverable Number</b>	D3.2	<b>Lead Beneficiary</b>	11. ENAV
<b>Deliverable Name</b>	ENAV and MATS ATFCM procedures (Tasks 3.2, 3.5 and 3.8)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	18	<b>Work Package No</b>	WP3

#### Description

The local ATFCM procedures documents updated taking on board the Final FRA, Cross-border, and TMA connectivity impact. To be issued by ENAV and MATS.

### Deliverable D3.3 – ENAV and MATS Operational procedures document (Tasks 3.2, 3.5 and 3.8)

<b>Deliverable Number</b>	D3.3	<b>Lead Beneficiary</b>	11. ENAV
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<b>Deliverable Name</b>	ENAV and MATS Operational procedures document (Tasks 3.2, 3.5 and 3.8)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	18	<b>Work Package No</b>	WP3

<b>Description</b>
The ASM (Airspace Management) and ATC (Air Traffic Control) procedures updated taking on board the impact of Final FRA, Cross border FRA and TMA connectivity.

### **Deliverable D3.4 – Site Acceptance Test Document of the MATS and ENAV upgraded systems. (Tasks 3.3, 3.6 and 3.9)**

<b>Deliverable Number</b>	D3.4	<b>Lead Beneficiary</b>	11. ENAV
<b>Deliverable Name</b>	Site Acceptance Test Document of the MATS and ENAV upgraded systems. (Tasks 3.3, 3.6 and 3.9)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP3

<b>Description</b>
Site Acceptance Test on the upgraded system completed and documented. To be issued by ENAV and MATS.

### **Deliverable D3.5 – Safety assessment delivered to the national supervisory authority for ENAV and MATS (Tasks 3.2, 3.5 and 3.8)**

<b>Deliverable Number</b>	D3.5	<b>Lead Beneficiary</b>	11. ENAV
<b>Deliverable Name</b>	Safety assessment delivered to the national supervisory authority for ENAV and MATS (Tasks 3.2, 3.5 and 3.8)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	33	<b>Work Package No</b>	WP3

<b>Description</b>
Safety assessment has been developed and delivered to the competent authority. To be issued by ENAV and MATS.

### **Deliverable D3.6 – Training Certificate for ENAV and MATS. (Tasks 3.4, 3.7 and 3.10)**

<b>Deliverable Number</b>	D3.6	<b>Lead Beneficiary</b>	11. ENAV
<b>Deliverable Name</b>	Training Certificate for ENAV and MATS. (Tasks 3.4, 3.7 and 3.10)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP3

<b>Description</b>
Certificate that validates the training completion for ENAV and MATS.

**Deliverable D3.7 – Aeronautical Information Publication (AIP) for Italy (ENAV) and Malta (MATS) (Tasks 3.2, 3.5 and 3.8)**

<b>Deliverable Number</b>	D3.7	<b>Lead Beneficiary</b>	11. ENAV
<b>Deliverable Name</b>	Aeronautical Information Publication (AIP) for Italy (ENAV) and Malta (MATS) (Tasks 3.2, 3.5 and 3.8)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP3

<b>Description</b>
AIP Publication updated for Italy (ENAV) and Malta (MATS).

**Deliverable D4.1 – Airspace redesign report for Spain Peninsula (for ENAIRE and Spanish Air and Space Force) (Task 4.2)**

<b>Deliverable Number</b>	D4.1	<b>Lead Beneficiary</b>	10. ENAIRE
<b>Deliverable Name</b>	Airspace redesign report for Spain Peninsula (for ENAIRE and Spanish Air and Space Force) (Task 4.2)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	18	<b>Work Package No</b>	WP4

<b>Description</b>
Documentation of the updated airspace design for Spain Peninsula, to be issued by ENAIRE and Spanish Air and Spanish Force.

**Deliverable D4.2 – Route Availability Document (RAD) and ATFCM procedures for Spain (ENAIRE and Spanish Air and Space Force) and Portugal (NAV Portugal) (Task 4.4)**

<b>Deliverable Number</b>	D4.2	<b>Lead Beneficiary</b>	10. ENAIRE
<b>Deliverable Name</b>	Route Availability Document (RAD) and ATFCM procedures for Spain (ENAIRE and Spanish Air and Space Force) and Portugal (NAV Portugal) (Task 4.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	30	<b>Work Package No</b>	WP4

<b>Description</b>
The local ATFCM procedures and RAD (Route Availability Document) updated in cooperation with the network to take on board the Final FRA, Cross-border, and TMA connectivity impact. To be issued by ENAIRE, Spanish Air and Spanish Force and NAV Portugal.

**Deliverable D4.3 – Letters of Agreement and Operations Manual from ENAIRE, NAV Portugal, Spanish Air and Space Force. (Task 4.4)**

<b>Deliverable Number</b>	D4.3	<b>Lead Beneficiary</b>	10. ENAIRE
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<b>Deliverable Name</b>	Letters of Agreement and Operations Manual from ENAIRE, NAV Portugal, Spanish Air and Space Force. (Task 4.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	30	<b>Work Package No</b>	WP4

<b>Description</b>
Letters of Agreement and Operations Manual updated, if necessary. The ASM and ATC procedures have been updated to take on board the impact of Final FRA, Cross border FRA and TMA connectivity. To be issued by ENAIRE, NAV Portugal and SPAF.

### **Deliverable D4.4 – Safety assessment report delivered to the National Supervisory Authority by ENAIRE, NAV Portugal, Spanish Air and Space Force (Task 4.4)**

<b>Deliverable Number</b>	D4.4	<b>Lead Beneficiary</b>	10. ENAIRE
<b>Deliverable Name</b>	Safety assessment report delivered to the National Supervisory Authority by ENAIRE, NAV Portugal, Spanish Air and Space Force (Task 4.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	30	<b>Work Package No</b>	WP4

<b>Description</b>
Safety assessment developed and delivered to the competent authority. For ENAIRE (AESA), NAV Portugal (ANAC) and SPAF (Military Authority).

### **Deliverable D4.5 – Site Acceptance Test report of the NAV Portugal upgraded systems (Task 4.3)**

<b>Deliverable Number</b>	D4.5	<b>Lead Beneficiary</b>	15. NAV PORTUGAL
<b>Deliverable Name</b>	Site Acceptance Test report of the NAV Portugal upgraded systems (Task 4.3)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	28	<b>Work Package No</b>	WP4

<b>Description</b>
Site Acceptance Test completed and documented.

### **Deliverable D4.6 – Training Certificate from ENAIRE, NAV Portugal and SPAF (Task 4.4)**

<b>Deliverable Number</b>	D4.6	<b>Lead Beneficiary</b>	10. ENAIRE
<b>Deliverable Name</b>	Training Certificate from ENAIRE, NAV Portugal and SPAF (Task 4.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	34	<b>Work Package No</b>	WP4

<b>Description</b>
Certificate that validates the training completion, for ENAIRE, NAV Portugal and SPAF.

**Deliverable D4.7 – Cross-border FRA Procedures published in Aeronautical Information Publication (AIP) for Spain (ENAIRES and Spanish Air and Space Force) and Portugal (NAV Portugal) (Task 4.4)**

<b>Deliverable Number</b>	D4.7	<b>Lead Beneficiary</b>	10. ENAIRES
<b>Deliverable Name</b>	Cross-border FRA Procedures published in Aeronautical Information Publication (AIP) for Spain (ENAIRES and Spanish Air and Space Force) and Portugal (NAV Portugal) (Task 4.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP4

<b>Description</b>
Aeronautical Information Publication (AIP) upgraded. To be issued by ENAIRES and NAV Portugal.

**Deliverable D5.1 – Cross-border FRA Procedures published in Aeronautical Information Publication (AIP) Aeronautical Information Publication for Spain Canary**

<b>Deliverable Number</b>	D5.1	<b>Lead Beneficiary</b>	10. ENAIRES
<b>Deliverable Name</b>	Cross-border FRA Procedures published in Aeronautical Information Publication (AIP) Aeronautical Information Publication for Spain Canary		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP5

<b>Description</b>
Aeronautical Information Publication (AIP) upgraded.

**Deliverable D6.1 – System Requirements Specification development – Initial version (Task 6.6)**

<b>Deliverable Number</b>	D6.1	<b>Lead Beneficiary</b>	17. PANSAs
<b>Deliverable Name</b>	System Requirements Specification development – Initial version (Task 6.6)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	9	<b>Work Package No</b>	WP6

<b>Description</b>
System Requirements Specification development completed.

**Deliverable D6.2 – Air Traffic Controllers (ATCOs) Training certificate. (Task 6.5)**

<b>Deliverable Number</b>	D6.2	<b>Lead Beneficiary</b>	17. PANSAs
<b>Deliverable Name</b>	Air Traffic Controllers (ATCOs) Training certificate. (Task 6.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	14	<b>Work Package No</b>	WP6



Description			
Certificate to certify the completion of the ATCOs training.			

### Deliverable D6.3 – Factory Acceptance Test (FAT) report (Task 6.7)

Deliverable Number	D6.3	Lead Beneficiary	17. PANSA
Deliverable Name	Factory Acceptance Test (FAT) report (Task 6.7)		
Type	R — Document, report	Dissemination Level	SEN - Sensitive
Due Date (month)	22	Work Package No	WP6

Description			
Factory Acceptance Test report with the positive or negative results from the test.			

### Deliverable D6.4 – Traffic operators training certificate.(Tak 6.8)

Deliverable Number	D6.4	Lead Beneficiary	17. PANSA
Deliverable Name	Traffic operators training certificate.(Tak 6.8)		
Type	R — Document, report	Dissemination Level	SEN - Sensitive
Due Date (month)	24	Work Package No	WP6

Description			
Certificate to certify the completion of the traffic operator's training.			

### Deliverable D6.5 – Notification process for change in functional system (Task 6.9)

Deliverable Number	D6.5	Lead Beneficiary	17. PANSA
Deliverable Name	Notification process for change in functional system (Task 6.9)		
Type	R — Document, report	Dissemination Level	SEN - Sensitive
Due Date (month)	33	Work Package No	WP6

Description			
Formal notification from the Operations Manager responsible for the completed process.			

### Deliverable D6.6 – System ready for integration Protocol (Task 6.10)

Deliverable Number	D6.6	Lead Beneficiary	17. PANSA
Deliverable Name	System ready for integration Protocol (Task 6.10)		
Type	R — Document, report	Dissemination Level	SEN - Sensitive
Due Date (month)	36	Work Package No	WP6

Description			
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Protocol that shows that the operational system is integrated.

### Deliverable D7.1 – Service usage plan document (Tasks 6.2, 6.3, 6.4, 6.5, 6.7, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 6.16, 6.17, 6.18, 6.19, 6.20, 6.21)

<b>Deliverable Number</b>	D7.1	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Service usage plan document (Tasks 6.2, 6.3, 6.4, 6.5, 6.7, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 6.16, 6.17, 6.18, 6.19, 6.20, 6.21)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	18	<b>Work Package No</b>	WP7

#### Description

Service usage plan document available, technical specifications, digital data completeness report, technical platform description. To be issued by ACG, Aena, ADP, AIA, AirNav, DAA, DSNA, EANS, ENAIRE, ENAV, LGS, MATS, NAV Portugal, NAVIAIR, PANSA, PRG, SBVN and Swedavia.

### Deliverable D7.2 – Service in development report (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.21)

<b>Deliverable Number</b>	D7.2	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Service in development report (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.21)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP7

#### Description

The report describes the technical specifications, that the digital data required is available (data completeness report) and technical platform description. To be issued by ACG, AirNav, DCAC, DSNA, EANS, ENAIRE, ENAV, LGS, MATS, NAV Portugal, NAVIAIR and PANSA.

### Deliverable D7.3 – Digital NOTAM Service consumption report (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)

<b>Deliverable Number</b>	D7.3	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Digital NOTAM Service consumption report (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP7

#### Description

The report shows that the systems and applications are upgraded are ready to consume the Digital NOTAM service. To be issued by ACG, AirNav, DSNA, EANS, ENAIRE, ENAV, MATS, NAV Portugal and PANSA.

**Deliverable D7.4 – SWIM Registry issued (Tasks 7.5, 7.8, 7.9, 7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.21)**

<b>Deliverable Number</b>	D7.4	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	SWIM Registry issued (Tasks 7.5, 7.8, 7.9, 7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.21)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP7

<b>Description</b>
Service description available in the registry with status Operational, to be issued by ACG, AirNav, DSNA, EANS, ENAIRE, ENAV, MATS, NAV Portugal and PANSA.

**Deliverable D7.5 – Digital NOTAM Service operational Use report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)**

<b>Deliverable Number</b>	D7.5	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Digital NOTAM Service operational Use report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP7

<b>Description</b>
The report describes the applications, and business activities updated to make use of the information previously consumed. To be issued by ACG, AirNav, DSNA, EANS, ENAIRE, ENAV, MATS, NAV Portugal and PANSA.

**Deliverable D7.6 – Aeronautical Information Feature Service consumption report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)**

<b>Deliverable Number</b>	D7.6	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Aeronautical Information Feature Service consumption report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP7

<b>Description</b>
The report shows that the systems and applications are upgraded are ready to consume the Aeronautical Information Feature service. To be issued by ACG, AirNav, DSNA, EANS, ENAIRE, ENAV, MATS, NAV Portugal and PANSA.

**Deliverable D7.7 – Aeronautical Information Feature Service operational use report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)**

<b>Deliverable Number</b>	D7.7	<b>Lead Beneficiary</b>	1. EUROCONTROL
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<b>Deliverable Name</b>	Aeronautical Information Feature Service operational use report available (Tasks 7.5, 7.9, 7.10, 7.11, 7.12, 7.13, 7.15, 7.16, 7.21)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP7

<b>Description</b>
The report describes the applications, and business activities updated to make use of the information previously consumed. To be issued by ACG, AirNav, DSNA, EANS, ENAIRE, ENAV, MATS, NAV Portugal and PANSAs.

### Deliverable D7.8 – Digital data completeness report (Tasks 7.2, 7.3, 7.4, 7.18, 7.20)

<b>Deliverable Number</b>	D7.8	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Digital data completeness report (Tasks 7.2, 7.3, 7.4, 7.18, 7.20)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP7

<b>Description</b>
This report describes the digital data completeness. To be issued by ADP, Aena, AIA, DAA, PRG and SBVN.

### Deliverable D7.9 – Service consumption report available (Tasks 7.2, 7.3, 7.4, 7.18,7.20)

<b>Deliverable Number</b>	D7.9	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Service consumption report available (Tasks 7.2, 7.3, 7.4, 7.18,7.20)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP7

<b>Description</b>
This report describes the systems and applications that make use of the information provided by the service. To be issued by ADP, Aena, AIA, DAA, PRG and SBVN.

### Deliverable D8.1 – LARA implementation report (Task 8.9)

<b>Deliverable Number</b>	D8.1	<b>Lead Beneficiary</b>	27. MATS
<b>Deliverable Name</b>	LARA implementation report (Task 8.9)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	12	<b>Work Package No</b>	WP8

<b>Description</b>
Report on the implementation of the local ASM support system (LARA).

**Deliverable D8.2 – CAT III implementation report (task 8.14)**

<b>Deliverable Number</b>	D8.2	<b>Lead Beneficiary</b>	17. PANSА
<b>Deliverable Name</b>	CAT III implementation report (task 8.14)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	12	<b>Work Package No</b>	WP8

<b>Description</b>
Report on the implementation of the local ASM support system (CATIII).

**Deliverable D8.3 – NM B2B validation interoperability report (Tasks 8.2, 8.3, 8.4, 8.7, 8.8, 8.9, 8.11, 8.12, 8.14)**

<b>Deliverable Number</b>	D8.3	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	NM B2B validation interoperability report (Tasks 8.2, 8.3, 8.4, 8.7, 8.8, 8.9, 8.11, 8.12, 8.14)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	12	<b>Work Package No</b>	WP8

<b>Description</b>
(LARA/CATIII) Operational Acceptance Activities report from NM on the use of B2B services. To be issued by ACG, AirNav Ireland CCL, DCAC, LFV, MATS, NAV Portugal, NAVIAIR and PANSА.

**Deliverable D8.4 – LARA implementation report (V5.0 release) (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.15)**

<b>Deliverable Number</b>	D8.4	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	LARA implementation report (V5.0 release) (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.15)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP8

<b>Description</b>
Report on the implementation of the local ASM support system (LARA V5), including the ASM SWIM. To be issued by ACG, AirNav Ireland CCL, DCAC, DSNA, EUROCONTROL ENAIRE, LFV, MATS NAV Portugal, NAVIAIR, ORO Navigacija and SPAF.

**Deliverable D8.5 – CAT III implementation report (updated) (Task 8.14)**

<b>Deliverable Number</b>	D8.5	<b>Lead Beneficiary</b>	17. PANSА
<b>Deliverable Name</b>	CAT III implementation report (updated) (Task 8.14)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP8

Description	
Report on the implementation of the upgraded ASM tool incorporating the ASM SWIM interface.	

### **Deliverable D8.6 – ARES Service implementation report (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)**

<b>Deliverable Number</b>	D8.6	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	ARES Service implementation report (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP8

Description	
Report on the testing and implementation activities of the ARES service. To be issued by ACG, AirNav Ireland CCL, DCAC, DSNA, EUROCONTROL, ENAIRE, LFM, MATS, NAV Portugal, NAVIAIR, ORO Navigacija, PANSA and SPAF.	

### **Deliverable D8.7 – ARES Service operational use report (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)**

<b>Deliverable Number</b>	D8.7	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	ARES Service operational use report (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP8

Description	
Report on the operational use of the ARES service. To be issued by ACG, AirNav Ireland CCL, DCAC, DSNA, EUROCONTROL, ENAIRE, LFM, MATS, NAV Portugal, NAVIAIR, ORO Navigacija, PANSA and SPAF.	

### **Deliverable D8.8 – SWIM Service Registry (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)**

<b>Deliverable Number</b>	D8.8	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	SWIM Service Registry (Tasks 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP8

Description	
Service description available in the registry with status Operational. To be issued by ACG, AirNav Ireland CCL, DCAC Cyprus, DSNA, EUROCONTROL - MUAC, ENAIRE, LFM, MATS, MUAC, NAV Portugal, NAVIAIR, ORO Navigacija, PANSA and SPAF.	

**Deliverable D9.1 – Communication hub – B2B and legacy channels document (Task 9.4)**

<b>Deliverable Number</b>	D9.1	<b>Lead Beneficiary</b>	17. PANSA
<b>Deliverable Name</b>	Communication hub – B2B and legacy channels document (Task 9.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	8	<b>Work Package No</b>	WP9

<b>Description</b>
Document that describes the system specifications of the Communication hub – B2B and legacy channels.

**Deliverable D9.2 – System Requirements Specification document (Task 9.4)**

<b>Deliverable Number</b>	D9.2	<b>Lead Beneficiary</b>	17. PANSA
<b>Deliverable Name</b>	System Requirements Specification document (Task 9.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	9	<b>Work Package No</b>	WP9

<b>Description</b>
Document that includes the system specifications to be upgraded.

**Deliverable D9.3 – Flight Data Reception Service for legacy formats document (Task 9.4)**

<b>Deliverable Number</b>	D9.3	<b>Lead Beneficiary</b>	17. PANSA
<b>Deliverable Name</b>	Flight Data Reception Service for legacy formats document (Task 9.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	9	<b>Work Package No</b>	WP9

<b>Description</b>
Document that describes the system specifications for Flight Data Reception Service for legacy formats.

**Deliverable D9.4 – Flight object model development document (Task 9.4)**

<b>Deliverable Number</b>	D9.4	<b>Lead Beneficiary</b>	17. PANSA
<b>Deliverable Name</b>	Flight object model development document (Task 9.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	12	<b>Work Package No</b>	WP9

<b>Description</b>
Document that describes the system specifications of the Flight object model.

**Deliverable D9.5 – Graphical User Interface (GUI) for Traffic system operators document (Task 9.4)**

<b>Deliverable Number</b>	D9.5	<b>Lead Beneficiary</b>	17. PANSA
<b>Deliverable Name</b>	Graphical User Interface (GUI) for Traffic system operators document (Task 9.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	17	<b>Work Package No</b>	WP9

<b>Description</b>
Document that describes the system specifications of GUI for the Traffic system operators.

**Deliverable D9.6 – Cloud service contract (Task 9.6)**

<b>Deliverable Number</b>	D9.6	<b>Lead Beneficiary</b>	37. KLM
<b>Deliverable Name</b>	Cloud service contract (Task 9.6)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	12	<b>Work Package No</b>	WP9

<b>Description</b>
Signed contract for data transfer to cloud service (which is required for new eFPL compliant Flight planning system).

**Deliverable D9.7 – Design of National ATFCM Architecture connected to NM B2B eFPL data services report (Task 9.5)**

<b>Deliverable Number</b>	D9.7	<b>Lead Beneficiary</b>	8. DSNA
<b>Deliverable Name</b>	Design of National ATFCM Architecture connected to NM B2B eFPL data services report (Task 9.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	12	<b>Work Package No</b>	WP9

<b>Description</b>
The document describes the design of DSNA national ATFCM Architecture which will consume eFPL data provided by NM among other data.

**Deliverable D9.8 – National ATFCM system consuming eFPL integration test report (Task 9.5)**

<b>Deliverable Number</b>	D9.8	<b>Lead Beneficiary</b>	8. DSNA
<b>Deliverable Name</b>	National ATFCM system consuming eFPL integration test report (Task 9.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP9

<b>Description</b>
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The report verifies that the national ATFCM and NM systems are integrated and the national ATFCM System consumes eFPL data provided by NM.

### Deliverable D9.9 – Availability report of eFPL via FF-ICE publication service (ROMATSA) (Task 9.2)

<b>Deliverable Number</b>	D9.9	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Availability report of eFPL via FF-ICE publication service (ROMATSA) (Task 9.2)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP9

#### Description

Report that verifies the availability of eFPL via FF-ICE publication service to ROMATSA.

### Deliverable D9.10 – Validation and testing report of integration of FF-ICE publication and notification services between ROMATSA and NM (Task 9.2)

<b>Deliverable Number</b>	D9.10	<b>Lead Beneficiary</b>	1. EUROCONTROL
<b>Deliverable Name</b>	Validation and testing report of integration of FF-ICE publication and notification services between ROMATSA and NM (Task 9.2)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP9

#### Description

Validation and testing report verifying the integration of FF-ICE publication and notification services between ROMATSA and NM.

### Deliverable D9.11 – National ATFCM system providing eFPL data to DSNA HMI clients integration test report (Task 9.5)

<b>Deliverable Number</b>	D9.11	<b>Lead Beneficiary</b>	8. DSNA
<b>Deliverable Name</b>	National ATFCM system providing eFPL data to DSNA HMI clients integration test report (Task 9.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP9

#### Description

The report verifies that - at least one client- provides eFPL data to the integrated national ATFCM system.

### Deliverable D9.12 – Final user requirements document (Task 9.6)

<b>Deliverable Number</b>	D9.12	<b>Lead Beneficiary</b>	37. KLM
<b>Deliverable Name</b>	Final user requirements document (Task 9.6)		

<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	24	<b>Work Package No</b>	WP9

<b>Description</b>
Signed requirements document.

### Deliverable D9.13 – Testing and acceptance report (Task 9.1)

<b>Deliverable Number</b>	D9.13	<b>Lead Beneficiary</b>	7. DFS
<b>Deliverable Name</b>	Testing and acceptance report (Task 9.1)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
Report of testing and acceptance of FF-ICE/eFPI functionalities, usable in WIZer ACC's Systems

### Deliverable D9.14 – Report on Integration of Internal and external Data sources (Task 9.3)

<b>Deliverable Number</b>	D9.14	<b>Lead Beneficiary</b>	18. ROMATSA RA
<b>Deliverable Name</b>	Report on Integration of Internal and external Data sources (Task 9.3)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
Verification report of the integration of internal and external Data sources.

### Deliverable D9.15 – Change approval document (Task 9.2)

<b>Deliverable Number</b>	D9.15	<b>Lead Beneficiary</b>	18. ROMATSA RA
<b>Deliverable Name</b>	Change approval document (Task 9.2)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
Document that shows the approval for the change on the system.

### Deliverable D9.16 – eFPL Service Local Usage Report (Task 9.5)

<b>Deliverable Number</b>	D9.16	<b>Lead Beneficiary</b>	8. DSNA
<b>Deliverable Name</b>	eFPL Service Local Usage Report (Task 9.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive

<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9
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<b>Description</b>
DSNA will report on the operational usage of real time raw eFPL data, or the results of expert algorithms using eFPL which will be displayed on ATFCM local tools, thanks to the Data Publication Service and the Data Request Service. This report will also be linked with the CONOPS document.

### Deliverable D9.17 – System operational integration report (Task 9.4)

<b>Deliverable Number</b>	D9.17	<b>Lead Beneficiary</b>	17. PANSА
<b>Deliverable Name</b>	System operational integration report (Task 9.4)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
Final report on the result of the system operational integration.

### Deliverable D9.18 – Air France Phase-in prepared report (Task 9.6)

<b>Deliverable Number</b>	D9.18	<b>Lead Beneficiary</b>	3. AIR FRANCE
<b>Deliverable Name</b>	Air France Phase-in prepared report (Task 9.6)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
Phase-in prepared report about the internal deployment strategy and transition from the legacy system to the new one.

### Deliverable D9.19 – KLM Phase-in prepared report (Task 9.6)

<b>Deliverable Number</b>	D9.19	<b>Lead Beneficiary</b>	37. KLM
<b>Deliverable Name</b>	KLM Phase-in prepared report (Task 9.6)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
Phase-in prepared report about the internal deployment strategy and transition from the legacy system to the new one.

### Deliverable D9.20 – Assessment of the benefits report (Task 9.5)

<b>Deliverable Number</b>	D9.20	<b>Lead Beneficiary</b>	8. DSNA
<b>Deliverable Name</b>	Assessment of the benefits report (Task 9.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive

<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9
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<b>Description</b>
Assessment of the benefits of eFPL data for green management and ATFCM operations.

### **Deliverable D9.21 – Local complexity assessment algorithm and local sector configuration optimisation algorithm consuming eFPL integration test report (Task 9.5)**

<b>Deliverable Number</b>	D9.21	<b>Lead Beneficiary</b>	8. DSNA
<b>Deliverable Name</b>	Local complexity assessment algorithm and local sector configuration optimisation algorithm consuming eFPL integration test report (Task 9.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
The report verifies that the national ATFCM system provides the mentioned expert algorithms with eFPL coming from NM.

### **Deliverable D9.22 – Local safety case report (Task 9.5)**

<b>Deliverable Number</b>	D9.22	<b>Lead Beneficiary</b>	8. DSNA
<b>Deliverable Name</b>	Local safety case report (Task 9.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
A local safety will be conducted to check that there will be no unmanageable operational danger added to the DSNA system (software + hardware + humans) due to the provision of eFPL to users.

### **Deliverable D9.23 – Training programme document (Task 9.5)**

<b>Deliverable Number</b>	D9.23	<b>Lead Beneficiary</b>	8. DSNA
<b>Deliverable Name</b>	Training programme document (Task 9.5)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
The training document will describe how to integrate and use the eFPL data in day-to-day operations.

### **Deliverable D9.24 – User acceptance test certificate (task 9.6)**

<b>Deliverable Number</b>	D9.24	<b>Lead Beneficiary</b>	37. KLM
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<b>Deliverable Name</b>	User acceptance test certificate (task 9.6)		
<b>Type</b>	R — Document, report	<b>Dissemination Level</b>	SEN - Sensitive
<b>Due Date (month)</b>	36	<b>Work Package No</b>	WP9

<b>Description</b>
Signed user acceptance test document.

## LIST OF MILESTONES

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
1	Launch of the Project Execution phase	WP1	1-EUROCONTROL	Grant Agreement Signing Ceremony and Kick-off meeting to officially launch the execution phase of the Project	11
2	First Annual Meeting	WP1	1-EUROCONTROL	Dedicated annual meeting to inform IPPs on Project progress and upcoming processes	23
3	Second Annual Meeting	WP1	1-EUROCONTROL	Dedicated annual meeting to inform IPPs on Project progress and upcoming processes	35
4	Third Annual Meeting	WP1	1-EUROCONTROL	Dedicated annual meeting to inform IPPs on Project progress and upcoming processes	47
5	Fourth Annual Meeting	WP1	1-EUROCONTROL	Dedicated annual meeting to inform IPPs on Project progress and upcoming processes	58
6	Communication on EU funding and WPs 3-9 progress	WP1	1-EUROCONTROL	Post on SDM website and related social media to inform about IP(s) completed	36
7	Communication on EU funding and WP2 progress	WP1	1-EUROCONTROL	Post on SDM website and related social media to inform about IP(s) completed	59
8	Launch of the call for tender for time-based consultants	WP1	1-EUROCONTROL	Open Call for tenders published to seek the support of time-based consultants	2
9	Contract award for time-based consultants	WP1	1-EUROCONTROL	Signature of contracts	6
10	DM01 - Define AOP/NOP integration data and procedures - 4.4.1	WP2	1-EUROCONTROL	Guidance document, agreed among Network Manager and ACI, elaborated in Athens, Hamburg, Malaga, NM, Prague, Stuttgart, Warsaw	42

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
11	DM01 - Extended AOP Data/Operational elements implementation - 2.2.2	WP2	20-PRG Airport	SAT certificate that verifies the system upgrade integrating initial AOP for Athens, Hamburg, Malaga, Prague, Stuttgart, Warsaw, and extended AOP data in Athens, Hamburg, Malaga, Linate, Prague, Stuttgart, Warsaw	54
12	DM02 - Airport Performance Services implementation - 2.2.2	WP2	20-PRG Airport	Airport performance services implemented and signed-off in Athens, Hamburg, Malaga, Linate, Prague, Stuttgart, Warsaw	54
13	DM02 - Prepare AOP for the exchange with NOP - 4.4.1	WP2	1-EUROCONTROL	SAT certificate that verifies that the system is upgraded for information exchange, for Athens, Hamburg, Malaga, Prague, Stuttgart, Warsaw	54
14	DM02 - Prepare NOP for integration with AOPs - NM - 4.4.1	WP2	1-EUROCONTROL	Documentation that verifies the system upgraded for AOP-NOP data exchange	42
15	DM03 - Data quality service - 2.2.2	WP2	20-PRG Airport	Data quality service tested and validated by acceptance documents in Athens, Hamburg, Malaga, Linate, Prague, Stuttgart, Warsaw	59
16	DM03 - Safety assessment - 4.4.1	WP2	1-EUROCONTROL	Safety assessment revised by EASA after submission by NM (for Athens, Hamburg, Malaga, Prague, Stuttgart, Warsaw) and Safety assessment delivered and checked by responsible authorities(for Eurocontrol)	59
17	DM04 - Safety assessment - 2.2.2	WP2	20-PRG Airport	Safety assessment delivered to the authority and signed-off in Athens, Hamburg, Malaga, Linate, Prague, Stuttgart, Warsaw	59
18	DM04 - Training - 4.4.1	WP2	1-EUROCONTROL	Training completion report in Athens, Hamburg, Malaga, NM, Prague, Stuttgart, Warsaw	59
19	DM05 - Operational use - 4.4.1	WP2	1-EUROCONTROL	Network Manager Confirmation of data exchange	59

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
				in operations for Athens, Hamburg, Malaga, Prague, Stuttgart, Warsaw	
20	DM05 - Operational use - 4.4.1 - NM	WP2	1-EUROCONTROL	Official Information Notice document that shows the AOP-NOP data exchange with the first Airport in Operations	59
21	DM05 - Training - 2.2.2	WP2	20-PRG Airport	Training completion reports for Athens, Hamburg, Malaga, Linate, Prague, Stuttgart, Warsaw	54
22	DM06 - Operational use - 2.2.2	WP2	20-PRG Airport	Operational procedures document sign-off by Operation Directors and Airport Stakeholders in Athens, Hamburg, Malaga, Linate, Prague, Stuttgart, Warsaw	59
23	Tender launched for activities on the AOP implementation (Task 2.2)	WP2	25-AIA	Tender notice published	30
24	Contract awarded and signed for the AOP implementation (Task 2.2)	WP2	25-AIA	Contract award notice published and contract signed	36
25	Engineering third party support to ENAIRE, contract ended 2023 (Task 2.4)	WP2	10-ENAIRE	Service completion certificate	12
26	Engineering third party support to ENAIRE, contract signed (2024 and 2025) (Task 2.4)	WP2	10-ENAIRE	Contracts signed	25
27	Engineering third party support to ENAIRE, contract signed (2026 and 2027) (Task 2.4)	WP2	10-ENAIRE	Contracts signed	49
28	Contract for TWR A-CDM function on SACTA system ended, service delivered (Task 2.4)	WP2	10-ENAIRE	Service completion certificate	12
29	Contract for Phase 5 ATM system	WP2	10-ENAIRE	Service completion certificate	23



<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
	management ended 2024, service delivered (Task 2.4)				
30	Contract signed for Phase 6 ATM system management 2024/2026 (Task 2.4)	WP2	10-ENAIRES	Contract signed	23
31	Contract signed for Phase 6 ATM system management 2024/2026 end activities and service delivered (Task 2.4)	WP2	10-ENAIRES	Service completion certificate	47
32	Contract signed for Phase 7 ATM system management 2026/2028 (Task 2.4)	WP2	10-ENAIRES	Contract signed	47
33	Finalisation of procured activities for AOP implementation (Task 2.2)	WP2	25-AIA	AOP Final Testing report	59
34	Tender launched for activities on Extended AOP (Task 2.5)	WP2	21-SEA	Tender notice published for Milan Linate airport	21
35	Contract awarded and signed for activities on Extended AOP (Task 2.5)	WP2	21-SEA	Contract award notice published and contract signed for Milan Linate airport	27
36	Finalisation of procured activities for Extended AOP-NOP (Task 2.5)	WP2	21-SEA	Extended AOP Final Testing report	59
37	Award of contract with selected consultant. (Tasks 2.8, 2.27, 2.28 and 2.29)	WP2	22-PPL	Contract award notice for Warsaw airport	12
38	Award of contract with IT Solution provider (Tasks 2.8, 2.27, 2.28 and 2.29)	WP2	22-PPL	Contract award notice for Warsaw airport	24
39	Finalisation of procured activities of the IT solution provider (Tasks 2.8, 2.27, 2.28 and 2.29)	WP2	22-PPL	AOP/NOP Final System testing report	59
40	DM01 – Implement Enhanced FRA	WP3	11-ENAV	Route Availability Document (RAD) and	18

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
	procedures and processes in support of the Network dimension – WP3			ATFCM procedures document for Italy (ENAV) and Malta (MATS) – D3.1	
41	DM02 - Implement Enhanced FRA system improvements – WP3	WP3	11-ENAV	Site Acceptance Test document of ENAV and MATS upgraded systems – D3.4	24
42	DM03 - Enhanced FRA procedures and processes in support of the local dimension – WP3	WP3	11-ENAV	Letters of Agreement and operational procedures for ENAV and MATS	18
43	DM04 - Safety Assessment – WP3	WP3	11-ENAV	Safety assessment delivered to the national supervisory authority for ENAV and MATS – D3.5	33
44	DM05 – Training – WP3	WP3	11-ENAV	Training certificate for ENAV and MATS – D3.6	36
45	DM06 - Operational use – WP3	WP3	11-ENAV	Aeronautical Information Publication for Italy (ENAV) and Malta (MATS) – D3.7	36
46	Airspace Design completed for Spain Peninsula	WP4	10-ENAIRES	Airspace redesign report for Spain Peninsula (for ENAIRES and Spanish Air and Space Force) – D4.1	18
47	DM01- Implement Enhanced FRA procedures and processes in support of the Network dimension – WP4	WP4	10-ENAIRES	Route Availability Document (RAD) and ATFCM procedures for Spain (ENAIRES and Spanish Air and Space Force) and Portugal (NAV Portugal) – D4.2	30
48	DM02 - Implement Enhanced FRA system improvements – WP4	WP4	15-NAV PORTUGAL	Site Acceptance Test report of the NAV Portugal upgraded systems – D4.5	28
49	DM03 - Implement Enhanced FRA procedures and processes in support of the local dimension – WP4	WP4	10-ENAIRES	Letters of Agreement and Operations Manual from ENAIRES, NAV Portugal, Spanish Air and Space Force – D4.3	30
50	DM04 - Safety Assessment – WP4	WP4	10-ENAIRES	Safety assessment report delivered to the	30

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
				national supervisory authority by ENAIRE, NAV Portugal, Spanish Air and Space Force – D4.4	
51	DM05 – Training - WP4	WP4	10-ENAIRE	Training Certificate from ENAIRE, NAV Portugal and SPAF – D4.6	34
52	DM06 - Operational use – WP4	WP4	10-ENAIRE	Cross-border FRA Procedures published in (AIP) Aeronautical Information Publication for Spain (ENAIRE and Spanish Air and Space Force) and Portugal (NAV Portugal) – D4.7	36
53	Engineering third party support to ENAIRE, contract ended 2023 (Tasks 4.1, 4.2, 4.4)	WP4	10-ENAIRE	Service completion certificate	12
54	Engineering third party support to ENAIRE, contract signed (2024 and 2025) (Tasks 4.1, 4.2, 4.4)	WP4	10-ENAIRE	Contracts signed	25
55	Engineering third party support to SPAF, contract ended 2022-2023 (Tasks 4.2, 4.4)	WP4	28-SPAF	Service completion certificate	7
56	Engineering third party support to SPAF, contract signed (2023-2024 and 2024-2025) (Tasks 4.2, 4.4)	WP4	28-SPAF	Contracts signed	20
57	DM01- Implement Enhanced FRA procedures and processes in support of the Network dimension – WP5	WP5	10-ENAIRE	Route Availability Document (RAD) and ATFCM procedures for Spain Canary (ENAIRE and Spanish Air and Space Force)	30
58	DM03 - Implement Enhanced FRA procedures and processes in support of the local dimension – WP5	WP5	10-ENAIRE	Letters of Agreement and Operations Manual from ENAIRE, Spanish Air and Space Force – D4.3	30
59	DM04 - Safety Assessment – WP5	WP5	10-ENAIRE	Safety assessment report delivered to the authority by ENAIRE, Spanish Air and Space Force – D4.4	30

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
60	DM05 – Training – WP5	WP5	10-ENAIRES	Training Certificate from ENAIRES, and SPAF – D4.6	34
61	DM06 - Operational use – WP5	WP5	10-ENAIRES	Cross-border FRA Procedures published in (AIP) Aeronautical Information Publication for Spain (ENAIRES and Spanish Air and Space Force) and Portugal – D4.7	36
62	Engineering third party support to ENAIRES, contract ended in 2023 (Tasks 5.1, 5.2)	WP5	10-ENAIRES	Service completion certificate	12
63	Engineering third party support to ENAIRES, contract signed (2024 and 2025) (Task 5.1, 5.2)	WP5	10-ENAIRES	Contracts signed	25
64	Engineering third party support to SPAF, contract ended 2023 (Task 5.2)	WP5	28-SPAF	Service completion certificate	7
65	Engineering third party support to SPAF, contract signed (2024 and 2025) (Task 5.2)	WP5	28-SPAF	Contracts signed	20
66	DM01- Implement Enhanced FRA procedures and processes in support of the Network dimension – WP6	WP6	17-PANSA	Route Availability Document (RAD)	36
67	DM02 - Implement Enhanced FRA system improvements – WP6	WP6	17-PANSA	Site Acceptance Test (SAT) document	36
68	DM03 - Implement Enhanced FRA procedures and processes in support of the local dimension – WP6	WP6	17-PANSA	Letter of Agreement and ATFCM procedures updated	36
69	DM04 - Safety Assessment – WP6	WP6	17-PANSA	Safety assessment report	30
70	DM05 – Training – WP6	WP6	17-PANSA	Air Traffic Controllers (ATCOs) and Traffic operators training certificate - D6.2 and D6.4	24

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
71	DM06 - Operational use – WP6	WP6	17-PANSA	Cross border with Sweden and Czechia is implemented and published in the Aeronautical Information Publication (AIP) for Poland (PANSA)	36
72	DM01 – Consume Digital NOTAM Service – WP7	WP7	1-EUROCONTROL	Digital NOTAM Service consumption report available for ACG, AirNav, DSNA, EANS, ENAIRE, ENAV, MATS, NAV Portugal and PANSA – D7.3	36
73	DM01 - Provide Digital NOTAM Service – WP7	WP7	1-EUROCONTROL	SWIM Registry issued for ACG, AirNav, DCAC, DSNA, EANS, ENAIRE, ENAV, LGS, MATS, NAVIAIR NAV Portugal and PANSA – D7.4	36
74	DM02 – Operational use – Digital NOTAM Service – WP7	WP7	1-EUROCONTROL	Digital NOTAM Service operational use report available for ACG, AirNav, DSNA, EANS, ENAIRE, ENAV, MATS, NAV Portugal and PANSA – D7.5	36
75	DM01 – Provide Aerodrome Mapping Information Service – WP7	WP7	1-EUROCONTROL	SWIM Registry issued by ACG, AirNav, DCAC, DSNA, EANS, ENAIRE, ENAV, LGS, MATS, NAVIAIR, NAV Portugal and NM. – D7.4	36
76	DM01 - Consume Aeronautical Information Feature Service – WP7	WP7	1-EUROCONTROL	Aeronautical Information Feature Service consumption report available for ACG, AirNav, DSNA, EANS, ENAIRE, ENAV, MATS, NAV Portugal and PANSA – D7.6	36
77	DM01 - Provide Aeronautical Information Feature Service - WP7	WP7	1-EUROCONTROL	SWIM Registry issued by ACG, AirNav, DCAC, DSNA, EANS, ENAIRE, ENAV, LGS, MATS, NAVIAIR, NAV Portugal and PANSA – D7.4	36
78	DM02 - Operational use - Aeronautical Information Feature Service – WP7	WP7	1-EUROCONTROL	Aeronautical Information Feature Service operational use report available for ACG, AirNav,	36

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
				DSNA, EANS, ENAIRE, ENAV, MATS, NAV Portugal and PANSAs – D7.7	
79	Implementation plan established	WP7	1-EUROCONTROL	Implementation plan document available by ACG, AirNav, DCAC, DSNA, EANS, ENAIRE, ENAV, LGS, MATS, NAVIAIR, NAV Portugal, PANSAs	12
80	Service in development	WP7	1-EUROCONTROL	Service in development report for ACG, AirNav, DCAC, DSNA, EANS, ENAIRE, ENAV, LGS, MATS, NAV Portugal, NAVIAIR and PANSAs. D7.2	24
81	Service usage plan established	WP7	1-EUROCONTROL	Service usage plan document for ACG, Aena, ADP, AIA, AirNav, DAA, DSNA, EANS, ENAIRE, ENAV, LGS, MATS, NAV Portugal, NAVIAIR, PANSAs, PRG, SBVN and Swedavia – D7.1	18
82	Aerodrome Information Digitalization	WP7	1-EUROCONTROL	Digital data completeness report available by ADP, Aena, AIA, DAA, PRG and SBVN – D7.8	36
83	Aerodrome SWIM Service Consumption	WP7	1-EUROCONTROL	Service consumption report available from ADP, Aena, AIA, DAA, PRG and SBVN– D7.9	36
84	Tender launched (Task 7.3)	WP7	26-AENA SME	Tender notice published for Data origination and processing	18
85	Contract awarded and signed (Task 7.3)	WP7	26-AENA SME	Contract award notice published and contract signed	24
86	Final Data origination and processing activities (Task 7.3)	WP7	26-AENA SME	Data processing results report	36
87	Contract awarded and signed for Aerodrome Mapping activities (Task 7.4)	WP7	25-AIA	Contract award notice published and contract signed for Aerodrome Mapping activities	14

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
88	End of consultation for Aerodrome Mapping activities (Task 7.4)	WP7	25-AIA	Aerodrome Mapping consultation activities final report	36
89	Offer received (Task 7.5)	WP7	4-AUSTRO CONTROL	Offer document	12
90	Contract signed (Task 7.5)	WP7	4-AUSTRO CONTROL	Contract signed for Austrocontrol activities support	13
91	End of consultation activities (Task 7.5)	WP7	4-AUSTRO CONTROL	Lessons learned and/or documentation Handover	36
92	Subtask T1 tender launched (Task 7.21)	WP7	17-PANSA	Tender notice published for PANSA Digital NOTAM Published	11
93	Subtask T1 contract awarded and signed (Task 7.21)	WP7	17-PANSA	Contract award notice published and contract signed for PANSA Digital NOTAM	15
94	Subtask T2 contract awarded and signed (Task 7.21)	WP7	17-PANSA	Contract award notice published and contract signed for PANSA EAD SDD	12
95	Subtask T3 contract awarded and signed (Task 7.21)	WP7	17-PANSA	Contract award notice published and contract signed for PANSA AIM Portal	10
96	All PANSA contracts finished	WP7	17-PANSA	SWIM registry issued - D7.4	36
97	Tender launched – Task 7.10 - Sub-task 1	WP7	31-ESTONIANANS	Tender notice published – Task 7.10 - Sub-task 1	14
98	Agreement signed – Task 7.10 - Sub-task 1	WP7	31-ESTONIANANS	Contract signed – Task 7.10 - Sub-task 1	15
99	Contract concluded – Task 7.10 - Sub-task 1	WP7	31-ESTONIANANS	Delivery of services, final acceptance (FA) or site acceptance (SAT) report – Task 7.10 - Sub-task 1	24
100	Contract concluded – Task 7.10 - Sub-task 2	WP7	31-ESTONIANANS	Delivery of services, final acceptance (FA) or site acceptance (SAT) report – Task 7.10 - Sub-task 2	7
101	Tender launched – Task 7.10 - Sub-task 3	WP7	31-ESTONIANANS	Tender notice published– Task 7.10 - Sub-task 3	14
102	Contract signed – Task 7.10 - Sub-task 3	WP7	31-ESTONIANANS	Contract signed – Task 7.10 - Sub-task 3	15

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
103	Contract concluded and service delivered – Task 7.10 - Sub-task 3	WP7	31-ESTONIANANS	Delivery of services, final acceptance (FA) or site acceptance (SAT) report – Task 7.10 - Sub-task 3	24
104	Tender launched – Task 7.10 - Sub-task 4	WP7	31-ESTONIANANS	Tender notice published – Task 7.10 - Sub-task 4	15
105	Contract signed – Task 7.10 - Sub-task 4	WP7	31-ESTONIANANS	Contract signed – Task 7.10 - Sub-task 4	17
106	Contract concluded – Task 7.10 - Sub-task 4	WP7	31-ESTONIANANS	Delivery of services, final acceptance (FA) or site acceptance (SAT) report – Task 7.10 - Sub-task 4	36
107	Engineering third party support to ENAIRE (DNA 475/22), contract end 2023 (Task 7.11)	WP7	10-ENAIRE	Service completion certificate	12
108	Engineering third party support to ENAIRE, contract signed (2024 and 2025) (Task 7.11)	WP7	10-ENAIRE	Contracts signed	25
109	Engineering third party support (DNA 271/22), contract ended 2023 (Task 7.11)	WP7	10-ENAIRE	Service completion certificate	6
110	Engineering third party support ENAIRE, contract signed (2023-2024 and 2024-2025) (Task 7.11)	WP7	10-ENAIRE	Contracts signed	19
111	Engineering third party support ENAIRE, contract signed 2025/2026 (Task 7.11)	WP7	10-ENAIRE	Contract signed	31
112	Contract for ICARO adaptation ended activities (DNA 112/21) (Task 7.11)	WP7	10-ENAIRE	Service completion certificate	33
113	Contract for ICARO adaptation end activities (DSTAUT287/19) (Task 7.11)	WP7	10-ENAIRE	Contract signed	21
114	Contract for INSIGNIA support (DNA 11/21) end activities (Task 7.11)	WP7	10-ENAIRE	Service completion certificate	21
115	Contract for INSIGNIA SW COTS and support signed (Task 7.11)	WP7	10-ENAIRE	Contract signed	21



<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
116	Call for tender for AIS products I (DNA 258/21) ended (Task 7.11)	WP7	10-ENAIRES	Service completion certificate	29
117	Contract for AIS products II signed (Task 7.11)	WP7	10-ENAIRES	Contract signed	29
118	Tender launched (Task 7.19)	WP7	29-SWED	Tender notice published	13
119	Contract awarded and signed (Task 7.19)	WP7	29-SWED	Contract award notice published and contract signed	19
120	End of activities (Task 7.19)	WP7	29-SWED	Service consumption report	36
121	DM01a - Deploy automated ASM support systems (LARA or equivalent) – WP8	WP8	1-EUROCONTROL	LARA implementation report by MATS available – D8.1 CAT III implementation report by PANSA available D8.2 NM B2B validation interoperability report available from MATS and PANSA – D8.3	12
122	Deployment of SWIM compliant LARA V5.0 release	WP8	1-EUROCONTROL	LARA implementation report (V5.0 Release) available from ACG, CCL, DCAC, DSN, NAVIAIR, ENAIRES, EUROCONTROL, LFV, MATS, NAV Portugal, ORO Navigacija and SPAF – D8.4	24
123	Deployment of SWIM compliant CAT III release	WP8	17-PANSA	CAT III implementation report updated – D8.5	24
124	DM01 - Adapt/ Implement ASM system to Provide ARES information to relevant civil/military stakeholders – WP8	WP8	1-EUROCONTROL	ARES Service implementation use report available from ACG, AirNav Ireland, CCL, DCAC, DSN, ENAIRES, EUROCONTROL, LFV, MATS, NAV Portugal, NAVIAIR, ORO Navigacija, PANSA and SPAF – D8.6	36
125	DM01 - Adapt/ Implement ASM system to Provide the AUP/UUP to NM – AVA – WP8	WP8	1-EUROCONTROL	NM B2B validation interoperability report from	36

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
				ACG, AirNav Ireland, CCL, DCAC, LfV, MATS, NAV Portugal and NAVIAIR – D8.3	
126	DM01 - Adapt local system to use NM airspace structure – STR – WP8	WP8	1-EUROCONTROL	NM B2B validation interoperability report from ACG, AirNav Ireland CCL, DCAC, LfV, MATS, NAV Portugal and NAVIAIR – D8.3	36
127	DM02 - Publish ARES service in the Registry – WP8	WP8	1-EUROCONTROL	SWIM Service Registry from ACG, AirNav Ireland, CCL, DCAC, DSNA, ENAIRE, EUROCONTROL, LfV, MATS NAV Portugal, NAVIAIR, ORO Navigacija, PANSA and SPAF – D8.8	36
128	DM02 - Use NM airspace structure information in operation - WP8	WP8	1-EUROCONTROL	NM B2B validation interoperability report from ACG, AirNav Ireland, CCL, DCAC, LfV MATS, NAV Portugal and NAVIAIR – D8.3	36
129	DM03 - Consume ARES information – WP8	WP8	1-EUROCONTROL	ARES Service operational use report from ACG, AirNav Ireland, CCL, DCAC, DSNA, ENAIRE, EUROCONTROL, LfV, MATS, NAV Portugal, NAVIAIR, ORO Navigacija, PANSA, SPAF – D8.7	36
130	DM04 - Operational use – ARES – WP8	WP8	1-EUROCONTROL	ARES Service operational use report from ACG, AirNav Ireland, CCL, DCAC, DSNA, ENAIRE, EUROCONTROL, LfV, MATS, NAV Portugal, NAVIAIR, ORO Navigacija, PANSA, SPAF – D8.7	36
131	SWIM interface development – Tender launched (Task 8.13)	WP8	36-ORO NAVIGACIJA	Tender notice published	15
132	SWIM interface development – Contract awarded and signed (Task 8.13)	WP8	36-ORO NAVIGACIJA	Contract award notice published and contract signed	22

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
133	SWIM interface development completed (Task 8.13)	WP8	36-ORO NAVIGACIJA	SWIM interface test report	36
134	Middleware deployment and development – Tender launched (Task 8.13)	WP8	36-ORO NAVIGACIJA	Tender notice published	15
135	Middleware deployment and development – Contract awarded and signed (Task 8.13)	WP8	36-ORO NAVIGACIJA	Contract award notice published and contract signed	22
136	Middleware deployment and development completed (Task 8.13)	WP8	36-ORO NAVIGACIJA	Middleware Test report	36
137	End of subcontracting activities, local system updated (Task 8.3)	WP8	5-CROATIA CONTROL	Local system updated, validation interoperability report	36
138	Engineering third party support to ENAIRE ( DNA 475/22), contract ended 2023 (Task 8.6)	WP8	10-ENAIRE	Service completion certificate	12
139	Engineering third party support to ENAIRE ,contract signed (2024 and 2025) (Task 8.6)	WP8	10-ENAIRE	Contracts signed	25
140	Engineering third party support (DNA 271/22), contract ended 2023 (Task 8.6)	WP8	10-ENAIRE	Service completion certificate	6
141	Engineering third party support ENAIRE, contract signed (2023-2024, 2024- 2025, 2025-2026) (Task 8.6)	WP8	10-ENAIRE	Contracts signed	31
142	Contract for ICARO adaptation ended, service delivered (DNA 112/21) (Task 8.6)	WP8	10-ENAIRE	Service completion certificate	33
143	Contract for ATM systems ended, service delivered (DNA 274/22) (Task 8.6)	WP8	10-ENAIRE	Service completion certificate	23

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
144	Contract for ATM systems signed (DSTAUT289/19) (Task 8.6)	WP8	10-ENAIRES	Contract signed	23
145	Engineering third party support SPAF, contract ended 2022/2023 (Task 8.15)	WP8	28-SPAF	Service completion certificate	7
146	Engineering third party support SPAF, contract signed (2023-2024 and 2024-2025) (Task 8.15)	WP8	28-SPAF	Contracts signed	20
147	DM01 - Consume the NM FF-ICE/R1 Data Publication Service – WP9	WP9	7-DFS	Data publication Service consumption report available by DFS, DSNA, PANSA, ROMATSA	36
148	DM01 - Consume the NM FF-ICE/R1 Filing Service – WP9	WP9	7-DFS	Filing Service consumption report available by AF, KLM	36
149	DM01 – Consume the NM FF-ICE/R1 Flight Data Request Service – WP9	WP9	7-DFS	Flight Data request Service consumption report available by DSNA, PANSA, ROMATSA	36
150	DM01 – Consume the NM FF-ICE/R1 Notification Service – WP9	WP9	7-DFS	Notification Service consumption report available by PANSA, ROMATSA	36
151	DM02 - Operational use - Data Publication Service – WP9	WP9	7-DFS	Data Publication Service operational use report available by DSNA, DFS, PANSA, ROMATSA	36
152	DM02 - Operational use - Filing Service – WP9	WP9	7-DFS	Verification (certificate) by EUROCONTROL on the Filing service for AF, KLM	36
153	DM02 - Operational use - Flight Data Request – WP9	WP9	7-DFS	Flight Data request Service operational use report available by DSNA, PANSA, ROMATSA	36
154	DM02 - Operational use - Notification – WP9	WP9	7-DFS	Notification Service operational use report available by PANSA, ROMATSA	36
155	Tender launched “ATM2015+S4D” (Task 9.2)	WP9	18-ROMATSA RA	Tender notice published	9

<b>Milestones</b>					
<i>Grant Preparation (Milestones screen) — Enter the info.</i>					
<b>Milestone No</b>	<b>Milestone Name</b>	<b>Work Package No</b>	<b>Lead Beneficiary</b>	<b>Means of Verification</b>	<b>Due Date (month)</b>
156	Contract awarded and signed “ATM2015+S4D” (Task 9.2)	WP9	18-ROMATSA RA	Contract award notice published and contract signed	12
157	Approval for the system Change “ATM2015+S4D” (Task 9.2)	WP9	18-ROMATSA RA	Change approval document for “ATM2015+S4D”	36
158	Final acceptance “ATM2015+S4D” (Task 9.2)	WP9	18-ROMATSA RA	Operational protocol/ Final acceptance “ATM2015+S4D”	36
159	Signature of Contract "ROMairTCM" (Task 9.3)	WP9	18-ROMATSA RA	Final report of the procurement process	7
160	Final acceptance "ROMairTCM" (Task 9.3)	WP9	18-ROMATSA RA	Final acceptance documents	20
161	Service contract signed (Task 9.6)	WP9	37-KLM	Contract signed	12
162	Minimum viable product implementation (contract finalised) (Task 9.6)	WP9	37-KLM	Confirmed filling of EFPL through EUROCONTROL filling service	36

## LIST OF CRITICAL RISKS

<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
1	Complexity in the collection of requested data for the contractual reporting to CINEA.	WP1	SDM to use its structured methodology to ensure full coordination of end-to-end monitoring of the Project itself (detailed within Work Package 1 description). Risk impact: medium Risk likelihood: medium

<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
2	IPs misalignment and delays compared to the overall planning.	WP1	SDM to continuously monitor the evolution of projects, and periodically collect technical and financial data from all beneficiaries (down to the IP level). Risk impact: medium Risk likelihood: medium
3	Delay in the systems deployment to exchange, processes, procedures, and data elements related to deployment of initial AOP/NOP information sharing because the current systems, processes, procedures and data elements at the airports are too far from of what is requested in the guidelines ("Arrival Planning Information (API) implementation guide", the "Departure Planning Information (DPI) implementation guide" and the guidance material in the SDP) The risk only refers to the airports, as NM has already implemented this step.	WP2	Ensure the achievement of the plan and roadmap deployment by continuous monitoring and assessment. Conduct a review of the systems capability and the format compatibility. Identify on time the major gaps which should be removed early in advance before moving to the next step (system implementation). The current system capability to adhere to the "Arrival Planning Information (API) implementation guide" and the "Departure Planning Information (DPI) implementation guide." Risk impact: medium Risk likelihood: medium
4	Late publication of the Handbook for the AOP/NOP integration.	WP2	Get early sight of the guidance material prior to sign-off. Have close working relationships with the authors so that certain and known elements of the guidance could be used and planned for prior to sign-off, reducing the risk of having no information. Risk impact: medium Risk likelihood: medium
5	SWIM Yellow Profile late deployment.	WP2	The NM B2B service is SWIM Yellow profile compliant, which reduces the probability of occurrence for this risk. The airport operators should closely monitor the evolution of their system capability in order to be able to exploit NM B2B Services. For the Airport operators the deadline for SWIM Yellow profile deployment is 31/12/2027. For Air Navigation Service Providers, the deadline for SWIM Yellow profile deployment is 31/12/2025 Any major issue should be addressed with high priority by the Airport / ANSP Management. Risk impact: medium Risk likelihood: medium

<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
6	Validation and testing risks: if all airports will ask for Validation and testing connections to NM along the year 2027, it is highly likely that the CP1 deadline for 4.4.1 will not be respected. The NM cannot cope with 10 testing and validation exercises simultaneously conducted.	WP2	Ensure the correct plan of validation and testing with NM. Ideally the validation and testing with Network Manager should take place in the years 2025, 2026 and 2027. Airport Operators shall provide in advance their detailed testing plan to NM for allowing an efficient allocation of resources for the validation process. Risk impact: medium Risk likelihood: low
7	Underestimated costs: without a proper budget preparation and expense control, it is likely to incur in extra costs that impact the overall project and have to be assumed by the airports.	WP2	Establish control system on costs in relation to the evolution of the project. Risk impact: medium Risk likelihood: medium
8	Difficulty to manage and coordinate multiple airports.	WP2	Establish regular meetings, report and assess the issues with the project stakeholders, and establish periodic communication between each airport point of contact and the project leader. Risk impact: medium Risk likelihood: medium
9	Unreadiness of market solutions for the technical implementation according to the requested AOP services.	WP2	Early market consultations. In-house solution development as an alternative to ensure proper system implementation. Risk impact: high Risk likelihood: high
10	Slow adoption of the new interface for integrated information platform by the operational stakeholders.	WP2	Strong involvement of the stakeholders since the definition and during the implementation phase. Stakeholder training on the new technologies. Risk impact: medium Risk likelihood: medium
11	Time and cost overrun caused by complex integration of new systems in existing infrastructure.	WP2	Selection of a supplier that can ensure a proper systems' integration. Periodical financial control and risk management. Involvement of the IT and Systems responsible on the project management. Risk impact: medium Risk likelihood: medium

<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
12	Misalignment among the partners of project processes implementation	WP3	Close coordination between the project partners, including periodical meeting to follow up the deployment, as well as involvement of all the actors in the processes' definition. Risk impact: very low Risk likelihood: low
13	Deployment of new ATM-systems delayed due to technical issues, e.g.: stability, connection to partners, non-acceptance by operational staff, etc.	WP3	Plan appropriate time for testing, validation and trials. Ensure close monitoring of the execution. Involve future users and plan appropriate time for training and feedback sessions. Risk impact: low Risk likelihood: medium
14	Lack of resources (human/financial) needed for successful implementation.	WP3	During the projects' planning phase, to develop a detailed assessment of necessary resources required for the completion of the IPs within contractual and regulatory timeframes. Risk impact: low Risk likelihood: medium
15	Difficulties in synchronizing the activities between partners in case of multi-stakeholders' projects.	WP3	Plan appropriate stakeholder awareness on the interdependencies of the activities, with special focus on the consequences of any change in the project plan. Establish an effective project governance with clear roles and responsibilities. Define appropriate project quality and communication plans. Special emphasis on establishment of project review boards (or steering group) representing all concerned stakeholders with full authority on project decisions and well-defined escalation procedures. Periodic alignment through project review board meetings. Risk impact: low Risk likelihood: medium
16	Development of new ATM-systems delayed due to inappropriate definition of requirements and engineering processes	WP4, WP5	Identify necessary functional changes in ATM-systems (e.g. new OLDI-messages, HMI, etc.) and provide detailed requirements and a proper plan for their implementation with appropriate time extension in case of unpredictable occurrences. Introduce a stepwise, iterative SW-development process and ensure a close monitoring. Involve the future users in good time, plan validation and feedback sessions. Risk impact: medium Risk likelihood: medium



<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
17	Deployment of new ATM-systems delayed due to technical issues, e.g.: stability, connection to partners, non-acceptance by operational staff, etc.	WP4, WP5	Plan appropriate time for testing, validation and trials. Ensure close monitoring of the execution. Involve future users and plan appropriate time for training and feedback sessions. Risk impact: medium Risk likelihood: low
18	Lack of resources (human/financial) needed for successful implementation.	WP4, WP5	During the projects' planning phase, to develop a detailed assessment of necessary resources required for the completion of the IPs within contractual and regulatory timeframes. Risk impact: medium Risk likelihood: medium
19	Synchronization of activities between partners in case of multi-stakeholders' projects.	WP4, WP5	Plan appropriate stakeholder awareness on the interdependencies of the activities, with special focus on the consequences of any change in the project plan. Establish an effective project governance with clear roles and responsibilities. Define appropriate project quality and communication plans. Special emphasis on establishment of project review boards (or steering group) representing all concerned stakeholders with full authority on project decisions and well-defined escalation procedures. Periodic alignment through project review board meetings. Risk impact: low Risk likelihood: medium
20	Lack of qualified IT developers and specialists.	WP6	Provision of a special contract to support system development, with a clear definition of the developers' requirements. Adequate planning of the specialist activities, with regular meetings to identify potential problems and implement mitigation measures in a timely manner. Risk impact: high Risk likelihood: low
21	Delay due to insufficient detailed requirements specifications for the technical realisation.	WP6	Early involvement of technical team, suppliers and operators. Conduct early system trials. Risk impact: medium Risk likelihood: medium
22	Delay on the system deployment due to technical issues (problems on stability, connection to partners), non-acceptance by operational staff, etc.	WP6	Plan appropriate time for testing, validation and trials. Ensure close monitoring of the execution. Involve future users and plan appropriate time for training and feedback sessions. Evaluate possible changes of scope

<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
			Risk impact: medium Risk likelihood: high
23	Insufficient funding.	WP6	Budget Optimization and Prioritization. Streamline processes and workflows to increase efficiency. Risk impact: low Risk likelihood: medium
24	Operational staff not available to work on project activities.	WP6	Advanced planning and monitoring of the resources dedicated to the project. Risk impact: low Risk likelihood: medium
25	Different timeline of implementation for states implementing Cross-border FRA.	WP6	SDM and operational stakeholders to synchronise their plans and to continuously monitor the implementation activities. Risk impact: medium Risk likelihood: medium
26	Procurement delays. Digitalization activities may involve the need to procure tangibles such as data, software, expertise, and project execution support. Procurement is known to be time consuming and can generate significant project progress delays.	WP7	Early consideration of procurement needs, including the need to find synergies and consider coordinated procurement. Risk impact: medium Risk likelihood: medium
27	Technical integration difficulties. Technical integration activities may become difficult to manage.	WP7	Clear roles and responsibilities need to be attributed to key personnel driving the transition. Key technical roles include information/service architect, technical architect and business/operational expert. Together they need to form the transition team that manages business and technical implementation aspects. These roles need to be attributed upfront and be assigned sufficient authority. Risk impact: medium Risk likelihood: medium
28	Disruptive effects of digital transition: digital transition may lead to disruptive effects or to the perception thereof.	WP7	Expectation management that clearly states what the digital transition is aiming at. Differentiation between introduction of new means that meet future needs and upgrade of old means. Early identification of impact and transition plans that are openly available to all those involved.

<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
			Risk impact: low Risk likelihood: medium
29	Staffing availability: digital transition work may need to involve staff otherwise allocated to operational tasks. This may lead to difficulties in staff time management.	WP7	Clear staff time allocation and prioritization, active planning of task execution ahead of time. Risk impact: medium Risk likelihood: medium
30	Staff skills may not be available due to the specificities associated with the introduction of SWIM and related technologies.	WP7	Human resource planning and/or training in support of the skills needed to support the digital transition. Clear roles and integration between operational profiles and the digital transformation profiles. Good mix of vertical expertise and horizontal expertise. Risk impact: medium Risk likelihood: medium
31	Failure to implement the ASM-ATC interface on time.	WP8	ANSPs will liaise at the early stage of the project with their ATC providers and define an interface which follows the already available SWIM. Risk impact: medium Risk likelihood: high
32	Slow and more complex tender procedures, due to unclear user requirements definition.	WP8	Plan appropriate stakeholder awareness and coordination meetings in the early stage of the projects and plan the project timeline with appropriate buffers. Sharing of good practice among the Implementing Partners. Risk impact: low Risk likelihood: low
33	Requirements definition requires more time than expected.	WP8	Coordination needed between stakeholders to determine the user requirements. Make sure to separate the issues. SWIM is a layered approach and by being aware of the defined layers issues may be encapsulated. From experience, many issues seem to arise in the layer between SWIM services (to layer) and the application layer. Risk impact: medium Risk likelihood: medium
34	Lack of SWIM Competences.	WP8	Plan appropriate stakeholder awareness and coordination meetings already in the early stage of the projects in order to assess availability of staff with the right skills and to plan appropriate measures to close any identified staff shortage gap. Sharing of knowledge and

<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
			good practice among the Implementing Partners highlighting how the technical and business layers interact. Risk impact: medium Risk likelihood: high
35	Lack of operational staff for project activities, qualified IT developers or specialists.	WP8	Adequate planning and monitoring of the necessary resources. Risk impact: medium Risk likelihood: low
36	Insufficient funding.	WP8	Budget Optimization and Prioritization. Streamline processes and workflows to increase efficiency. Risk impact: very low Risk likelihood: low
37	Delay on the implementation due to the integration of new components onto operational systems.	WP8	Use of intermediate checkpoints for an early technical and operational validation. Clear Management requirements and Close cooperation with NM processes. Risk impact: low Risk likelihood: medium
38	System not fully accepted by end users (ATCO).	WP8	Early involvement of Air Traffic Controller (ATCO)/Air Traffic Safety Electronics Personnel (ATSEP) in project definition and testing activities. Training of the end users (ATCO/ATSEP). Risk impact: low Risk likelihood: medium
39	Insufficient funding.	WP9	Adequate budgeting and financial planning and monitoring. Detailed budget to close follow up, prioritisation of essential expenses and cut down on the non-essential ones. Risk impact: low Risk likelihood: medium
40	Development of new ATM subsystem or its functions delayed due to lack of qualified ROMATSA resources.	WP9	A better planning and monitoring of resources through: top-down approach for project management team and information sessions with the operational staff. Risk impact: low Risk likelihood: medium

<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
41	Lack or inadequate experience in development of ATM systems by programmers.	WP9	Candidate testing during recruitment process and sharing experienced IT specialist between in house PANSAs IT projects. Risk impact: medium Risk likelihood: high
42	Lack of subcontractor full agreement for development schedule.	WP9	Establish an early system architecture and agreed implementation specifications at the beginning of the project and Contractual conditions that impose penalties for non-fulfillment of contractual terms. Risk impact: low Risk likelihood: medium
43	Testing of developed functionalities is more complex and time consuming.	WP9	Simplifying the testing programme. Risk impact: medium Risk likelihood: high
44	Deployment delays due to data-center integration planning misalignments.	WP9	Anticipate deployment planning and resources. Risk impact: medium Risk likelihood: high
45	Delays due to lack of precision in technical interfaces.	WP9	Technical assessment of interfaces. Risk impact: low Risk likelihood: low
46	Changes to NM service eFPL content could change the requirements and implementation tasks.	WP9	Operational concept agreed before requirements completion and Requirements specification completion for full alignment before start of specific/customisation development. Risk impact: very low Risk likelihood: low
47	System testing is more complex and not fully aligned with NM service capabilities.	WP9	Cooperation process with NM coordinated with formal local system testing. Risk impact: low Risk likelihood: medium
48	Inconsistent AU eFPL data to NM Publication P/S trajectory elements data results in increased complexity for procedures definition.	WP9	System automated data validation/correction from system design and Specific data flows to complement missing or inconsistent data received from NM P/S. Risk impact: medium

<b>Critical risks &amp; risk management strategy</b>			
<i>Grant Preparation (Critical Risks screen) — Enter the info.</i>			
<b>Risk number</b>	<b>Description</b>	<b>Work Package No(s)</b>	<b>Proposed Mitigation Measures</b>
			Risk likelihood: medium
49	Lack of supplier's support for possible new requirements during the development.	WP9	Establish an early system architecture and agreed implementation specifications at the beginning of the project. Risk impact: medium Risk likelihood: high
50	Possible modification of the operational concept due to new elements (eg changing the data format).	WP9	A better planning in order to be able to update in due time the CONOPS during the project implementation. Risk impact: low Risk likelihood: medium



ANNEX 1



# Connecting Europe Facility (CEF)

## Description of the action (DoA)

### Part B

Version 1.0  
01 September 2021





## DESCRIPTION OF THE ACTION (PART B)

### PROJECT DESCRIPTION

#### Overall Objectives

The main purpose of the Project is to **contribute, accelerate and foster the timely adoption of Common Project One (CP1)** (identified as the global project / project of common interest to which this Project refers), in full alignment with the deployment approach included in the **SESAR Deployment Programme (SDP) 2022**, as approved by the EU College of Commissioners on 12 August 2022.

CP1 – as defined by Regulation (EU) n. 2021/116 – includes **a set of functionalities and technologies** that shall be **mandatorily implemented by operational stakeholders** throughout Europe. The SDP represents a dedicated workplan that complements CP1 Regulation identifying the most suitable approach that stakeholders should follow in the implementation of such technologies.

In order to support the adoption of CP1, the Project includes 8 Implementation Projects (IPs), which have been prepared and synchronised by 39 operational stakeholders under the coordination of the SESAR Deployment Manager (SDM), as explicitly requested by the CEF Call.

The role of the SDM is executed by a Consortium of operational stakeholders (EUROCONTROL as Consortium coordinator, ACI Europe, Air France, AirNav Ireland, Austrocontrol, Croatia Control, DSN, DFS, EasyJet Europe, ENAIRE, ENAV, Hungarocontrol, LfV, Lufthansa, Naviar, NAV Portugal, PANS, ROMATSA, Ryanair, and Skyguide).

These projects have been prepared and clustered by the SDM on the basis of their maturity to be immediately launched and executed, their adherence to the priorities listed in the CEF Call 2022 text, as well as their technical interdependencies. In particular, the Project aims at pushing **forward the implementation of the following Families /** technological and operational elements, regrouped as follows in line with the 2022 CEF Transport Call priorities:

- **AF2 – Airport Integration and Throughput**, with specific regard to **Family 2.2.2 Extended Airport Operations Plan (AOP)**;
- **AF3 - Flexible Airspace Management and Free Route Airspace**, with specific regard to **Family 3.2.2 Enhanced Free Route Airspace Operations**.
- **AF4 - Network Collaborative Management**, with regard to **Family 4.4.1 – Airport Operations Plan / Network Operations Plan integration**.
- **AF5 - System Wide Information Management (SWIM)**, with specific regard to **Family 5.3.1 – Aeronautical Information Exchange** and **Family 5.6.1 – Flight Information Exchange**.

The implementation of those Families will lead to the wide-scale adoption of 10 SESAR Solutions, helping to translate the outcomes of the SESAR R&D activities into an operational reality.

In total, the 8 IPs included in the Project will lead to the adoption and entering into operational use of these technologies into **most of CP1 airports and 22 EU Member States**, the Project is expected to **bring forward the CP1 implementation by around 10 percentage points**, thanks to the full or partial closure of 41 implementation gaps. The closure of a gap implies the adoption of a CP1 element within a certain country or airport: CP1 can be considered as fully implemented only when all gaps are closed.

The full list of the 8 IPs included in the Project is as follows:

- 2022\_022\_AF2\_AF4, **BEACON project**, addressing extended Airport Operations Plan (Family 2.2.2) and its integration with the Network Operations Plan (Family 4.4.1) into 7 major European airports (Athens, Hamburg, Malaga, Milan Linate, Prague, Stuttgart and Warsaw);
- 2022\_007\_AF3, **South-East Enhanced FRA implementation**, implementing Free Route (Family 3.2.2) between Italy and Malta, as well as its expansion to the majority of the Balkan peninsula;
- 2022\_009\_AF3 EUR, **Enhanced FAB SW Cross-border Free Route (EUR)**, deploying FRA (Family 3.2.2) between continental Spain, Portugal, and
- 2022\_009\_AF3 Canary, **Enhanced FAB SW Cross-border Free Route (Canary)**, deploying FRA (Family 3.2.2) between Spain and the Canary Islands;
- 2022\_028\_AF3, **Cross-border FRA**, addressing the upgrade of ATM systems in Poland that would allow the expansion of cross-border FRA (Family 3.2.2) with up to 8 neighbouring countries;





- 2022\_014\_AF5, **Acceleration of Aeronautical Digital Information Availability (ACADIA)**, aiming at addressing Family 5.3.1 at pan-European level. This IP will cover 3 key SWIM services of Family 5.3.1: the Digital NOTAM, the aerodrome mapping, and the aeronautical information feature;
- 2022\_020\_AF5, **ASM SWIM**, contributing to addressing Family 5.3.1 at pan-European level. This IP covers the other 3 SWIM services of Family 5.3.1: Airspace Structure, Airspace Availability and ARES (Airspace Reservation);
- 2022\_035\_AF5, **FF-ICE R1 – eFPL**, pushing forward the adoption of Family 5.6.1 at European level. This IP covers the implementation of the eFPL (extended Flight Plan) by airlines, its submission to the NM and the consumption of its data by ANSPs. The extended Flight Plan will provide more accurate and complete information, based on a new data format (FIXM – Flight Information Exchange Model).

The Work-Breakdown Structure of the Project is as follows: besides Work Package 1 – which includes the coordination activities performed by SDM (as required by the Call text) – each IP is associated to a specific Work Package (from 2 to 9).

#### **General description and context**

The 8 IPs included in the Project are inscribed in the wider framework of CP1, which is in turn **a massive enabler for the success of the SESAR project**, the ambitious technological programme launched by the European Commission (EC) in 2004 to defragment and increase the efficiency of Air Traffic Management (ATM) operations throughout the European airspace.

CP1, targets the implementation of a **safer, more effective, resilient, secure, cost-efficient, and especially environmentally sustainable** ATM system and infrastructure in Europe. In line with the objectives of the TEN-T framework, it aims at upgrading and modernising the existing systems to “*promote an efficient use*” of the aviation infrastructure and addresses the “*establishment and operation of sustainable and efficient transport services*”.

Its **timely implementation – whose final deadline is set for December 2027** – is a crucial political and operational priority for the EU and for Aviation and ATM stakeholders, as it would heavily help moving the ATM sector closer to its objectives of efficiency, resilience, safety, and sustainability, whilst also contributing to the overall decarbonisation objectives of the EU.

In particular, the Project aims at deploying technologies that would allow **Airspace Users to save significant amounts of fuel** when travelling across the European airspace: this is considered an absolute priority for the aviation sector, as it will help bringing closer the objectives of the European Green Deal and significantly contribute to the **reduction of CO<sub>2</sub> emitted by air transport**.

The Project - that will implement some of its more urgent elements (as identified in the Call priorities in a synchronised manner - is considered as **an essential enabler to make sure the 2027 deadline is achieved**, allowing the Aviation sector to accelerate its transition to greener, safer, more integrated, and more efficient operations in the short-term.

#### **Location**

The Project possesses a **unique and unparallel pan-European dimension**, as the technologies it aims at implementing will be deployed across the whole European ATM Network, hence covering the whole EU airspace, as well as some of its major airports and hubs.

Due to its transversal impact on the whole Aviation transport industry, the Project is expected to benefit the movement of passengers, freight (as well as military transports) across the whole EU, and as such across the whole TEN-T Network.

A more efficient European air transport industry is considered to be beneficial in particular for all transport industry, in particular for what concerns the airports included within the geographical scope of the CLEAN ATM Project: this is not limited to the individual airports included in the BEACON implementation project, but for all hubs located in all countries included in the ATM Network (listed below). In this perspective, the CLEAN ATM Project has the capability of supporting the CEF objectives across all corridors and segments of the Core and Comprehensive Network.

This cross-border dimension is corroborated by the following elements:

- the **39 organisations** participating to the present Project are **located across 22 EU Member States**. All combined, these countries represent up to **95% of the EU population and 94%** of the EU geographical scope, as well as more than **95% of the normal air traffic movements** in Europe;
- the 8 IPs included in the Project will **directly – or indirectly – affect all EU Member States (MSs)**, as well as the countries within the scope of the European ATM Network, as they would benefit from a better performing execution of the Network functions: Albania, Armenia, Austria, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Republic of Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Georgia, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Kosovo, Malta, Republic of Moldova, Montenegro, Netherlands, Norway, North Macedonia, Poland, Portugal,



Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine, United Kingdom, Israel, Morocco.

- Some of the IPs included in this Project (“South East Enhanced FRA implementation, South-east Enhanced FRA and Cross-border FRA, respectively 2022\_007\_AF3, 2022\_009\_AF3 EUR, 2022\_009\_AF3 Canary and 2022\_028\_AF3) aim at deploying **Free Route Airspace going beyond national borders**, i.e., allowing Airspace Users to fly their preferred and most direct routes even when flying between different countries, hence saving flight time and – more importantly – reducing the CO<sub>2</sub> emissions generated by each flight. In particular, thanks to the Project, **cross-border Free Route Airspace will be available in the following European regions**: (a) Spain-Portugal, (b) Italy-Malta and the full SECSI FRA area (Austria, Slovenia, Bosnia and Herzegovina, Serbia and Montenegro, Albania, Republic of North Macedonia), (c) Poland and most of its neighbouring countries (Lithuania, Slovak Republic, Hungary, Romania, Bulgaria, Moldova, Sweden, Czech Republic, with a potential extension to Ukraine), for a total of almost 6.000.000 km<sup>2</sup> of airspace. With the completion of these IPs, cross-border FRA will be available into more than 60% of the European airspace. In order to pursue this objective, the three parallel implementation projects have been built and clustered following the same implementation structure, intermediate steps, and timeline, in order to synchronize their activities and exploit their synergies;
- the **BEACON project** (2022\_022\_AF2\_AF4) is dealing with the implementation of **Airport Operations Plans** – integrated and collaboratively-agreed rolling plans for all operations within a certain airport – into **7 European airports**, spread across 7 countries, as well as their **overall integration with the Network Operations Plan**. The adoption of AOP and its integration with the NOP will reduce congestion into such relevant hubs (which typically accommodate up to 160 million of passengers every year), reducing waiting times for passengers and increasing the overall resilience and efficiency of airport operations, with benefits in terms of reduction of unnecessary emissions.

#### *Justification*

As indicated above, the 8 IPs – clustered, and coordinated by the SDM to best match with the priorities listed in the 2022 CEF Transport Call – will significantly contribute to the implementation of **5** among the SDP Families, i.e., those elements and technologies, that are most urgently required to be deployed.

The timely implementation of such technologies will address **existing urgent operational needs** of the European ATM Network, briefly summarized below:

- the current recovery of air traffic volume, which is set to combine with the long-term expected increase of air traffic demand, is likely to increase congestion in some of the major airport hubs in Europe, if adequate technologies to manage such complexity are not timely adopted. In 2021, the CP1 added **new airports** to the list of those mandated to implement its technological and operational elements. In particular, these airports are **required to adopt by 2027 the Extended Airport Operations Plan**, a rolling plan that support the overall efficiency of their operations, allowing them to reduce delays, unnecessary congestion, and CO<sub>2</sub> / noise emissions, as well as to integrate such plans with the **Network Operations Plan (NOP)** elaborated by the NM;
- the increasing focus on the **environmental sustainability of aviation**, and the need to decarbonise the transport industry as a whole, require the adoption of specific technologies and operational concepts that are able to **reduce the CO<sub>2</sub> emissions** produced by the air transport industry. CP1 **mandates the adoption of cross-border Free Route across its airspace by 2025**, i.e. the possibility for airspace users to freely plan and follow a route between two points, without the traditional constraints of a route network or reference to national borders. In particular, allowing intercontinental flights **entering into / exiting the European airspace from South, East or West** (typically operated by bigger and heavier aircraft, consuming more fuel) will allow to significantly reduce emissions in the atmosphere;
- the CP1 mandates the **adoption of SWIM services across all Europe by 2025**, in order to ensure that the ATM systems, infrastructure and environment are fully capable of supporting the objectives of the Digital European Sky in the coming years. One of the most urgent elements to ensure that stakeholders can count on adequate information to manage ATM operations in an efficient, secure, and harmonised manner is the establishment of common standards, infrastructure and services for the **exchange of aeronautical and flight information**. In particular, the adoption of a harmonized approach to these elements, engaging the largest number of operational stakeholders, has the capability of moving forward the whole industry, with the early movers setting an example for other organisations. SWIM is a set of standards and protocols considered as an enabler for the full deployment of all functionalities included in the SDP. Its deployment is therefore beneficial for the full deployment of both the Extended AOP and Free Route Airspace.

#### *- Specific objectives*

The overall progress in the adoption of CP1 will be pursued by a synchronised approach and combination of all IPs included in the present Project. In an optimal scenario, the content of the CP1 – as further detailed by the SDP – **will be implemented as a package**, so as to achieve maximum benefits within the



expected timeframe. The 8 IPs are indeed **tightly connected and inter-related**, as only their combined and synchronised completion will unleash their full potential and capability to increase the efficiency and sustainability of air traffic operations.

The specific objectives of each IPs are reported below:

- the **BEACON initiative** (2022\_022\_AF2\_AF4) is set to implement the extended Airport Operations Plan into 7 airports added to the CP1 Regulation in 2021 (i.e. namely, Athens, Hamburg, Malaga, Milan Linate, Prague, Stuttgart, and Warsaw), as well as to enable their full integration with the NOP by 2027. By adopting the Extended AOP, and integrating it with the NOP, these airports will significantly improve their landside and airside operations, increasing their resilience to unexpected events and getting fully integrated in the operations of the European Network. In other words, the project will lead to the full coverage of 15 gaps in the CP1 deployment (i.e. 8 into Family 2.2.2 and 7 into Family 4.4.1), whilst also contributing to significant coverage of NM activities under Family 4.4.1.
- the **South East Enhanced FRA IP** (2022\_007\_AF3) will allow cross-border Free Route operations not only between the Italian and Maltese airspaces, but also between these countries and the whole SECSI FRA airspace area, including the skies above Austria, Slovenia, Croatia, Bosnia-Herzegovina, Albania, Serbia, Montenegro, and the Republic of North Macedonia. With the current evolution of traffic flows towards Asia and Middle East (often crossing within such region), this will allow significant CO<sub>2</sub> savings for airlines. In summary, the project contributes to the full coverage of 2 gaps under Family 3.2.2 (Italy and Malta), as well as the improvement of cross-border FRA in all other countries involved.
- the **Enhanced FAB SW Cross-border FRA initiatives** (2022\_009\_AF3 EUR and Canary) will ensure Airspace Users crossing over the Iberic peninsula (as well as above the Canary Islands) can take full advantage of Free Route, cutting their own flight times and reducing their environmental footprint over time. Simulations and forecasts estimate savings of tens of thousands of kg of fuel per day thanks to this project, which in turn would translate into a significant cut of unnecessary CO<sub>2</sub> emissions. In a nutshell, the IP contributes to the full coverage of the 2 gaps for Spain and Portugal under Family 3.2.2.
- the **cross-border FRA project** (2022\_028\_AF3) carried out by PANSAs will implement new functionalities in its ATM systems, so that – by adapting its own flight data processing capabilities and the associated tools, cross-border Free Route will be available crossing the Polish airspace and those of the neighbouring countries, allowing – for instance – an aircraft crossing the Lithuanian – Latvian border (or entering into Sweden) to take advantage of Free Route benefits as far as Bulgarian-Turkish border (with critical benefits in terms of reduced flights times and CO<sub>2</sub> emissions). The project will contribute to SDP Family 3.2.2 Family for Poland, by increasing the number of cross-border operations, with Sweden and Czech Republic, and supporting the future cross-border operations with Ukraine and Germany allowing airlines to cut their emissions via cross-border FRA.
- the **ACADIA initiative** (2022\_014\_AF5) will allow the involved stakeholders to **exchange aeronautical information amongst themselves in a fully digital and harmonized manner**, based on interoperable SWIM services. Besides leading to the implementation of 3 services (Aerodrome Mapping Information, Aeronautical Information Features and Digital NOTAM) in Family 5.3.1 for its 21 participants, this will increase the connectivity of European airports, ANSPs and the Network Manager, with a direct benefit for Airspace Users.
- the **ASM-SWIM initiative** (2022\_020\_AF5) is set to allow its 14 participants to **harmonise the exchange of aeronautical information and data**, in particular with regard to Airspace Management and the integration of civil and military traffic, thanks to the adoption of homogeneous and consistent **SWIM services dealing with the airspace structure, its availability, its status and the potential reservations** for military use. This project, when combined with 2022\_014\_AF5, contributes to the full or partial coverage of 17 gaps associated to Family 5.3.1.
- the **FF-ICE – eFPL initiative** (2022\_035\_AF5) will cover the mandatory services described in Family 5.6.1 (Filing, Flight Data Request, Notification, Data Publication, Trial), allowing the airspace users to submit the new eFPL (electronic Flight Plan), NM to process it and ANSPs consuming to consume such data. The eFPL contains much more accurate and complete data compared to the previous version and formats, facilitating a smarter and more effective management of traffic. In other words, the project contributes to the coverage of 5 gaps for Family 5.6.1, as well as the contribution of the compliance of the Airspace Users.

#### **Expected outcomes and results**

The Project – once fully completed – will therefore help **reshaping the face of Air Traffic Management in Europe**, bringing closer the realisation of the SESAR vision. The Project I will help the **large scale adoption of 10 SESAR solutions**, as developed by the SESAR Joint Undertaking, and combine them into the ATM operational environment of the next decades.

With an investment of around € 160 million, the 39 organisations participating to the Project will contribute to making the performance of the air traffic management operations in Europe better adhere to the required standards of safety, resilience, security, efficiency, interoperability, and especially of environmental sustainability.



## **ANNEXES**

### **LIST OF ANNEXES**

Subcontracting table — *mandatory*

**SUBCONTRACTING TABLE**

<b>Subcontracting</b>			
<p><i>Give details on subcontracted action tasks (if any).</i></p> <p><i>Subcontracts must be awarded using your usual purchasing practices – provided that they ensure best value for money and no conflict of interests. If you are a ‘contracting authority/entity’ within the meaning of the EU Directives on public procurement, you must also comply with the applicable national law on public procurement.</i></p> <p><b>Note:</b> <i>The coordinator remains fully responsible for the coordination tasks, even if they are delegated to someone else. Coordinator tasks cannot be subcontracted.</i></p>			
Task number to be subcontracted (follow the numbering in the grant agreement)	Name of task to be subcontracted	Description (Describe briefly the part of the task to be subcontracted and indicate the BEN responsible)	Estimated Costs (EUR)
Tasks 1.1 – 1.5 – WP1	Project Coordination; Project monitoring and reporting; Financial management: payments, checks and audits; Project Information management; Communication management for stakeholder support	Contract with several time-based consultants to provide support on all SDM WP1 coordination tasks, assessment of milestones and deliverables. In addition, two main contracts aimed at supporting its the SDM website and Partner Area and Star Tool.  Beneficiary: EUROCONTROL	471,461.00
Tasks 1.1 – 1.5 – WP1	Project Coordination; Project monitoring and reporting; Financial management: payments, checks and audits; Project Information management; Communication management for stakeholder support	Contracting several time-based Consultants to provide support on all SDM WP1 coordination tasks, assessment of milestones and deliverables.  Beneficiary: ACI Europe	806,980.00
Task 2.2 – WP2	Athens Airport implementation of SDP Family 2.2.2	Contract for T2.2 – “Athens Airport implementation of SDP Family 2.2.2”.  Beneficiary: AIA	5,350,000.00
Task 2.3 – WP2	Hamburg Airport implementation of SDP Family 2.2.2	Contract for T2.3 – “Hamburg Airport implementation of SDP Family 2.2.2”.  Beneficiary: HAM	1,120,500.00
Task 2.4 – WP2	Malaga Airport implementation of SDP Family 2.2.2	Contract for T2.4 – “Malaga Airport implementation of SDP Family 2.2.2”.  Beneficiary: AENA	1,466,390.00
Task 2.4 – WP2	Malaga Airport implementation of SDP Family 2.2.2	Contract to Engineering third party support for technical support for the development of the task activities in 2023-2027.  Beneficiary: ENAIRE.	158,400.00



Task 2.4 – WP2	Malaga Airport implementation of SDP Family 2.2.2	Contract for SW upgrade of the SACTA system for the implementation of the new functionality required for the task. Beneficiary: ENAIRE.	223,740.00
Task 2.5 – WP2	Milan Linate Airport implementation of SDP Family 2.2.2	Contract for T2.5 - “Milan Linate Airport implementation of SDP Family 2.2.2”. Beneficiary: SEA	2,883,816.00
Task 2.6 – WP2	Prague Airport implementation of SDP Family 2.2.2	Contract for T2.6- “Prague Airport implementation of SDP Family 2.2.2”. Beneficiary: PRG	6,113,000.00
Task 2.7 – WP2	Stuttgart Airport implementation of SDP Family 2.2.2	Contract for T2.7 - “Stuttgart Airport implementation of SDP Family 2.2.2”. Beneficiary: Stuttgart Airport	1,755,000.00
Task 2.8 – WP2	Warsaw Airport implementation of SDP Family 2.2.2	Contract for T2.8 - “Warsaw Airport implementation of SDP Family 2.2.2”. Beneficiary: PPL	4,121,934.00
Task 2.16 – WP2	HAM - AOP-NOP System Implementation - Family 4.4.1	Contract for T2.16- “Hamburg Airport - AOP-NOP System Implementation – SDP Family 4.4.1” Beneficiary: DFS	144,000.00
Task 2.16 – WP2	HAM - AOP-NOP System Implementation - Family 4.4.1	Contract for T2.16 - “Hamburg Airport - AOP-NOP System Implementation – SDP Family 4.4.1” . Beneficiary: HAM	9,000.00
Task 2.17 – WP2	Hamburg Airport - AOP/NOP System Testing – SDP Family 4.4.1	Contract T2.17 – “Hamburg Airport - AOP/NOP System Testing – SDP Family 4.4.1”. Beneficiary: HAM	9,000.00
Task 2.18 – WP2	AGP - Definition system requirements AOP/NOP with NM - Family 4.4.1	Contract for T2.18 - “Malaga Airport - Definition system requirements AOP/NOP with NM – SDP Family 4.4.1”. Beneficiary: AENA	98,402.00
Task 2.19 – WP2	AGP - AOP-NOP System Implementation - Family 4.4.1	Contract for T2.19 - “Malaga Airport - AOP-NOP System Implementation – SDP Family 4.4.1”. Beneficiary: AENA	260,646.00
Task 2.20 – WP2	AGP - AOP/NOP System Testing - Family 4.4.1	Contract for T2.20- “Malaga Airport - AOP/NOP System Testing – SDP Family 4.4.1”. Beneficiary: AENA	276,858.00
Task 2.22 – WP2	PRG - AOP-NOP System Implementation - Family 4.4.1	Contract for T2.22 “Prague Airport - AOP-NOP System Implementation – SDP Family 4.4.1” Beneficiary: PRG	393,000.00
Task 2.23 – WP2	PRG - AOP/NOP System Testing - Family 4.4.1	Contract for T2.23- “Prague Airport - AOP/NOP System Testing – SDP Family 4.4.1”. Beneficiary: PRG	9,000.00



Task 2.25 – WP2	STR - AOP-NOP System Implementation - Family 4.4.1	Contract for T2.25 - "Stuttgart Airport - AOP-NOP System Implementation – SDP Family 4.4.1". Beneficiary: Stuttgart Airport	305,500.00
Task 2.25 – WP2	STR - AOP-NOP System Implementation - Family 4.4.1	Contract for T2.25- "Stuttgart Airport - AOP-NOP System Implementation – SDP Family 4.4.1". Beneficiary: DFS	144,000.00
Task 2.26 – WP2	Stuttgart Airport - AOP/NOP System Testing – SDP Family 4.4.1	Contract for T2.26- "Stuttgart Airport - AOP/NOP System Testing – SDP Family 4.4.1". Beneficiary: Stuttgart Airport	9,000.00
Task 2.27 – WP2	WAW - Definition system requirements AOP/NOP with NM - Family 4.4.1	Contract for T2.27- "Warsaw Airport - Definition system requirements AOP/NOP with NM – SDP Family 4.4.1". Beneficiary: PPL	106,602.00
Task 2.28 – WP2	WAW - AOP-NOP System Implementation - Family 4.4.1	Contract for T2.28- "Warsaw Airport - AOP-NOP System Implementation – SDP Family 4.4.1". Beneficiary: PPL	213,204.00
Task 2.29 – WP2	WAW - AOP/NOP System Testing - Family 4.4.1	Contract for T2.29- "Warsaw Airport - AOP/NOP System Testing – SDP Family 4.4.1" Beneficiary: PPL	142,134.00
Task 3.9 – WP3	MATS-ENAV Implementation of Cross-border FRA – MATS ATM System upgrade	Contract for Task 3.9– "MATS-ENAV Implementation of Cross-border FRA – MATS ATM System upgrade". Beneficiary: MATS	140,850.00
Task 4.1 - WP4	Project Management	Contract Engineering third party support for technical support for the development of the task activities in 2023-2025. Beneficiary ENAIRE.	32,400.00
Task 4.2 – WP4	Enhanced Free Route within Spain - Peninsula	Contract Engineering third party support for technical support for the development of the task activities in 2023-2025. Beneficiary: ENAIRE	186,300.00
Task 4.2 – WP4	Enhanced Free Route within Spain – Peninsula	Contract Engineering third party support for technical support for the development of the task activities in 2023-2025. Beneficiary: SPAF	13,586.00
Task 4.4 – WP4	Cross-border Free Route Implementation between Portugal and Spain	Contract Engineering third party support for technical support for the development of the task activities in 2023-2025 Beneficiary ENAIRE	156,600.00
Task 4.4 – WP4	Cross-border Free Route Implementation between Portugal and Spain	Contract Engineering third party support for technical support for the development of the task activities in 2023-2025 Beneficiary SPAF	5,660.00
Task 5.1 – WP5	Project Management	Contract Engineering third party support for technical support for the development of the task	8,100.00



		activities in 2023-2025. Beneficiary ENAIRE <i>(N.B in the “Annex 1 - Description of the action (part B - Detailed Budget Table per Reporting Period)”, these costs are reported under “D.4 Works in outermost regions” category)</i>	
Task 5.2 – WP5	Enhanced Free Route within Spain - Canary Islands	Contract Engineering third party support for technical support for the development of the task activities in 2023 – 2025. Beneficiary ENAIRE <i>N.B in the “Annex 1 - Description of the action (part B - Detailed Budget Table per Reporting Period)”, these costs are reported under “D.4 Works in outermost regions” category)</i>	124,200.00
Task 5.2 – WP5	Enhanced Free Route within Spain - Canary Islands	Contract Engineering third party support for technical support for the development of the task activities in 2023-2025 for SPAF. Beneficiary SPAF <i>N.B.in the “Annex 1 - Description of the action (part B - Detailed Budget Table per Reporting Period)”, these costs are reported under “D.4 Works in outermost regions” category)</i>	9,059.00
Task 6.6 – WP6	System development	Contract for Task 6.6 – “System development”. Beneficiary: PANSA	1,980,000.00
Task 6.7 – WP6	System testing	Contract Task 6.7 – “System testing”. Beneficiary: PANSA	180,000.00
Task 6.10 – WP6	System operational integration	Contract for Task 6.10 – “System operational integration”. Beneficiary: PANSA	540,000.00
Task 7.2 – WP7	ADP Support to ACADIA	Contract for T7.2 – ADP Support to IP “ACADIA” (WP7). Beneficiary: ADP	315,000.00
Task 7.3 – WP7	AENA Support to ACADIA	Contract for T7.3 – AENA Support to IP “ACADIA” (WP7). Beneficiary: AENA	1,242,571.00
Task 7.4 – WP7	AIA Support to ACADIA	Contract for T7.4 – AIA Support to IP “ACADIA” (WP7) for the aerodrome mapping, in terms of a local topographical study to be performed. Beneficiary: AIA	477,000.00
Task 7.5 – WP7	AustroControl Support to ACADIA	Contract for T7.5 – “AustroControl Support to IP “ACADIA” (WP7). Beneficiary: AustroControl	100,000.00
Task 7.7 – WP7	DAA Support to ACADIA	Contract for T7.7 – “DAA Support to IP “ACADIA” (WP7). Beneficiary: DAA	126,000.00
Task 7.8 – WP7	DCA Cyprus Support to ACADIA	Contract for T7.8 – “DCA Cyprus Support to IP “ACADIA” (WP7). Beneficiary: DCAC	446,000.00





Task 7.9 – WP7	DSNA Support to ACADIA	Contract for T7.9 – “DSNA Support to IP “ACADIA” (WP7)”. Beneficiary: DSNA	1,665,000.00
Task 7.10 – WP7	EANS Support to ACADIA	Contract for T7.10 – “EANS Support to IP “ACADIA” (WP7)” related to Aerodrome mapping data digitalization, SWIM service provision and updating our current ARO and Briefing Office software. Beneficiary: EANS	1,200,000.00
Task 7.11 – WP7	ENAIRE Support to ACADIA	Contract Engineering third party support (DNA 475/22) for technical support for the development of the task activities in 2023-2025. Beneficiary: ENAIRE	181,440.00
Task 7.11 – WP7	ENAIRE Support to IP ACADIA	Contract Engineering third party support Dir. Sistemas 2023-2025 for technical support for the development of the task activities. Beneficiary: ENAIRE	181,440.00
Task 7.11 – WP7	ENAIRE Support to ACADIA	Contract for SW upgrade of the ICARO system for the implementation of the new functionality required for the task. Beneficiary: ENAIRE	471,994.00
Task 7.11 – WP7	ENAIRE Support to ACADIA	Contract for INSIGNIA update and technical support. Beneficiary ENAIRE	217,040.00
Task 7.11 – WP7	ENAIRE Support to ACADIA	Contract for development and maintenance support. Beneficiary: ENAIRE	635,760.00
Task 7.18 – WP7	PRG Support to ACADIA	Contract for T7.18 – “PRG Support to IP ACADIA (WP7)”. Beneficiary: PRG	1,560,000.00
Task 7.19 – WP7	SWEDAVIA Support to ACADIA	Contract for T76.19 – “SWEDAVIA Support to IP ACADIA (WP7)”. Beneficiary: SWEDAVIA	825,000.00
Task 7.21 – WP7	PANSA Support to ACADIA	Contract for T7.21 – “PANSA Support to IP ACADIA (WP7)”. Beneficiary: PANSA	1,485,574.00
Task 8.3 – WP8	Croatia Control Support to ASM SWIM	Contract for the upgrade of SWIM platform, LARA system, interfaces and general support) are within a signed ongoing contract. Beneficiary: Croatia Control	591,650.00
Task 8.5 – WP8	DSNA Support to ASM SWIM	Contract for T8.5 – “DSNA Support to ASM SWIM”. Beneficiary: DSNA	2,980,000.00
Task 8.6 – WP8	ENAIRE Support to ASM SWIM	Contract Engineering third party support for technical support for the development of the task activities in 2023 – 2025. Beneficiary: ENAIRE	133,310.00



Task 8.6 – WP8	ENAIRES Support to ASM SWIM	Contract Engineering third party support Dir. Sistemas 2023-2025 for technical support for the development of the task activities. Beneficiary ENAIRES	133,310.00
Task 8.6 – WP8	ENAIRES Support to ASM SWIM	Contract for SW upgrade of the ICARO system for the implementation of the new functionality required for the task. Beneficiary ENAIRES	560,000.00
Task 8.6 – WP8	ENAIRES Support to ASM SWIM	Contract for SW upgrade of the SACTA system for the implementation of the new functionality required for the task. Beneficiary ENAIRES	451,631.00
Task 8.8 – WP8	LFV Support to ASM SWIM	Contract for T8.8 – “LFV Support to ASM SWIM”. Beneficiary: LFV	193,860.00
Task 8.9 – WP8	MATS Support to ASM SWIM	Contract for T8.9 - "MATS Support to ASM SWIM". Beneficiary: MATS	4,500.00
Task 8.12 - WP8	Naviar Support to ASM SWIM	Contract for T8.12 – “NAVIAR Support to ASM SWIM”. Beneficiary: Naviar	42,300.00
Task 8.13 - WP7	Oro Navigacija Support to ASW SWIM	Contract for T8.13 – “Oro Navigacija Support to ASM SWIM”. Beneficiary: Oro Navigacija	1,035,000.00
Task 8.14 – WP8	PANSA Support to ASM SWIM	Contract for T8.14 – “PANSA Support to ASM SWIM”. Beneficiary: PANSA	296,808.00
Task 8.15 – WP8	SPAF Support to ASM SWIM	Contract Engineering third party support for technical support for the development of the task activities in 2023 -2024. Beneficiary: SPAF	18,608.00
Task 9.1 – WP9	Implementation of FF-ICE in WIZer ACC	Contract for: “Conception and Prototyping”, “Reception of FF-ICE/eFPL”, “Support Translation Service for eFPLs into ICAO 2012 FPLs”, “Processing of eFPL”, “Support of 4d Trajectory Information”. Beneficiary: DFS	171,000.00
Task 9.2 – WP9	ATM2015+S4D project	Contract for: “Project requirements specification”; “System implementation”; “Cooperation Process with the NM”; “System Authorisation”. Beneficiary: ROMATSA	5,000,000.00
Task 9.3 – WP9	“ROMairTCM” (Automated Air Traffic Complexity Management System),	Contract for: “Procurement Process and Contract Award”; “Installation and Deployment of ROMairTCM”; “Training and familiarize personnel”. Beneficiary: ROMATSA	1,900,957.00
Task 9.4 – WP9	TRAFFIC 2.0	Contract for: “System development”, “System testing” “System operational integration”. Beneficiary: PANSA	1,052,301.00



Task 9.5 – WP9	FF-ICE R1	Contract for: “Project management”; “Design a national architecture”; “Implement a national architecture”; “Provision of eFPL to DSNA ATFCM and green local tools”; “Local safety case preparation”; “Operational training”; “eFPL used in ATFCM and green operations”. Beneficiary: DSNA	2,100,000.00
Task 9.6	FF-ICE project	Contract for: “Systems and interfaces development- KLM Group”; “Deployment KLM Group”. Beneficiary: KLM	400,000.00



<b>HISTORY OF CHANGES</b>		
<b>VERSION</b>	<b>PUBLICATION DATE</b>	<b>CHANGE</b>
1.0	04.04.2023	Initial version. Changes compared to the proposals are related to Project Description according to CINEA preliminary comments and population of Sub-contracting table
2.0	01/09/2023	Information and costs updated related to subcontracting for WPs 1-7
3.0	06/09/2023	Information and costs updated related to subcontracting for WPs 8; number of gaps corrected; Numbers of participants adapted after Ana and DGA exclusion
4.0	21/09/2023	Costs updated for some beneficiaries and rows added with further detailed info for ENAIRE, SPAF, KLM, ROMATSA
5.0	27/09/2023	Fine tuning
6.0	29/09/2023	Further fine tuning
7.0	11/10/2023	Final Fine tuning

## ANNEX 1

## DETAILED BUDGET BREAKDOWN PER REPORTING PERIOD

Estimated eligible costs (per budget category)																	Estimated EU contribution				
Direct costs															Indirect costs		Total costs	EU contribution to eligible costs			Total requested EU contribution
A. Personnel costs		B. Subcontracting costs		C. Purchase costs				D. Other cost categories					E. Indirect costs	Funding rate %	Maximum EU contribution	Requested EU contribution					
Forms of funding	A.1 Employees (or equivalent)		A.2 Natural persons under direct contract	A.3 Seconded persons	A.4 SME owners and natural person beneficiaries	C.1 Travel and subsistence			C.2 Equipment	C.3 Other goods, works and services	D.1 Financial support to third parties	D.2 Studies	D.3 Synergetic elements	D.4 Works in outermost regions	D.5 Land purchases	Flat-rate costs	f = a+b+c+d	V, W, X	g <sup>2</sup>	h	m
	Actual costs	Unit costs (usual accounting practices)				Unit costs	Actual costs	Actual costs													
	a1	a2	a3	b	c1a	c1b	c1c	c2	c3	d1a	d2	d3	d4	d5	e <sup>1</sup>	f = a+b+c+d	V, W, X	g <sup>2</sup>	h	m	
<b>Reporting period 1</b>																					
1 - EUROCONTROL	667 460.40	0.00	0.00	188 584.40	47 522.40	47 522.00	47 522.00	18 102.80	227 555.20	0.00	0.00	0.00	0.00	0.00	0.00	1 244 269.20	50, 0, 70	622 134.60	622 134.60	622 134.60	
2 - ACI EUROPE	0.00	0.00	0.00	322 792.00	0.00	0.00	0.00	0.00	6 140.80	0.00	0.00	0.00	0.00	0.00	0.00	328 932.80	50, 0, 70	164 466.40	164 466.40	164 466.40	
3 - AIR FRANCE	993 643.60	0.00	0.00	0.00	52 226.40	0.00	0.00	90 000.00	15 035.20	0.00	0.00	0.00	0.00	0.00	0.00	1 150 905.20	50, 0, 70	575 452.60	575 452.60	575 452.60	
4 - AUSTRO CONTROL	451 398.60	0.00	0.00	50 000.00	10 718.40	10 717.00	10 717.00	95 000.00	158 293.60	0.00	0.00	0.00	0.00	0.00	0.00	786 844.60	50, 0, 70	393 422.30	393 422.30	393 422.30	
4.1 - ACDS	253 290.00	0.00	0.00	0.00	15 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	268 290.00	50, 0, 70	134 145.00	134 145.00	134 145.00	
5 - CROATIA CONTROL	155 740.60	0.00	0.00	170 270.00	5 012.40	5 000.00	5 000.00	25 000.00	170 563.60	0.00	0.00	0.00	0.00	0.00	0.00	536 586.60	50, 0, 70	268 293.30	268 293.30	268 293.30	
6 - LUFTHANSA	67 351.60	0.00	0.00	0.00	4 450.40	4 448.00	4 448.00	0.00	1 535.20	0.00	0.00	0.00	0.00	0.00	0.00	82 233.20	50, 0, 70	41 116.60	41 116.60	41 116.60	
7 - DFS	1 032 736.60	0.00	0.00	184 050.00	20 458.80	20 456.00	20 456.00	36 000.00	2 348.80	0.00	0.00	0.00	0.00	0.00	0.00	1 316 506.20	50, 0, 70	658 253.10	658 253.10	658 253.10	
8 - DSN	1 247 774.60	0.00	0.00	3 479 875.00	3 404.40	3 403.00	3 403.00	100 000.00	1 174.40	0.00	0.00	0.00	0.00	0.00	0.00	4 839 034.40	50, 0, 70	2 419 517.20	2 419 517.20	2 419 517.20	
9 - EASYJET	67 351.60	0.00	0.00	0.00	4 450.40	4 448.00	4 448.00	0.00	1 535.20	0.00	0.00	0.00	0.00	0.00	0.00	82 233.20	50, 0, 70	41 116.60	41 116.60	41 116.60	
10 - ENAIRE	1 386 290.60	0.00	0.00	2 032 404.00	28 296.00	28 295.00	28 295.00	0.00	1 761.60	0.00	0.00	0.00	381 215.00	0.00	0.00	3 886 557.20	50, 0, 70	2 019 521.60	2 019 521.60	2 019 521.60	
11 - ENAV	6 531 670.60	0.00	0.00	0.00	17 966.40	10 000.00	10 000.00	0.00	3 523.60	0.00	0.00	0.00	0.00	0.00	0.00	6 573 160.60	50, 0, 70	3 286 580.30	3 286 580.30	3 286 580.30	
12 - HUNGAROCNTROL	51 525.60	0.00	0.00	0.00	4 210.40	3 000.00	3 000.00	0.00	1 174.40	0.00	0.00	0.00	0.00	0.00	0.00	62 910.40	50, 0, 70	31 455.20	31 455.20	31 455.20	
13 - AIRNAV	391 000.60	0.00	0.00	0.00	2 552.40	0.00	0.00	0.00	670 793.60	0.00	0.00	0.00	0.00	0.00	0.00	1 064 346.60	50, 0, 70	532 173.30	532 173.30	532 173.30	
14 - LFV	434 762.60	0.00	0.00	0.00	2 552.40	0.00	0.00	270 000.00	293.60	0.00	0.00	0.00	0.00	0.00	0.00	707 608.60	50, 0, 70	353 804.30	353 804.30	353 804.30	
15 - NAV PORTUGAL	640 740.60	0.00	0.00	0.00	17 184.40	17 184.00	17 184.00	38 600.00	735 293.60	0.00	0.00	0.00	0.00	0.00	0.00	1 466 186.60	50, 0, 70	733 093.30	733 093.30	733 093.30	
16 - NAVIAIR	229 921.60	0.00	0.00	0.00	2 552.40	0.00	0.00	265 950.00	293.60	0.00	0.00	0.00	0.00	0.00	0.00	498 717.60	50, 0, 70	249 358.80	249 358.80	249 358.80	
17 - PANS	944 926.60	0.00	0.00	3 984 009.00	45 925.40	45 925.00	45 925.00	0.00	15 191.40	0.00	0.00	0.00	0.00	0.00	0.00	5 081 902.40	50, 0, 70	2 540 951.20	2 540 951.20	2 540 951.20	
18 - ROMATSA RA	913 703.60	0.00	0.00	3 900 957.00	45 495.40	50 000.00	50 000.00	0.00	13 174.40	0.00	0.00	0.00	0.00	0.00	0.00	4 973 330.40	50, 0, 70	2 486 665.20	2 486 665.20	2 486 665.20	
19 - RYANAIR	67 351.60	0.00	0.00	0.00	3 346.40	5 000.00	5 000.00	0.00	1 535.20	0.00	0.00	0.00	0.00	0.00	0.00	82 233.20	50, 0, 70	41 116.60	41 116.60	41 116.60	
20 - PRG Airport	1 065 637.00	0.00	0.00	4 124 000.00	9 194.00	9 193.00	9 193.00	8 000.00	12 000.00	0.00	0.00	0.00	0.00	0.00	0.00	5 237 217.00	50, 0, 70	2 618 608.50	2 618 608.50	2 618 608.50	
21 - SEA	238 489.00	0.00	0.00	787 500.00	0.00	0.00	0.00	0.00	14 400.00	0.00	0.00	0.00	0.00	0.00	0.00	1 040 389.00	50, 0, 70	520 194.50	520 194.50	520 194.50	
22 - PPL	177 009.00	0.00	0.00	1 137 086.00	4 800.00	3 000.00	3 000.00	53 217.00	10 530.00	0.00	0.00	0.00	0.00	0.00	0.00	1 388 642.00	50, 0, 70	694 321.00	694 321.00	694 321.00	
23 - FSG	387 696.00	0.00	0.00	225 000.00	0.00	0.00	0.00	27 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	639 696.00	50, 0, 70	319 848.00	319 848.00	319 848.00	
24 - HAM AIRPORT	217 668.00	0.00	0.00	360 000.00	0.00	0.00	0.00	13 500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	591 168.00	50, 0, 70	295 584.00	295 584.00	295 584.00	
25 - AIA	1 035 234.00	0.00	0.00	1 799 000.00	0.00	0.00	0.00	46 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2 880 234.00	50, 0, 70	1 440 117.00	1 440 117.00	1 440 117.00	
26 - AENA SME	154 469.00	0.00	0.00	1 538 671.00	7 168.00	7 168.00	7 168.00	0.00	46 000.00	0.00	0.00	0.00	0.00	0.00	0.00	1 760 644.00	50, 0, 70	880 322.00	880 322.00	880 322.00	
27 - MATS	527 595.00	0.00	0.00	140 850.00	8 668.00	8 666.00	8 666.00	1 110 000.00	250 000.00	0.00	0.00	0.00	0.00	0.00	0.00	2 054 445.00	50, 0, 70	1 027 222.50	1 027 222.50	1 027 222.50	

Estimated eligible costs (per budget category)																	Estimated EU contribution			
Direct costs															Indirect costs	Total costs	EU contribution to eligible costs			Total requested EU contribution
A. Personnel costs		B. Subcontracting costs	C. Purchase costs			D. Other cost categories					E. Indirect costs	Funding rate %	Maximum EU contribution	Requested EU contribution						
Forms of funding	Actual costs	Unit costs (usual accounting practices)	Unit costs	Actual costs	C.1 Travel and subsistence			C.2 Equipment	C.3 Other goods, works and services	D.1 Financial support to third parties	D.2 Studies	D.3 Synergetic elements	D.4 Works in outermost regions	D.5 Land purchases	Flat-rate costs	f = a+b+c+d	V, W, X	g <sup>2</sup>	h	m
					Travel	Accommodation	Subsistence													
	a1	a2	a3	b	c1a	c1b	c1c	c2	c3	d1a	d2	d3	d4	d5	e <sup>1</sup>					
28 - SPAF	201 251.00	0.00	0.00	31 439.00	6 000.00	6 000.00	6 000.00	0.00	0.00	0.00	0.00	0.00	9 237.00	0.00	0.00	259 927.00	50, 0, 70	131 810.90	131 810.90	131 810.90
29 - SWED	792 570.00	0.00	0.00	725 000.00	11 668.00	11 666.00	11 666.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1 552 570.00	50, 0, 70	776 285.00	776 285.00	776 285.00
30 - SCHIPHOL	364 106.00	0.00	0.00	0.00	4 000.00	4 000.00	4 000.00	0.00	1 000 000.00	0.00	0.00	0.00	0.00	0.00	0.00	1 376 106.00	50, 0, 70	688 053.00	688 053.00	688 053.00
31 - ESTONIANANS	48 606.00	0.00	0.00	600 000.00	6 904.00	6 903.00	6 903.00	0.00	20 000.00	0.00	0.00	0.00	0.00	0.00	0.00	689 316.00	50, 0, 70	344 658.00	344 658.00	344 658.00
32 - LGS	75 464.00	0.00	0.00	0.00	2 850.00	2 850.00	2 850.00	0.00	223 200.00	0.00	0.00	0.00	0.00	0.00	0.00	307 214.00	50, 0, 70	153 607.00	153 607.00	153 607.00
33 - DCAC	248 028.00	0.00	0.00	164 000.00	8 768.00	8 766.00	8 766.00	18 000.00	936 000.00	0.00	0.00	0.00	0.00	0.00	0.00	1 392 328.00	50, 0, 70	696 164.00	696 164.00	696 164.00
34 - daa	273 291.00	0.00	0.00	72 000.00	4 500.00	4 500.00	4 500.00	81 000.00	333 000.00	0.00	0.00	0.00	0.00	0.00	0.00	772 791.00	50, 0, 70	386 395.50	386 395.50	386 395.50
35 - ADP	122 251.00	0.00	0.00	315 000.00	27 000.00	0.00	0.00	0.00	225 000.00	0.00	0.00	0.00	0.00	0.00	0.00	689 251.00	50, 0, 70	344 625.50	344 625.50	344 625.50
36 - ORO NAVIGACIJA	72 246.00	0.00	0.00	450 000.00	3 500.00	5 000.00	5 000.00	225 000.00	4 500.00	0.00	0.00	0.00	0.00	0.00	0.00	765 246.00	50, 0, 70	382 623.00	382 623.00	382 623.00
37 - KLM	657 801.00	0.00	0.00	400 000.00	22 500.00	0.00	0.00	0.00	41 500.00	0.00	0.00	0.00	0.00	0.00	0.00	1 121 801.00	50, 0, 70	560 900.50	560 900.50	560 900.50
38 - SKYGUIDE																				
<b>Total</b>	<b>23 188 052.60</b>	<b>0.00</b>	<b>0.00</b>	<b>27 182 487.40</b>	<b>460 845.20</b>	<b>333 110.00</b>	<b>333 110.00</b>	<b>2 520 369.80</b>	<b>5 143 347.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>390 452.00</b>	<b>0.00</b>	<b>0.00</b>	<b>59 551 774.00</b>		<b>29 853 977.40</b>	<b>29 853 977.40</b>	<b>29 853 977.40</b>
<b>Reporting period 2</b>																				
1 - EUROCONTROL	571 746.40	0.00	0.00	188 584.40	47 522.40	47 522.00	47 522.00	18 102.80	227 555.20	0.00	0.00	0.00	0.00	0.00	0.00	1 148 555.20	50, 0, 70	574 277.60	574 277.60	574 277.60
2 - ACI EUROPE	0.00	0.00	0.00	322 792.00	0.00	0.00	0.00	0.00	6 140.80	0.00	0.00	0.00	0.00	0.00	0.00	328 932.80	50, 0, 70	164 466.40	164 466.40	164 466.40
3 - AIR FRANCE	327 612.60	0.00	0.00	0.00	4 450.40	4 448.00	4 448.00	0.00	1 535.20	0.00	0.00	0.00	0.00	0.00	0.00	342 494.20	50, 0, 70	171 247.10	171 247.10	171 247.10
4 - AUSTRO CONTROL	598 390.60	0.00	0.00	50 000.00	10 984.40	10 984.00	10 984.00	155 000.00	362 293.60	0.00	0.00	0.00	0.00	0.00	0.00	1 198 636.60	50, 0, 70	599 318.30	599 318.30	599 318.30
4.1 - ACDS	251 645.00	0.00	0.00	0.00	15 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	266 645.00	50, 0, 70	133 322.50	133 322.50	133 322.50
5 - CROATIA CONTROL	326 860.60	0.00	0.00	421 380.00	5 598.40	5 597.00	5 597.00	25 000.00	421 673.60	0.00	0.00	0.00	0.00	0.00	0.00	1 211 706.60	50, 0, 70	605 853.30	605 853.30	605 853.30
6 - LUFTHANSA	67 351.60	0.00	0.00	0.00	4 450.40	4 448.00	4 448.00	0.00	1 535.20	0.00	0.00	0.00	0.00	0.00	0.00	82 233.20	50, 0, 70	41 116.60	41 116.60	41 116.60
7 - DFS	1 621 948.60	0.00	0.00	256 950.00	20 608.80	20 606.00	20 606.00	0.00	2 348.80	0.00	0.00	0.00	0.00	0.00	0.00	1 943 068.20	50, 0, 70	971 534.10	971 534.10	971 534.10
8 - DSN	912 400.60	0.00	0.00	3 265 125.00	3 404.40	3 403.00	3 403.00	0.00	1 174.40	0.00	0.00	0.00	0.00	0.00	0.00	4 188 910.40	50, 0, 70	2 094 455.20	2 094 455.20	2 094 455.20
9 - EASYJET	67 351.60	0.00	0.00	0.00	4 450.40	4 448.00	4 448.00	0.00	1 535.20	0.00	0.00	0.00	0.00	0.00	0.00	82 233.20	50, 0, 70	41 116.60	41 116.60	41 116.60
10 - ENAIRE	966 564.60	0.00	0.00	1 613 471.00	6 696.00	6 695.00	6 695.00	0.00	1 761.60	0.00	0.00	0.00	190 607.00	0.00	0.00	2 792 490.20	50, 0, 70	1 434 366.50	1 434 366.50	1 434 366.50
11 - ENAV	3 052 915.60	0.00	0.00	0.00	14 366.40	10 000.00	10 000.00	0.00	3 523.60	0.00	0.00	0.00	0.00	0.00	0.00	3 090 805.60	50, 0, 70	1 545 402.80	1 545 402.80	1 545 402.80
12 - HUNGAROCNTROL	51 525.60	0.00	0.00	0.00	4 210.40	3 000.00	3 000.00	0.00	1 174.40	0.00	0.00	0.00	0.00	0.00	0.00	62 910.40	50, 0, 70	31 455.20	31 455.20	31 455.20
13 - AIRNAV	443 140.60	0.00	0.00	0.00	2 552.40	0.00	0.00	0.00	1 174 793.60	0.00	0.00	0.00	0.00	0.00	0.00	1 620 486.60	50, 0, 70	810 243.30	810 243.30	810 243.30
14 - LRV	363 861.60	0.00	0.00	193 860.00	2 552.40	0.00	0.00	630 000.00	293.60	0.00	0.00	0.00	0.00	0.00	0.00	1 190 567.60	50, 0, 70	595 283.80	595 283.80	595 283.80
15 - NAV PORTUGAL	1 561 381.60	0.00	0.00	0.00	19 018.40	19 017.00	19 017.00	43 500.00	904 293.60	0.00	0.00	0.00	0.00	0.00	0.00	2 566 227.60	50, 0, 70	1 283 113.80	1 283 113.80	1 283 113.80
16 - NAVIAIR	208 251.60	0.00	0.00	42 300.00	2 552.40	0.00	0.00	619 200.00	293.60	0.00	0.00	0.00	0.00	0.00	0.00	872 597.60	50, 0, 70	436 298.80	436 298.80	436 298.80
17 - PANS	494 839.60	0.00	0.00	1 550 674.00	25 550.40	25 000.00	25 000.00	0.00	4 390.40	0.00	0.00	0.00	0.00	0.00	0.00	2 125 454.40	50, 0, 70	1 062 727.20	1 062 727.20	1 062 727.20
18 - ROMATSA RA	469 959.60	0.00	0.00	3 000 000.00	6 135.40	5 000.00	5 000.00	0.00	7 174.40	0.00	0.00	0.00	0.00	0.00	0.00	3 493 269.40	50, 0, 70	1 746 634.70	1 746 634.70	1 746 634.70
19 - RYANAIR	67 351.60	0.00	0.00	0.00	3 346.40	5 000.00	5 000.00	0.00	1 535.20	0.00	0.00	0.00	0.00	0.00	0.00	82 233.20	50, 0, 70	41 116.60	41 116.60	41 116.60

Estimated eligible costs (per budget category)																	Estimated EU contribution				
Direct costs															Indirect costs		Total costs	EU contribution to eligible costs			Total requested EU contribution
A. Personnel costs		B. Subcontracting costs		C. Purchase costs			D. Other cost categories					E. Indirect costs	Funding rate %	Maximum EU contribution	Requested EU contribution						
Forms of funding	Actual costs	Unit costs (usual accounting practices)	Unit costs	Actual costs	C.1 Travel and subsistence			C.2 Equipment	C.3 Other goods, works and services	D.1 Financial support to third parties	D.2 Studies	D.3 Synergetic elements				D.4 Works in outermost regions	D.5 Land purchases	Flat-rate costs	f = a+b+c+d	V, W, X	g <sup>2</sup>
					Travel	Accommodation	Subsistence						c1a	c1b	c1c						
20 - PRG Airport	1 071 789.00	0.00	0.00	3 766 000.00	5 500.00	5 000.00	5 000.00	11 000.00	7 000.00	0.00	0.00	0.00	0.00	0.00	0.00	4 871 289.00	50, 0, 70	2 435 644.50	2 435 644.50	2 435 644.50	
21 - SEA	265 489.00	0.00	0.00	1 479 600.00	0.00	0.00	0.00	117 000.00	18 900.00	0.00	0.00	0.00	0.00	0.00	0.00	1 880 989.00	50, 0, 70	940 494.50	940 494.50	940 494.50	
22 - PPL	184 362.00	0.00	0.00	2 368 926.00	4 800.00	4 800.00	4 800.00	118 260.00	22 932.00	0.00	0.00	0.00	0.00	0.00	0.00	2 708 880.00	50, 0, 70	1 354 440.00	1 354 440.00	1 354 440.00	
23 - FSG	936 930.00	0.00	0.00	1 681 000.00	0.00	0.00	0.00	200 000.00	297 000.00	0.00	0.00	0.00	0.00	0.00	0.00	3 114 930.00	50, 0, 70	1 557 465.00	1 557 465.00	1 557 465.00	
24 - HAM AIRPORT	599 737.00	0.00	0.00	714 150.00	0.00	0.00	0.00	441 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1 754 887.00	50, 0, 70	877 443.50	877 443.50	877 443.50	
25 - AIA	1 213 278.00	0.00	0.00	2 882 500.00	0.00	0.00	0.00	92 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4 187 778.00	50, 0, 70	2 093 889.00	2 093 889.00	2 093 889.00	
26 - AENA SME	153 941.00	0.00	0.00	1 353 678.00	5 654.00	5 653.00	5 653.00	0.00	3 000.00	0.00	0.00	0.00	0.00	0.00	0.00	1 527 579.00	50, 0, 70	763 789.50	763 789.50	763 789.50	
27 - MATS	272 041.00	0.00	0.00	4 500.00	3 600.00	3 600.00	3 600.00	0.00	1 800.00	0.00	0.00	0.00	0.00	0.00	0.00	289 141.00	50, 0, 70	144 570.50	144 570.50	144 570.50	
28 - SPAF	63 767.00	0.00	0.00	6 415.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4 617.00	0.00	0.00	0.00	74 799.00	50, 0, 70	38 322.90	38 322.90	38 322.90	
29 - SWED	386 285.00	0.00	0.00	100 000.00	5 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	491 285.00	50, 0, 70	245 642.50	245 642.50	245 642.50	
30 - SCHIPHOL	104 553.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	104 553.00	50, 0, 70	52 276.50	52 276.50	52 276.50	
31 - ESTONIANANS	11 890.00	0.00	0.00	600 000.00	4 797.00	4 797.00	4 797.00	0.00	13 000.00	0.00	0.00	0.00	0.00	0.00	0.00	639 281.00	50, 0, 70	319 640.50	319 640.50	319 640.50	
32 - LGS	37 732.00	0.00	0.00	0.00	4 950.00	0.00	0.00	0.00	213 300.00	0.00	0.00	0.00	0.00	0.00	0.00	255 982.00	50, 0, 70	127 991.00	127 991.00	127 991.00	
33 - DCAC	67 464.00	0.00	0.00	282 000.00	5 000.00	5 000.00	5 000.00	0.00	20 000.00	0.00	0.00	0.00	0.00	0.00	0.00	384 464.00	50, 0, 70	192 232.00	192 232.00	192 232.00	
34 - daa	507 895.00	0.00	0.00	54 000.00	6 750.00	0.00	0.00	0.00	657 000.00	0.00	0.00	0.00	0.00	0.00	0.00	1 225 645.00	50, 0, 70	612 822.50	612 822.50	612 822.50	
35 - ADP	119 626.00	0.00	0.00	0.00	9 000.00	9 000.00	9 000.00	0.00	18 000.00	0.00	0.00	0.00	0.00	0.00	0.00	164 626.00	50, 0, 70	82 313.00	82 313.00	82 313.00	
36 - ORO NAVIGACIJA	148 623.00	0.00	0.00	585 000.00	4 500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	738 123.00	50, 0, 70	369 061.50	369 061.50	369 061.50	
37 - KLM	227 143.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	227 143.00	50, 0, 70	113 571.50	113 571.50	113 571.50	
38 - SKYGUIDE																					
<b>Total</b>	18 797 644.60	0.00	0.00	26 782 905.40	263 001.20	213 018.00	213 018.00	2 470 062.80	4 396 958.00	0.00	0.00	0.00	195 224.00	0.00	0.00	53 331 832.00		26 704 960.80	26 704 960.80	26 704 960.80	
<b>Reporting period 3</b>																					
1 - EUROCONTROL	220 015.20	0.00	0.00	94 292.20	20 761.20	20 761.00	20 761.00	9 051.40	113 777.60	0.00	0.00	0.00	0.00	0.00	0.00	499 419.60	50, 0, 70	249 709.80	249 709.80	249 709.80	
2 - ACI EUROPE	0.00	0.00	0.00	161 396.00	0.00	0.00	0.00	0.00	3 070.40	0.00	0.00	0.00	0.00	0.00	0.00	164 466.40	50, 0, 70	82 233.20	82 233.20	82 233.20	
3 - AIR FRANCE	33 675.80	0.00	0.00	0.00	2 225.20	2 224.00	2 224.00	0.00	767.60	0.00	0.00	0.00	0.00	0.00	0.00	41 116.60	50, 0, 70	20 558.30	20 558.30	20 558.30	
4 - AUSTRO CONTROL	6 440.80	0.00	0.00	0.00	1 276.20	0.00	0.00	0.00	146.80	0.00	0.00	0.00	0.00	0.00	0.00	7 863.80	50, 0, 70	3 931.90	3 931.90	3 931.90	
4.1 - ACDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00	
5 - CROATIA CONTROL	6 440.80	0.00	0.00	0.00	1 276.20	0.00	0.00	0.00	146.80	0.00	0.00	0.00	0.00	0.00	0.00	7 863.80	50, 0, 70	3 931.90	3 931.90	3 931.90	
6 - LUFTHANSA	33 675.80	0.00	0.00	0.00	2 273.20	2 200.00	2 200.00	0.00	767.60	0.00	0.00	0.00	0.00	0.00	0.00	41 116.60	50, 0, 70	20 558.30	20 558.30	20 558.30	
7 - DFS	793 422.80	0.00	0.00	36 000.00	9 404.40	9 403.00	9 403.00	0.00	1 174.40	0.00	0.00	0.00	0.00	0.00	0.00	858 807.60	50, 0, 70	429 403.80	429 403.80	429 403.80	
8 - DSNA	25 762.80	0.00	0.00	0.00	5 105.20	0.00	0.00	0.00	587.20	0.00	0.00	0.00	0.00	0.00	0.00	31 455.20	50, 0, 70	15 727.60	15 727.60	15 727.60	
9 - EASYJET	33 675.80	0.00	0.00	0.00	2 273.20	2 200.00	2 200.00	0.00	767.60	0.00	0.00	0.00	0.00	0.00	0.00	41 116.60	50, 0, 70	20 558.30	20 558.30	20 558.30	
10 - ENAIRE	70 508.80	0.00	0.00	77 490.00	3 793.00	2 000.00	2 000.00	0.00	880.80	0.00	0.00	0.00	0.00	0.00	0.00	156 672.60	50, 0, 70	78 336.30	78 336.30	78 336.30	
11 - ENAV	78 798.80	0.00	0.00	0.00	5 383.20	5 000.00	5 000.00	0.00	1 761.80	0.00	0.00	0.00	0.00	0.00	0.00	95 943.80	50, 0, 70	47 971.90	47 971.90	47 971.90	

Estimated eligible costs (per budget category)																	Estimated EU contribution			
Direct costs															Indirect costs	Total costs	EU contribution to eligible costs			Total requested EU contribution
A. Personnel costs		B. Subcontracting costs	C. Purchase costs					D. Other cost categories					E. Indirect costs	Funding rate %	Maximum EU contribution		Requested EU contribution			
Forms of funding	Actual costs	Unit costs (usual accounting practices)	Unit costs	Actual costs	C.1 Travel and subsistence			C.2 Equipment	C.3 Other goods, works and services	D.1 Financial support to third parties	D.2 Studies	D.3 Synergetic elements	D.4 Works in outermost regions	D.5 Land purchases	Flat-rate costs	f = a+b+c+d	V, W, X	g <sup>2</sup>	h	m
					Travel	Accommodation	Subsistence													
	a1	a2	a3	b	c1a	c1b	c1c	c2	c3	d1a	d2	d3	d4	d5	e <sup>1</sup>					
12 - HUNGAROCONTROL	25 762.80	0.00	0.00	0.00	5 105.20	0.00	0.00	0.00	587.20	0.00	0.00	0.00	0.00	0.00	0.00	31 455.20	50, 0, 70	15 727.60	15 727.60	15 727.60
13 - AIRNAV	6 440.80	0.00	0.00	0.00	1 276.20	0.00	0.00	0.00	146.80	0.00	0.00	0.00	0.00	0.00	0.00	7 863.80	50, 0, 70	3 931.90	3 931.90	3 931.90
14 - Lfv	6 440.80	0.00	0.00	0.00	1 276.20	0.00	0.00	0.00	146.80	0.00	0.00	0.00	0.00	0.00	0.00	7 863.80	50, 0, 70	3 931.90	3 931.90	3 931.90
15 - NAV PORTUGAL	6 440.80	0.00	0.00	0.00	1 276.20	0.00	0.00	0.00	146.80	0.00	0.00	0.00	0.00	0.00	0.00	7 863.80	50, 0, 70	3 931.90	3 931.90	3 931.90
16 - NAVIAIR	6 440.80	0.00	0.00	0.00	1 276.20	0.00	0.00	0.00	146.80	0.00	0.00	0.00	0.00	0.00	0.00	7 863.80	50, 0, 70	3 931.90	3 931.90	3 931.90
17 - PANSa	25 762.80	0.00	0.00	0.00	5 105.20	0.00	0.00	0.00	587.20	0.00	0.00	0.00	0.00	0.00	0.00	31 455.20	50, 0, 70	15 727.60	15 727.60	15 727.60
18 - ROMATSA RA	25 762.80	0.00	0.00	0.00	5 105.20	0.00	0.00	0.00	587.20	0.00	0.00	0.00	0.00	0.00	0.00	31 455.20	50, 0, 70	15 727.60	15 727.60	15 727.60
19 - RYANAIR	33 675.80	0.00	0.00	0.00	2 673.20	2 000.00	2 000.00	0.00	767.60	0.00	0.00	0.00	0.00	0.00	0.00	41 116.60	50, 0, 70	20 558.30	20 558.30	20 558.30
20 - PRG Airport	595 735.00	0.00	0.00	185 000.00	4 000.00	0.00	0.00	4 500.00	3 000.00	0.00	0.00	0.00	0.00	0.00	0.00	792 235.00	50, 0, 70	396 117.50	396 117.50	396 117.50
21 - SEA	87 745.00	0.00	0.00	616 716.00	0.00	0.00	0.00	0.00	29 700.00	0.00	0.00	0.00	0.00	0.00	0.00	734 161.00	50, 0, 70	367 080.50	367 080.50	367 080.50
22 - PPL	163 163.00	0.00	0.00	1 077 862.00	5 400.00	0.00	0.00	53 808.00	10 647.00	0.00	0.00	0.00	0.00	0.00	0.00	1 310 880.00	50, 0, 70	655 440.00	655 440.00	655 440.00
23 - FSG	286 098.00	0.00	0.00	154 500.00	0.00	0.00	0.00	30 000.00	135 000.00	0.00	0.00	0.00	0.00	0.00	0.00	605 598.00	50, 0, 70	302 799.00	302 799.00	302 799.00
24 - HAM AIRPORT	233 484.00	0.00	0.00	55 350.00	0.00	0.00	0.00	63 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	351 834.00	50, 0, 70	175 917.00	175 917.00	175 917.00
25 - AIA	505 774.00	0.00	0.00	1 145 500.00	0.00	0.00	0.00	92 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1 743 274.00	50, 0, 70	871 637.00	871 637.00	871 637.00
26 - AENA SME	58 330.00	0.00	0.00	452 518.00	4 532.00	0.00	0.00	0.00	3 000.00	0.00	0.00	0.00	0.00	0.00	0.00	518 380.00	50, 0, 70	259 190.00	259 190.00	259 190.00
27 - MATS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
28 - SPAF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
29 - SWED	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
30 - SCHIPHOL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
31 - ESTONIANANS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
32 - LGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
33 - DCAC	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
34 - daa	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
35 - ADP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
36 - ORO NAVIGACIJA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
37 - KLM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50, 0, 70	0.00	0.00	0.00
38 - SKYGUIDE																				
<b>Total</b>	3 369 473.80	0.00	0.00	4 056 624.20	90 796.60	45 788.00	45 788.00	252 359.40	308 312.00	0.00	0.00	0.00	0.00	0.00	0.00	8 169 142.00		4 084 571.00	4 084 571.00	4 084 571.00
<b>Total all reporting periods</b>	45 355 171.00	0.00	0.00	58 022 017.00	814 643.00	591 916.00	591 916.00	5 242 792.00	9 848 617.00	0.00	0.00	0.00	585 676.00	0.00	0.00	121 052 748.00		60 643 509.20	60 643 509.20	60 643 509.20

<sup>1</sup> e = flat-rate \* (a1 + a2 + a3 + b + c1a + c1b + c1c + c2 + c3 + d1a + d2 + d3 + d4 + d5)

<sup>2</sup> g = (a1 + a2 + a3) \* V% + b \* V% + (c1a + c1b + c1c + c2 + c3) \* V% + (d1a + d3 + d5) \* V% + d2 \* W% + d4 \* X% + e \* V%



**START (DETAILED BUDGET TABLE PER WP)**

**PROJECT DATA**

<b>Project number:</b>	<b>101122682</b>
<b>Project acronym:</b>	<b>CLEAN ATM</b>

<b>Work package name</b>	<b>Funding Rate</b>
WP 1 - Action Coordination	50%
WP 2 - 2022_022_AF2_AF4 - BEACON	50%
WP 3 - 2022_007_AF3 - South East Enhanced FRA implementation	50%
WP 4 - 2022_009_AF3_EUR - Enhanced FAB SW Crossborder Free-Route (EUR)	50%
WP 5 - 2022_009_AF3_Canary - Enhanced FAB SW Crossborder Free- Route (Canary)	70%
WP 6 - 2022_028_AF3 - Cross-border FRA	50%
WP 7 - 2022_014_AF5 - Acceleration of Aeronautical Digital Information Availability (ACADIA)	50%
WP 8 - 2022_020_AF5 - ASM SWIM	50%
WP 9 - 2022_035_AF6 - FF-ICE R1 - eFPL	50%

**Participant name**

EUROCONTROL  
ACI Europe  
Air France  
ACG  
CCL  
DLH  
DFS  
DSNA  
EEAG  
ENAIRE  
ENAV  
Hungarocontrol zrt.  
AirNav  
LFV  
Nav Portugal E.P.E  
Naviair  
PANSAs  
ROMATSA  
Ryanair  
Skyguide  
Aena  
Athens Airport  
DCA Cyprus  
DAA  
EANS  
Hamburg Airport  
KLM  
LGS  
MATS  
Oro Navigacija  
Prague Airport  
Schiphol Airport  
SEA Milan Airport  
Spanish Air and Space Force  
Stuttgart Airport  
Swedavia  
PPL  
ACDS-Austrocontrol Digital Se  
ADP

## DETAILED BUDGET TABLE PER WP

### PROJECT DATA

<b>Project number:</b>	<b>101122682</b>
<b>Project acronym:</b>	<b>CLEAN ATM</b>

### BUDGET BREAKDOWN PER WORK PACKAGE AND PARTICIPANT

Work Package	Participant	Reporting period 1	Reporting period 2	Reporting period 3	Total costs	Funding rate (for work package)	EU contribution
WP 1 - Action Coordination	EUROCONTROL	998,839.00	998,839.00	499,420.00	<b>2,497,098.00</b>	50%	<b>1,248,549.00</b>
WP 1 - Action Coordination	ACI Europe	328,933.00	328,933.00	164,466.00	<b>822,332.00</b>	50%	<b>411,166.00</b>
WP 1 - Action Coordination	Air France	82,233.00	82,233.00	41,117.00	<b>205,583.00</b>	50%	<b>102,791.50</b>
WP 1 - Action Coordination	ACG	15,728.00	15,728.00	7,863.00	<b>39,319.00</b>	50%	<b>19,659.50</b>
WP 1 - Action Coordination	CCL	15,728.00	15,728.00	7,863.00	<b>39,319.00</b>	50%	<b>19,659.50</b>
WP 1 - Action Coordination	DLH	82,233.00	82,233.00	41,117.00	<b>205,583.00</b>	50%	<b>102,791.50</b>
WP 1 - Action Coordination	DFS	125,821.00	125,821.00	62,911.00	<b>314,553.00</b>	50%	<b>157,276.50</b>
WP 1 - Action Coordination	DSNA	62,910.00	62,910.00	31,456.00	<b>157,276.00</b>	50%	<b>78,638.00</b>
WP 1 - Action Coordination	EEAG	82,233.00	82,233.00	41,117.00	<b>205,583.00</b>	50%	<b>102,791.50</b>

WP 1 - Action Coordination	ENAIRE	100,677.00	100,677.00	50,339.00	<b>251,693.00</b>	50%	<b>125,846.50</b>
WP 1 - Action Coordination	ENAV	191,888.00	191,888.00	95,943.00	<b>479,719.00</b>	50%	<b>239,859.50</b>
WP 1 - Action Coordination	Hungarocontrol zrt.	62,910.00	62,910.00	31,456.00	<b>157,276.00</b>	50%	<b>78,638.00</b>
WP 1 - Action Coordination	AirNav	15,728.00	15,728.00	7,863.00	<b>39,319.00</b>	50%	<b>19,659.50</b>
WP 1 - Action Coordination	LFV	15,728.00	15,728.00	7,863.00	<b>39,319.00</b>	50%	<b>19,659.50</b>
WP 1 - Action Coordination	Nav Portugal E.P.E	15,728.00	15,728.00	7,863.00	<b>39,319.00</b>	50%	<b>19,659.50</b>
WP 1 - Action Coordination	Naviair	15,728.00	15,728.00	7,863.00	<b>39,319.00</b>	50%	<b>19,659.50</b>
WP 1 - Action Coordination	PANSA	62,910.00	62,910.00	31,456.00	<b>157,276.00</b>	50%	<b>78,638.00</b>
WP 1 - Action Coordination	ROMATSA	62,910.00	62,910.00	31,456.00	<b>157,276.00</b>	50%	<b>78,638.00</b>
WP 1 - Action Coordination	Ryanair	82,233.00	82,233.00	41,117.00	<b>205,583.00</b>	50%	<b>102,791.50</b>
WP 1 - Action Coordination	Skyguide	0.00	0.00	0.00	<b>0.00</b>	50%	<b>0.00</b>
WP 2 - 2022_022_AF2_AF4 - BEACON	Prague Airport	3,731,117.00	4,409,838.00	792,235.00	<b>8,933,190.00</b>	50%	<b>4,466,595.00</b>
WP 2 - 2022_022_AF2_AF4 - BEACON	SEA Milan Airport	1,040,389.00	1,880,989.00	734,161.00	<b>3,655,539.00</b>	50%	<b>1,827,769.50</b>
WP 2 - 2022_022_AF2_AF4 - BEACON	PPL	1,388,642.00	2,708,880.00	1,310,880.00	<b>5,408,402.00</b>	50%	<b>2,704,201.00</b>
WP 2 - 2022_022_AF2_AF4 - BEACON	Stuttgart Airport	639,696.00	3,114,930.00	605,598.00	<b>4,360,224.00</b>	50%	<b>2,180,112.00</b>
WP 2 - 2022_022_AF2_AF4 - BEACON	Hamburg Airport	591,168.00	1,754,887.00	351,834.00	<b>2,697,889.00</b>	50%	<b>1,348,944.50</b>

WP 2 - 2022_022_AF2_AF4 - BEACON	EUROCONTROL	0.00	0.00	0.00	<b>0.00</b>	50%	<b>0.00</b>
WP 2 - 2022_022_AF2_AF4 - BEACON	ENAIRES	222,627.00	190,601.00	106,334.00	<b>519,562.00</b>	50%	<b>259,781.00</b>
WP 2 - 2022_022_AF2_AF4 - BEACON	DFS	536,712.00	1,423,214.00	795,897.00	<b>2,755,823.00</b>	50%	<b>1,377,911.50</b>
WP 2 - 2022_022_AF2_AF4 - BEACON	Athens Airport	2,399,324.00	4,032,822.00	1,743,274.00	<b>8,175,420.00</b>	50%	<b>4,087,710.00</b>
WP 2 - 2022_022_AF2_AF4 - BEACON	Aena	794,467.00	1,126,372.00	518,380.00	<b>2,439,219.00</b>	50%	<b>1,219,609.50</b>
WP 3 - 2022_007_AF3 - South East Enhanced	ENAV	6,210,981.00	2,813,773.00	0.00	<b>9,024,754.00</b>	50%	<b>4,512,377.00</b>
WP 3 - 2022_007_AF3 - South East Enhanced	MATS	249,630.00	139,883.00	0.00	<b>389,513.00</b>	50%	<b>194,756.50</b>
WP 4 - 2022_009_AF3_EUR - Enhanced FAB SW	ENAIRES	1,092,178.00	633,838.00	0.00	<b>1,726,016.00</b>	50%	<b>863,008.00</b>
WP 4 - 2022_009_AF3_EUR - Enhanced FAB SW	Spanish Air and Space Force	20,801.00	10,400.00	0.00	<b>31,201.00</b>	50%	<b>15,600.50</b>
WP 4 - 2022_009_AF3_EUR - Enhanced FAB SW	Nav Portugal E.P.E	407,348.00	868,421.00	0.00	<b>1,275,769.00</b>	50%	<b>637,884.50</b>
WP 5 - 2022_009_AF3_Cana ry - Enhanced FAB	ENAIRES	381,215.00	190,607.00	0.00	<b>571,822.00</b>	70%	<b>400,275.40</b>
WP 5 - 2022_009_AF3_Cana ry - Enhanced FAB	Spanish Air and Space Force	9,237.00	4,617.00	0.00	<b>13,854.00</b>	70%	<b>9,697.80</b>
WP 6 - 2022_028_AF3 - Cross-border FRA	PANSA	2,424,391.00	648,162.00	0.00	<b>3,072,553.00</b>	50%	<b>1,536,276.50</b>
WP 7 - 2022_014_AF5 - Acceleration of	EUROCONTROL	118,229.00	81,615.00	0.00	<b>199,844.00</b>	50%	<b>99,922.00</b>
WP 7 - 2022_014_AF5 - Acceleration of	ACDS-Austrocontrol Digital Services	268,290.00	266,645.00	0.00	<b>534,935.00</b>	50%	<b>267,467.50</b>
WP 7 - 2022_014_AF5 - Acceleration of	ADP	689,251.00	164,626.00	0.00	<b>853,877.00</b>	50%	<b>426,938.50</b>

WP 7 - 2022_014_AF5 - Acceleration of WP 7 -	Aena	966,177.00	401,207.00	0.00	<b>1,367,384.00</b>	50%	<b>683,692.00</b>
2022_014_AF5 - Acceleration of WP 7 -	Athens Airport	480,910.00	154,956.00	0.00	<b>635,866.00</b>	50%	<b>317,933.00</b>
2022_014_AF5 - Acceleration of WP 7 -	AirNav	455,587.00	452,793.00	0.00	<b>908,380.00</b>	50%	<b>454,190.00</b>
2022_014_AF5 - Acceleration of WP 7 -	ACG	293,600.00	291,800.00	0.00	<b>585,400.00</b>	50%	<b>292,700.00</b>
2022_014_AF5 - Acceleration of WP 7 -	DAA	772,791.00	1,225,645.00	0.00	<b>1,998,436.00</b>	50%	<b>999,218.00</b>
2022_014_AF5 - Acceleration of WP 7 -	DCA Cyprus	320,057.00	372,129.00	0.00	<b>692,186.00</b>	50%	<b>346,093.00</b>
2022_014_AF5 - Acceleration of WP 7 -	DSNA	1,216,297.00	1,372,586.00	0.00	<b>2,588,883.00</b>	50%	<b>1,294,441.50</b>
2022_014_AF5 - Acceleration of WP 7 -	EANS	689,316.00	639,281.00	0.00	<b>1,328,597.00</b>	50%	<b>664,298.50</b>
2022_014_AF5 - Acceleration of WP 7 -	ENAIRES	1,273,489.00	979,923.00	0.00	<b>2,253,412.00</b>	50%	<b>1,126,706.00</b>
2022_014_AF5 - Acceleration of WP 7 -	ENAV	170,292.00	85,145.00	0.00	<b>255,437.00</b>	50%	<b>127,718.50</b>
2022_014_AF5 - Acceleration of WP 7 -	LGS	307,214.00	255,982.00	0.00	<b>563,196.00</b>	50%	<b>281,598.00</b>
2022_014_AF5 - Acceleration of WP 7 -	MATS	1,153,216.00	133,958.00	0.00	<b>1,287,174.00</b>	50%	<b>643,587.00</b>
2022_014_AF5 - Acceleration of WP 7 -	Nav Portugal E.P.E	696,337.00	943,743.00	0.00	<b>1,640,080.00</b>	50%	<b>820,040.00</b>
2022_014_AF5 - Acceleration of WP 7 -	PANSA	1,112,210.00	758,318.00	0.00	<b>1,870,528.00</b>	50%	<b>935,264.00</b>
2022_014_AF5 - Acceleration of WP 7 -	Prague Airport	1,506,100.00	461,451.00	0.00	<b>1,967,551.00</b>	50%	<b>983,775.50</b>
2022_014_AF5 - Acceleration of	Schiphol Airport	1,376,106.00	104,553.00	0.00	<b>1,480,659.00</b>	50%	<b>740,329.50</b>

WP 7 - 2022_014_AF5 - Acceleration of WP 7 -	Swedavia	1,552,570.00	491,285.00	0.00	<b>2,043,855.00</b>	50%	<b>1,021,927.50</b>
2022_014_AF5 - Acceleration of WP 8 -	Naviair	0.00	0.00	0.00	<b>0.00</b>	50%	<b>0.00</b>
2022_020_AF5 - ASM SWIM WP 8 -	EUROCONTROL	127,201.00	68,101.00	0.00	<b>195,302.00</b>	50%	<b>97,651.00</b>
2022_020_AF5 - ASM SWIM WP 8 -	AirNav	593,032.00	1,151,966.00	0.00	<b>1,744,998.00</b>	50%	<b>872,499.00</b>
2022_020_AF5 - ASM SWIM WP 8 -	ACG	477,517.00	891,109.00	0.00	<b>1,368,626.00</b>	50%	<b>684,313.00</b>
2022_020_AF5 - ASM SWIM WP 8 -	CCL	520,859.00	1,195,979.00	0.00	<b>1,716,838.00</b>	50%	<b>858,419.00</b>
2022_020_AF5 - ASM SWIM WP 8 -	DCA Cyprus	1,072,271.00	12,335.00	0.00	<b>1,084,606.00</b>	50%	<b>542,303.00</b>
2022_020_AF5 - ASM SWIM WP 8 -	DSNA	2,122,347.00	1,511,173.00	0.00	<b>3,633,520.00</b>	50%	<b>1,816,760.00</b>
2022_020_AF5 - ASM SWIM WP 8 -	ENAIRES	816,371.00	696,844.00	0.00	<b>1,513,215.00</b>	50%	<b>756,607.50</b>
2022_020_AF5 - ASM SWIM WP 8 -	LFV	691,881.00	1,174,840.00	0.00	<b>1,866,721.00</b>	50%	<b>933,360.50</b>
2022_020_AF5 - ASM SWIM WP 8 -	MATS	651,599.00	15,300.00	0.00	<b>666,899.00</b>	50%	<b>333,449.50</b>
2022_020_AF5 - ASM SWIM WP 8 -	Nav Portugal E.P.E	346,774.00	738,336.00	0.00	<b>1,085,110.00</b>	50%	<b>542,555.00</b>
2022_020_AF5 - ASM SWIM WP 8 -	Naviair	482,990.00	856,870.00	0.00	<b>1,339,860.00</b>	50%	<b>669,930.00</b>
2022_020_AF5 - ASM SWIM WP 8 -	Oro Navigacija	765,246.00	738,123.00	0.00	<b>1,503,369.00</b>	50%	<b>751,684.50</b>
2022_020_AF5 - ASM SWIM WP 8 -	PANSA	423,910.00	211,956.00	0.00	<b>635,866.00</b>	50%	<b>317,933.00</b>
2022_020_AF5 - ASM SWIM	Spanish Air and Space Force	229,889.00	59,782.00	0.00	<b>289,671.00</b>	50%	<b>144,835.50</b>



WP 9 - 2022_035_AF6 - FF- ICF R1 - eFPI	DFS	653,973.00	394,033.00	0.00	<b>1,048,006.00</b>	50%	<b>524,003.00</b>
WP 9 - 2022_035_AF6 - FF- ICF R1 - eFPI	Air France	1,068,672.00	260,261.00	0.00	<b>1,328,933.00</b>	50%	<b>664,466.50</b>
WP 9 - 2022_035_AF6 - FF- ICF R1 - eFPI	DSNA	1,437,480.00	1,242,241.00	0.00	<b>2,679,721.00</b>	50%	<b>1,339,860.50</b>
WP 9 - 2022_035_AF6 - FF- ICF R1 - eFPI	KLM	1,121,801.00	227,143.00	0.00	<b>1,348,944.00</b>	50%	<b>674,472.00</b>
WP 9 - 2022_035_AF6 - FF- ICF R1 - eFPI	PANSA	1,058,481.00	444,108.00	0.00	<b>1,502,589.00</b>	50%	<b>751,294.50</b>
WP 9 - 2022_035_AF6 - FF- ICF R1 - eFPI	ROMATSA	4,910,420.00	3,430,359.00	0.00	<b>8,340,779.00</b>	50%	<b>4,170,389.50</b>
WP 9 - 2022_035_AF6 - FF- ICF R1 - eFPI	EUROCONTROL	0.00	0.00	0.00	<b>0.00</b>	50%	<b>0.00</b>
<b>Total</b>		<b>59,551,774.00</b>	<b>53,331,832.00</b>	<b>8,169,142.00</b>	<b>121,052,748.00</b>		<b>60,643,509.20</b>

**Summary per work package**

Row Labels	Reporting period_1	FP RP_1	Reporting period_2	FP RP_2	Reporting period_3	FP RP_3	Sum of Total costs	Sum of EU contribution
WP 1 - Action Coordination	2,421,098.00	40%	2,421,098.00	40%	1,210,549.00	20%	6,052,745.00	3,026,372.50
WP 2 - 2022_022_AF2_AF4 - BEACON	11,344,142.00	29%	20,642,533.00	53%	6,958,593.00	18%	38,945,268.00	19,472,634.00
WP 3 - 2022_007_AF3 - South East Enhanced FRA implementation	6,460,611.00	69%	2,953,656.00	31%	-	0%	9,414,267.00	4,707,133.50
WP 4 - 2022_009_AF3_EUR - Enhanced FAB SW Crossborder Free-Route (EUR)	1,520,327.00	50%	1,512,659.00	50%	-	0%	3,032,986.00	1,516,493.00
WP 5 - 2022_009_AF3_Canary - Enhanced FAB SW Crossborder Free- Route (Canary)	390,452.00	67%	195,224.00	33%	-	0%	585,676.00	409,973.20
WP 6 - 2022_028_AF3 - Cross-border FRA	2,424,391.00	79%	648,162.00	21%	-	0%	3,072,553.00	1,536,276.50
WP 7 - 2022_014_AF5 - Acceleration of Aeronautical Digital Information Availability (ACADIA)	15,418,039.00	62%	9,637,641.00	38%	-	0%	25,055,680.00	12,527,840.00
WP 8 - 2022_020_AF5 - ASM SWIM	9,321,887.00	50%	9,322,714.00	50%	-	0%	18,644,601.00	9,322,300.50
WP 9 - 2022_035_AF6 - FF-ICE R1 - eFPL	10,250,827.00	63%	5,998,145.00	37%	-	0%	16,248,972.00	8,124,486.00
<b>Grand Total</b>	<b>59,551,774.00</b>	<b>49%</b>	<b>53,331,832.00</b>	<b>44%</b>	<b>8,169,142.00</b>	<b>7%</b>	<b>121,052,748.00</b>	<b>60,643,509.20</b>

## Summary per Participant

Row Labels	Sum of Total costs	Sum of EU contribution
EUROCONTROL	2,892,244.00	1,446,122.00
ENAV	9,759,910.00	4,879,955.00
MATS	2,343,586.00	1,171,793.00
ENAIRES	6,835,720.00	3,532,224.40
DCA Cyprus	1,776,792.00	888,396.00
CCL	1,756,157.00	878,078.50
DFS	4,118,382.00	2,059,191.00
DSNA	9,059,400.00	4,529,700.00
Air France	1,534,516.00	767,258.00
ROMATSA	8,498,055.00	4,249,027.50
PANSA	7,238,812.00	3,619,406.00
KLM	1,348,944.00	674,472.00
ACI Europe	822,332.00	411,166.00
ACG	1,993,345.00	996,672.50
DLH	205,583.00	102,791.50
EEAG	205,583.00	102,791.50
Hungarocontrol zrt.	157,276.00	78,638.00
AirNav	2,692,697.00	1,346,348.50
LFV	1,906,040.00	953,020.00
Nav Portugal E.P.E	4,040,278.00	2,020,139.00
Naviar	1,379,179.00	689,589.50
Ryanair	205,583.00	102,791.50
Skyguide	-	-
Prague Airport	10,900,741.00	5,450,370.50
SEA Milan Airport	3,655,539.00	1,827,769.50
PPL	5,408,402.00	2,704,201.00
Stuttgart Airport	4,360,224.00	2,180,112.00
Hamburg Airport	2,697,889.00	1,348,944.50
Athens Airport	8,811,286.00	4,405,643.00
Aena	3,806,603.00	1,903,301.50

Spanish Air and Space Force	334,726.00	170,133.80
Swedavia	2,043,855.00	1,021,927.50
Schiphol Airport	1,480,659.00	740,329.50
EANS	1,328,597.00	664,298.50
LGS	563,196.00	281,598.00
DAA	1,998,436.00	999,218.00
ACDS-Austrocontrol Digital Services	534,935.00	267,467.50
ADP	853,877.00	426,938.50
Oro Navigacija	1,503,369.00	751,684.50
<b>Grand Total</b>	<b>121,052,748.00</b>	<b>60,643,509.20</b>

#	EU CONTRIBUTION	TOTAL COSTS
ENCODE VALUE FROM EGRANTS	60,643,509.20	121,052,748.00
DIFFERENCE	0	0

## ESTIMATED BUDGET FOR THE ACTION

Estimated eligible <sup>1</sup> costs (per budget category)																	Estimated EU contribution <sup>2</sup>			
Direct costs															Indirect costs	Total costs	EU contribution to eligible costs			Maximum grant amount <sup>6</sup>
A. Personnel costs		B. Subcontracting costs	C. Purchase costs			D. Other cost categories					E. Indirect costs <sup>3</sup>	Funding rate % <sup>4</sup>	Maximum EU contribution <sup>5</sup>	Requested EU contribution						
Forms of funding	Actual costs	Unit costs (usual accounting practices)	Unit costs <sup>7</sup>	Actual costs	C.1 Travel and subsistence			C.2 Equipment	C.3 Other goods, works and services	D.1 Financial support to third parties	D.2 Studies	D.3 Synergetic elements	D.4 Works in outermost regions	D.5 Land purchases	E. Indirect costs	f = a+b+c+d	V, W, X	g <sup>10</sup>	h	m
					Travel	Accommodation	Subsistence													
	a1	a2	a3	b	c1a	c1b	c1c	c2	c3	d1a	d2	d3	d4	d5	e <sup>9</sup>					
1 - EUROCONTROL	1 459 222.00	0.00	0.00	471 461.00	115 806.00	115 805.00	115 805.00	45 257.00	568 888.00	0.00	0.00	0.00	0.00	0.00	0.00	2 892 244.00	50, 0, 70	1 446 122.00	1 446 122.00	1 446 122.00
2 - ACI EUROPE	0.00	0.00	0.00	806 980.00	0.00	0.00	0.00	0.00	15 352.00	0.00	0.00	0.00	0.00	0.00	0.00	822 332.00	50, 0, 70	411 166.00	411 166.00	411 166.00
3 - AIR FRANCE	1 354 932.00	0.00	0.00	0.00	58 902.00	6 672.00	6 672.00	90 000.00	17 338.00	0.00	0.00	0.00	0.00	0.00	0.00	1 534 516.00	50, 0, 70	767 258.00	767 258.00	767 258.00
4 - AUSTRO CONTROL	1 056 230.00	0.00	0.00	100 000.00	22 979.00	21 701.00	21 701.00	250 000.00	520 734.00	0.00	0.00	0.00	0.00	0.00	0.00	1 993 345.00	50, 0, 70	996 672.50	996 672.50	996 672.50
4.1 - ACDS	504 935.00	0.00	0.00	0.00	30 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	534 935.00	50, 0, 70	267 467.50	267 467.50	267 467.50
5 - CROATIA CONTROL	489 042.00	0.00	0.00	591 650.00	11 887.00	10 597.00	10 597.00	50 000.00	592 384.00	0.00	0.00	0.00	0.00	0.00	0.00	1 756 157.00	50, 0, 70	878 078.50	878 078.50	878 078.50
6 - LUFTHANSA	168 379.00	0.00	0.00	0.00	11 174.00	11 096.00	11 096.00	0.00	3 838.00	0.00	0.00	0.00	0.00	0.00	0.00	205 583.00	50, 0, 70	102 791.50	102 791.50	102 791.50
7 - DFS	3 448 108.00	0.00	0.00	477 000.00	50 472.00	50 465.00	50 465.00	36 000.00	5 872.00	0.00	0.00	0.00	0.00	0.00	0.00	4 118 382.00	50, 0, 70	2 059 191.00	2 059 191.00	2 059 191.00
8 - DSN	2 185 938.00	0.00	0.00	6 745 000.00	11 914.00	6 806.00	6 806.00	100 000.00	2 936.00	0.00	0.00	0.00	0.00	0.00	0.00	9 059 400.00	50, 0, 70	4 529 700.00	4 529 700.00	4 529 700.00
9 - EASYJET	168 379.00	0.00	0.00	0.00	11 174.00	11 096.00	11 096.00	0.00	3 838.00	0.00	0.00	0.00	0.00	0.00	0.00	205 583.00	50, 0, 70	102 791.50	102 791.50	102 791.50
10 - ENAIRE	2 423 364.00	0.00	0.00	3 723 365.00	38 785.00	36 990.00	36 990.00	0.00	4 404.00	0.00	0.00	0.00	571 822.00	0.00	0.00	6 835 720.00	50, 0, 70	3 532 224.40	3 532 224.40	3 532 224.40
11 - ENAV	9 663 385.00	0.00	0.00	0.00	37 716.00	25 000.00	25 000.00	0.00	8 809.00	0.00	0.00	0.00	0.00	0.00	0.00	9 759 910.00	50, 0, 70	4 879 955.00	4 879 955.00	4 879 955.00
12 - HUNGAROCNTROL	128 814.00	0.00	0.00	0.00	13 526.00	6 000.00	6 000.00	0.00	2 936.00	0.00	0.00	0.00	0.00	0.00	0.00	157 276.00	50, 0, 70	78 638.00	78 638.00	78 638.00
13 - AIRNAV	840 582.00	0.00	0.00	0.00	6 381.00	0.00	0.00	0.00	1 845 734.00	0.00	0.00	0.00	0.00	0.00	0.00	2 692 697.00	50, 0, 70	1 346 348.50	1 346 348.50	1 346 348.50
14 - LFV	805 065.00	0.00	0.00	193 860.00	6 381.00	0.00	0.00	900 000.00	734.00	0.00	0.00	0.00	0.00	0.00	0.00	1 906 040.00	50, 0, 70	953 020.00	953 020.00	953 020.00
15 - NAV PORTUGAL	2 208 563.00	0.00	0.00	0.00	37 479.00	36 201.00	36 201.00	82 100.00	1 639 734.00	0.00	0.00	0.00	0.00	0.00	0.00	4 040 278.00	50, 0, 70	2 020 139.00	2 020 139.00	2 020 139.00
16 - NAVIAIR	444 614.00	0.00	0.00	42 300.00	6 381.00	0.00	0.00	885 150.00	734.00	0.00	0.00	0.00	0.00	0.00	0.00	1 379 179.00	50, 0, 70	689 589.50	689 589.50	689 589.50
17 - PANS	1 465 529.00	0.00	0.00	5 534 683.00	76 581.00	70 925.00	70 925.00	0.00	20 169.00	0.00	0.00	0.00	0.00	0.00	0.00	7 238 812.00	50, 0, 70	3 619 406.00	3 619 406.00	3 619 406.00
18 - ROMATSA RA	1 409 426.00	0.00	0.00	6 900 957.00	56 736.00	55 000.00	55 000.00	0.00	20 936.00	0.00	0.00	0.00	0.00	0.00	0.00	8 498 055.00	50, 0, 70	4 249 027.50	4 249 027.50	4 249 027.50
19 - RYANAIR	168 379.00	0.00	0.00	0.00	9 366.00	12 000.00	12 000.00	0.00	3 838.00	0.00	0.00	0.00	0.00	0.00	0.00	205 583.00	50, 0, 70	102 791.50	102 791.50	102 791.50
20 - PRG Airport	2 733 161.00	0.00	0.00	8 075 000.00	18 694.00	14 193.00	14 193.00	23 500.00	22 000.00	0.00	0.00	0.00	0.00	0.00	0.00	10 900 741.00	50, 0, 70	5 450 370.50	5 450 370.50	5 450 370.50
21 - SEA	591 723.00	0.00	0.00	2 883 816.00	0.00	0.00	0.00	117 000.00	63 000.00	0.00	0.00	0.00	0.00	0.00	0.00	3 655 539.00	50, 0, 70	1 827 769.50	1 827 769.50	1 827 769.50
22 - PPL	524 534.00	0.00	0.00	4 583 874.00	15 000.00	7 800.00	7 800.00	225 285.00	44 109.00	0.00	0.00	0.00	0.00	0.00	0.00	5 408 402.00	50, 0, 70	2 704 201.00	2 704 201.00	2 704 201.00
23 - FSG	1 610 724.00	0.00	0.00	2 060 500.00	0.00	0.00	0.00	257 000.00	432 000.00	0.00	0.00	0.00	0.00	0.00	0.00	4 360 224.00	50, 0, 70	2 180 112.00	2 180 112.00	2 180 112.00
24 - HAM AIRPORT	1 050 889.00	0.00	0.00	1 129 500.00	0.00	0.00	0.00	517 500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2 697 889.00	50, 0, 70	1 348 944.50	1 348 944.50	1 348 944.50
25 - AIA	2 754 286.00	0.00	0.00	5 827 000.00	0.00	0.00	0.00	230 000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8 811 286.00	50, 0, 70	4 405 643.00	4 405 643.00	4 405 643.00
26 - AENA SME	366 740.00	0.00	0.00	3 344 867.00	17 354.00	12 821.00	12 821.00	0.00	52 000.00	0.00	0.00	0.00	0.00	0.00	0.00	3 806 603.00	50, 0, 70	1 903 301.50	1 903 301.50	1 903 301.50
27 - MATS	799 636.00	0.00	0.00	145 350.00	12 268.00	12 266.00	12 266.00	1 110 000.00	251 800.00	0.00	0.00	0.00	0.00	0.00	0.00	2 343 586.00	50, 0, 70	1 171 793.00	1 171 793.00	1 171 793.00
28 - SPAF	265 018.00	0.00	0.00	37 854.00	6 000.00	6 000.00	6 000.00	0.00	0.00	0.00	0.00	0.00	13 854.00	0.00	0.00	334 726.00	50, 0, 70	170 133.80	170 133.80	170 133.80

Estimated eligible <sup>1</sup> costs (per budget category)																	Estimated EU contribution <sup>2</sup>			
Direct costs															Indirect costs	Total costs	EU contribution to eligible costs			Maximum grant amount <sup>6</sup>
A. Personnel costs		B. Subcontracting costs	C. Purchase costs					D. Other cost categories					E. Indirect costs <sup>3</sup>	Funding rate % <sup>4</sup>	Maximum EU contribution <sup>5</sup>		Requested EU contribution			
Forms of funding	Actual costs	Unit costs (usual accounting practices)	Unit costs <sup>7</sup>	Actual costs	C.1 Travel and subsistence			C.2 Equipment	C.3 Other goods, works and services	D.1 Financial support to third parties	D.2 Studies	D.3 Synergetic elements	D.4 Works in outermost regions	D.5 Land purchases	E. Indirect costs	f = a+b+c+d	V, W, X	g <sup>10</sup>	h	m
					Travel	Accommodation	Subsistence													
	a1	a2	a3	b	c1a	c1b	c1c	c2	c3	d1a	d2	d3	d4	d5	e <sup>9</sup>					
29 - SWED	1 178 855.00	0.00	0.00	825 000.00	16 668.00	11 666.00	11 666.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2 043 855.00	50, 0, 70	1 021 927.50	1 021 927.50	1 021 927.50
30 - SCHIPHOL	468 659.00	0.00	0.00	0.00	4 000.00	4 000.00	4 000.00	0.00	1 000 000.00	0.00	0.00	0.00	0.00	0.00	0.00	1 480 659.00	50, 0, 70	740 329.50	740 329.50	740 329.50
31 - ESTONIANANS	60 496.00	0.00	0.00	1 200 000.00	11 701.00	11 700.00	11 700.00	0.00	33 000.00	0.00	0.00	0.00	0.00	0.00	0.00	1 328 597.00	50, 0, 70	664 298.50	664 298.50	664 298.50
32 - LGS	113 196.00	0.00	0.00	0.00	7 800.00	2 850.00	2 850.00	0.00	436 500.00	0.00	0.00	0.00	0.00	0.00	0.00	563 196.00	50, 0, 70	281 598.00	281 598.00	281 598.00
33 - DCAC	315 492.00	0.00	0.00	446 000.00	13 768.00	13 766.00	13 766.00	18 000.00	956 000.00	0.00	0.00	0.00	0.00	0.00	0.00	1 776 792.00	50, 0, 70	888 396.00	888 396.00	888 396.00
34 - daa	781 186.00	0.00	0.00	126 000.00	11 250.00	4 500.00	4 500.00	81 000.00	990 000.00	0.00	0.00	0.00	0.00	0.00	0.00	1 998 436.00	50, 0, 70	999 218.00	999 218.00	999 218.00
35 - ADP	241 877.00	0.00	0.00	315 000.00	36 000.00	9 000.00	9 000.00	0.00	243 000.00	0.00	0.00	0.00	0.00	0.00	0.00	853 877.00	50, 0, 70	426 938.50	426 938.50	426 938.50
36 - ORO NAVIGACIJA	220 869.00	0.00	0.00	1 035 000.00	8 000.00	5 000.00	5 000.00	225 000.00	4 500.00	0.00	0.00	0.00	0.00	0.00	0.00	1 503 369.00	50, 0, 70	751 684.50	751 684.50	751 684.50
37 - KLM	884 944.00	0.00	0.00	400 000.00	22 500.00	0.00	0.00	0.00	41 500.00	0.00	0.00	0.00	0.00	0.00	0.00	1 348 944.00	50, 0, 70	674 472.00	674 472.00	674 472.00
38 - SKYGUIDE																				
<b>Σ consortium</b>	<b>45 355 171.00</b>	<b>0.00</b>	<b>0.00</b>	<b>58 022 017.00</b>	<b>814 643.00</b>	<b>591 916.00</b>	<b>591 916.00</b>	<b>5 242 792.00</b>	<b>9 848 617.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>585 676.00</b>	<b>0.00</b>	<b>0.00</b>	<b>121 052 748.00</b>		<b>60 643 509.20</b>	<b>60 643 509.20</b>	<b>60 643 509.20</b>

<sup>1</sup> See Article 6 for the eligibility conditions. All amounts must be expressed in EUR (see Article 21 for the conversion rules).

<sup>2</sup> The consortium remains free to decide on a different internal distribution of the EU funding (via the consortium agreement; see Article 7).

<sup>3</sup> Indirect costs already covered by an operating grant (received under any EU funding programme) are ineligible (see Article 6.3). Therefore, a beneficiary/affiliated entity that receives an operating grant during the action duration cannot declare indirect costs for the year(s)/reporting period(s) covered by the operating grant, unless they can demonstrate that the operating grant does not cover any costs of the action. This requires specific accounting tools. Please immediately contact us via the EU Funding & Tenders Portal for details.

<sup>4</sup> See Data Sheet for the funding rate(s).

<sup>5</sup> This is the theoretical amount of the EU contribution to costs, if the reimbursement rate is applied to all the budgeted costs. This theoretical amount is then capped by the 'maximum grant amount'.

<sup>6</sup> The 'maximum grant amount' is the maximum grant amount decided by the EU. It normally corresponds to the requested grant, but may be lower.

<sup>7</sup> See Annex 2a 'Additional information on the estimated budget' for the details (units, cost per unit).

<sup>8</sup> See Data Sheet for the flat-rate.

<sup>9</sup> e = flat-rate \* (a1 + a2 + a3 + b + c1a + c1b + c1c + c2 + c3 + d1a + d2 + d3 + d4 + d5)

<sup>10</sup> g = (a1 + a2 + a3) \* V% + b \* V% + (c1a + c1b + c1c + c2 + c3) \* V% + (d1a + d3 + d5) \* V% + d2 \* W% + d4 \* X% + e \* V%

**ANNEX 2a**

**ADDITIONAL INFORMATION ON UNIT COSTS AND CONTRIBUTIONS**

**SME owners/natural person beneficiaries without salary**

See [\*Additional information on unit costs and contributions \(Annex 2a and 2b\)\*](#)



**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**EUROPEAN REGION OF THE AIRPORTS COUNCIL INTERNATIONAL (ACI EUROPE)**,  
PIC 888337447, established in BOULEVARD DU REGENT 37-40, BRUXELLES 1000, Belgium,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

**the coordinator** to submit and sign in its name and on its behalf any **amendments** to the Agreement, in accordance with Article 39.

By signing this accession form, the beneficiary accepts the grant and agrees to implement it in accordance with the Agreement, with all the obligations and terms and conditions it sets out.

SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**AIR FRANCE SA (AIR FRANCE)**, PIC 937590070, established in RUE DE PARIS 45, ROISSY CDG CEDEX 95747, France,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

**the coordinator** to submit and sign in its name and on its behalf any **amendments** to the Agreement, in accordance with Article 39.

By signing this accession form, the beneficiary accepts the grant and agrees to implement it in accordance with the Agreement, with all the obligations and terms and conditions it sets out.

SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**AUSTRO CONTROL OSTERREICHISCHE GESELLSCHAFT FUR ZIVILLUFTFAHRT MBH (AUSTRO CONTROL)**, PIC 998956635, established in SCHNIRCHGASSE 17, WIEN 1030, Austria,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**HRVATSKA KONTROLA ZRACNE PLOVIDBE DOO (CROATIA CONTROL)**, PIC 924128216, established in RUDOLFA FIZIRA 2, VELIKA GORICA 10410, Croatia,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**DEUTSCHE LUFTHANSA AKTIENGESELLSCHAFT (LUFTHANSA)**, PIC 999965532, established in VENLOER STRASSE 151-153, KOLN 50672, Germany,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**DFS DEUTSCHE FLUGSICHERUNG GMBH (DFS)**, PIC 999936820, established in AM DFS CAMPUS 10, LANGEN 63225, Germany,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**DIRECTION DES SERVICES DE LA NAVIGATION AERIENNE (DSNA)**, PIC 928673636,  
established in 50 RUE HENRY FARMAN, PARIS 75720, France,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**EASYJET EUROPE AIRLINE GMBH (EASYJET)**, PIC 888316786, established in WAGRAMER STRASSE 19 IZD TOWER 11 S, VIENNA 1220, Austria,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary



**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**ENAIRE (ENAIRE)**, PIC 997701843, established in AVENIDA DE ARAGON S/N BLOQUE 330, PORTAL 2 PARQUE EMPRESARIAL LAS MERCEDES, MADRID 28022, Spain,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**ENAV SPA (ENAV)**, PIC 998197513, established in VIA SALARIA 716, ROMA 00138, Italy,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between** EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) **and** the **European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**HUNGAROCONTROL MAGYAR LEGIFORGALMISZOLGALAT ZARTKORUEN MUKODO RESZVENYTARSASAG (HUNGAROCONTROL)**, PIC 941767472, established in IGLO UTCA 33 35, BUDAPEST 1185, Hungary,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**THE IRISH AIR NAVIGATION SERVICE (AIRNAV)**, PIC 881850281, established in THE TIMES BUILDING D'OLIER STREET, DUBLIN D02 T449, Ireland,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**LUFTFARTSVERKET (LFV)**, PIC 942346077, established in HOSPITALSGATAN 30, NORRKOPING 602 27, Sweden,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**NAVEGACAO AEREA DE PORTUGAL - NAV PORTUGAL EPE (NAV PORTUGAL)**, PIC 955596471, established in RUA D EDIFICIO 121 AEROPORTO DE, LISBOA 1700 008, Portugal,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**NAVIAIR (NAVIAIR)**, PIC 923671249, established in NAVIAIR ALLE 1, KASTRUP 2770, Denmark,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**POLSKA AGENCJA ZEGLUGI POWIETRZNEJ (PANSA)**, PIC 995562023, established in UL. WIEZOWA 8, WARSZAWA 02 147, Poland,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary



**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**ADMINISTRATIA ROMANA A SERVICIILOR DE TRAFIC AERIAN (ROMATSA RA), PIC 953538325, established in BLD ION IONESCU DE LA BRAD 10, BUCURESTI 013813, Romania,**

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM ('the Agreement')**

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA) ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),**

**and mandates**

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**RYANAIR DESIGNATED ACTIVITY COMPANY (RYANAIR)**, PIC 913857177, established in RYANAIR DUBLIN OFFICE AIRSIDE BUSINESS PARK, SWORDS DUBLIN, Ireland,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**LETISTE PRAHA AS (PRG Airport)**, PIC 891456967, established in K LETISTI 6/1019, PRAHA 160 08, Czechia,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**SOCIETA' PER AZIONI ESERCIZI AEROPORTUALI SEA (SEA)**, PIC 986590687, established in PRESSO AEROPORTO LINATE, SEGRATE MI 20054, Italy,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**POLSKIE PORTY LOTNICZE SPOLKA AKCYJNA (PPL)**, PIC 890496861, established in UL ZWIRKI I WIGURY 1, WARSZAWA 00-906, Poland,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**FLUGHAFEN STUTTGART GMBH (FSG), PIC 988424084, established in FLUGHAFENSTRASSE 43, STUTTGART 70624, Germany,**

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM ('the Agreement')**

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA) ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),**

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**FLUGHAFEN HAMBURG GMBH (HAM AIRPORT)**, PIC 936825225, established in FLUGHAFENSTRASSE 1-3, HAMBURG 22335, Germany,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**ATHENS INTERNATIONAL AIRPORT S.A. (AIA)**, PIC 999484994, established in ODOS SPATA ATTIKIS, SPATA 19019, Greece,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary



**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**AENA S.M.E. SA (AENA SME)**, PIC 957048464, established in CALLE PEONIAS 12, MADRID 28042, Spain,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**MALTA AIR TRAFFIC SERVICES LIMITED (MATS)**, PIC 932440534, established in MALTA INTERNATIONAL AIRPORT, LUQA LQA 5000, Malta,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**MINISTERIO DE DEFENSA DE ESPAÑA (SPAF)**, PIC 985718075, established in PASEO DE LA CASTELLANA 109, MADRID 28071, Spain,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**SWEDAVIA AB (SWED)**, PIC 984282281, established in SWEDAVIA, STOCKHOLM ARLANDA 190 45, Sweden,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**SCHIPHOL NEDERLAND BV (SCHIPHOL)**, PIC 999931388, established in EVERT VAN DE BEEKSTRAAT 202, LUCHTHAVEN SCHIPHOL 1118 ZG, Netherlands,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between** EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) **and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**LENNULIIKLUSTEENINDUSE AS (ESTONIANANS)**, PIC 959140463, established in KANALI POIK 3, RAE KULA RAE VALD 10112, Estonia,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**VALSTS AKCIJU SABIEDRIBA LATVIJAS GAISA SATIKSME (LGS)**, PIC 913789859, established in MUZEJU IELA 3, LIDOSTA RIGA MARUPES PAGASTS, RIGA LV-1053, Latvia,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**MINISTRY OF TRANSPORT, COMMUNICATIONS AND WORKS (DCAC)**, PIC 958850433,  
established in Acheon 28, NICOSIA 1424, Cyprus,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

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SIGNATURE

For the beneficiary



**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**DAA PUBLIC LIMITED COMPANY (daa)**, PIC 884216887, established in THREE, THE GREEN DUBLIN AIRPORT CENTRAL, DUBLIN K67 X4X5, Ireland,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

**the coordinator** to submit and sign in its name and on its behalf any **amendments** to the Agreement, in accordance with Article 39.

By signing this accession form, the beneficiary accepts the grant and agrees to implement it in accordance with the Agreement, with all the obligations and terms and conditions it sets out.

SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**AEROPORTS DE PARIS SA (ADP)**, PIC 957080474, established in 1 RUE DE FRANCE, TREMBLAY-EN-FRANCE 93290, France,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between** EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) **and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

**the coordinator** to submit and sign in its name and on its behalf any **amendments** to the Agreement, in accordance with Article 39.

By signing this accession form, the beneficiary accepts the grant and agrees to implement it in accordance with the Agreement, with all the obligations and terms and conditions it sets out.

SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**AKCINE BENDROVE ORO NAVIGACIJA (ORO NAVIGACIJA)**, PIC 919915991, established in BALIO KARVELIO G. 25, VILNIUS LT-02184, Lithuania,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

**the coordinator** to submit and sign in its name and on its behalf any **amendments** to the Agreement, in accordance with Article 39.

By signing this accession form, the beneficiary accepts the grant and agrees to implement it in accordance with the Agreement, with all the obligations and terms and conditions it sets out.

SIGNATURE

For the beneficiary

**ANNEX 3**

**ACCESSION FORM FOR BENEFICIARIES**

**KONINKLIJKE LUCHTVAART MAATSCHAPPIJNV (KLM)**, PIC 997594658, established in AMSTERDAMSEWEG 55, AMSTELVEEN 1182 GP, Netherlands,

**hereby agrees**

**to become beneficiary**

**in Agreement No 101122682 — 22-EU-TG-CLEAN ATM** ('the Agreement')

**between EUROCONTROL - EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION (EUROCONTROL) and the European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('EU executive agency' or 'granting authority'), under the powers delegated by the European Commission ('European Commission'),

**and mandates**

**the coordinator** to submit and sign in its name and on its behalf any **amendments** to the Agreement, in accordance with Article 39.

By signing this accession form, the beneficiary accepts the grant and agrees to implement it in accordance with the Agreement, with all the obligations and terms and conditions it sets out.

SIGNATURE

For the beneficiary

ANNEX 4 CEF MGA — MULTI + MONO

FINANCIAL STATEMENT FOR [PARTICIPANT NAME] FOR REPORTING PERIOD [NUMBER]

Eligible <sup>1</sup> costs (per budget category)															EU contribution <sup>2</sup>				Revenues				
Direct costs															Indirect costs	Total costs	EU contribution to eligible costs			Total requested EU contribution	Income generated by the action		
A. Personnel costs		B. Subcontracting costs	C. Purchase costs			D. Other cost categories				E. Indirect costs <sup>2</sup>	Funding rate % <sup>3</sup>	Maximum EU contribution <sup>4</sup>	Requested EU contribution										
Forms of funding	Actual costs	Unit costs (usual accounting practices)	Unit costs <sup>5</sup>	Actual costs	C.1 Travel and subsistence			Actual costs	Actual costs	Actual costs	Actual costs	Actual costs	Actual costs	Actual costs	Flat-rate costs <sup>6</sup>	e = flat-rate * (a1 + a2 + a3 + b + c1a + c1b + c1c + c2 + c3 + d1a + d2 + d3 + d4 + d5)	f = a+b+c+d+e	[U] [V, W, X]	[g = f*U%] / [g = (a1 + a2 + a3) * V% + b * V% + (c1a + c1b + c1c + c2 + c3) * V% + (d1a + d3 + d5) * V% + d2 * W% + d4 * X% + e * V%]	h	m	n	
					Travel	Accommodation	Subsistence																[Actual costs]
A.1 Employees (or equivalent)		A.4 SME owners and natural person beneficiaries	B. Subcontracting	C.1 Travel and subsistence			C.2 Equipment	C.3 Other goods, works and services	D.X Financial support to third parties	[OPTION for infrastructure Projects: D.2 Studies]	[OPTION for infrastructure Projects: D.3 Synergetic elements]	[OPTION for infrastructure Projects: D.4 Works in outermost regions]	[OPTION for infrastructure Projects: D.5 Land purchases]	E. Indirect costs	Flat-rate costs <sup>6</sup>	e = flat-rate * (a1 + a2 + a3 + b + c1a + c1b + c1c + c2 + c3 + d1a + d2 + d3 + d4 + d5)	f = a+b+c+d+e	[U] [V, W, X]	[g = f*U%] / [g = (a1 + a2 + a3) * V% + b * V% + (c1a + c1b + c1c + c2 + c3) * V% + (d1a + d3 + d5) * V% + d2 * W% + d4 * X% + e * V%]	h	m	n	
A.2 Natural persons under direct contract				Travel	Accommodation	Subsistence																	
A.3 Seconded persons				Travel	Accommodation	Subsistence																	
XX – [short name beneficiary/affiliated entity]																							

**The beneficiary/affiliated entity hereby confirms that:**  
 The information provided is complete, reliable and true.  
 The costs and contributions declared are eligible (see Article 6).  
 The costs and contributions can be substantiated by adequate records and supporting documentation that will be produced upon request or in the context of checks, reviews, audits and investigations (see Articles 19, 20 and 25).  
 For the last reporting period: that all the revenues have been declared (see Article 22).

① Please declare all eligible costs and contributions, even if they exceed the amounts indicated in the estimated budget (see Annex 2). Only amounts that were declared in your individual financial statements can be taken into account lateron, in order to replace costs/contributions that are found to be ineligible.

<sup>1</sup> See Article 6 for the eligibility conditions. All amounts must be expressed in EUR (see Article 21 for the conversion rules).

<sup>2</sup> If you have also received an EU operating grant during this reporting period, you cannot claim indirect costs - unless you can demonstrate that the operating grant does not cover any costs of the action. This requires specific accounting tools. Please contact us immediately via the Funding & Tenders Portal for details.

<sup>3</sup> See Data Sheet for the reimbursement rate(s).

<sup>4</sup> This is the *theoretical* amount of EU contribution to costs that the system calculates automatically (by multiplying the reimbursement rates by the costs declared). The amount you request (in the column 'requested EU contribution') may be less.

<sup>5</sup> See Annex 2a 'Additional information on the estimated budget' for the details (units, cost per unit).

<sup>6</sup> See Data Sheet for the flat-rate.

## **ANNEX 5**

### **SPECIFIC RULES**

#### **CONFIDENTIALITY AND SECURITY (— ARTICLE 13)**

##### **Sensitive information with security recommendation**

Sensitive information with a security recommendation must comply with the additional requirements imposed by the granting authority.

Before starting the action tasks concerned, the beneficiaries must have obtained all approvals or other mandatory documents needed for implementing the task. The documents must be kept on file and be submitted upon request by the coordinator to the granting authority. If they are not in English, they must be submitted together with an English summary.

For requirements restricting disclosure or dissemination, the information must be handled in accordance with the recommendation and may be disclosed or disseminated only after written approval from the granting authority.

##### **EU classified information**

If EU classified information is used or generated by the action, it must be treated in accordance with the security classification guide (SCG) and security aspect letter (SAL) set out in Annex 1 and Decision 2015/444<sup>1</sup> and its implementing rules — until it is declassified.

Deliverables which contain EU classified information must be submitted according to special procedures agreed with the granting authority.

Action tasks involving EU classified information may be subcontracted only with prior explicit written approval from the granting authority and only to entities established in an EU Member State or in a non-EU country with a security of information agreement with the EU (or an administrative arrangement with the Commission).

EU classified information may not be disclosed to any third party (including participants involved in the action implementation) without prior explicit written approval from the granting authority.

#### **INTELLECTUAL PROPERTY RIGHTS (IPR) — BACKGROUND AND RESULTS — ACCESS RIGHTS AND RIGHTS OF USE (— ARTICLE 16)**

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<sup>1</sup> Commission Decision 2015/444/EC, Euratom of 13 March 2015 on the security rules for protecting EU classified information (OJ L 72, 17.3.2015, p. 53).

## **Rights of use of the granting authority on results for information, communication, dissemination and publicity purposes**

The granting authority also has the right to exploit non-sensitive results of the action for information, communication, dissemination and publicity purposes, using any of the following modes:

- **use for its own purposes** (in particular, making them available to persons working for the granting authority or any other EU service (including institutions, bodies, offices, agencies, etc.) or EU Member State institution or body; copying or reproducing them in whole or in part, in unlimited numbers; and communication through press information services)
- **distribution to the public** in hard copies, in electronic or digital format, on the internet including social networks, as a downloadable or non-downloadable file
- **editing** or **redrafting** (including shortening, summarising, changing, correcting, cutting, inserting elements (e.g. meta-data, legends or other graphic, visual, audio or text elements) extracting parts (e.g. audio or video files), dividing into parts or use in a compilation
- **translation** (including inserting subtitles/dubbing) in all official languages of EU
- **storage** in paper, electronic or other form
- **archiving** in line with applicable document-management rules
- the right to authorise **third parties** to act on its behalf or sub-license to third parties, including if there is licensed background, any of the rights or modes of exploitation set out in this provision
- **processing**, analysing, aggregating the results and **producing derivative works**
- **disseminating** the results in widely accessible databases or indexes (such as through ‘open access’ or ‘open data’ portals or similar repositories, whether free of charge or not.

The beneficiaries must ensure these rights of use for the whole duration they are protected by industrial or intellectual property rights.

If results are subject to moral rights or third party rights (including intellectual property rights or rights of natural persons on their image and voice), the beneficiaries must ensure that they comply with their obligations under this Agreement (in particular, by obtaining the necessary licences and authorisations from the rights holders concerned).

## **COMMUNICATION, DISSEMINATION AND VISIBILITY (— ARTICLE 17)**

### **Communication and dissemination plan**

Where imposed by the call conditions, the beneficiaries must provide a detailed communication and dissemination plan, setting out the objectives, key messaging, target audiences, communication channels, social media plan, planned budget and relevant

indicators for monitoring and evaluation. **Additional communication and dissemination activities**

The beneficiaries must engage in the following additional communication and dissemination activities:

- **present the project** (including project summary, coordinator contact details, list of participants, European flag and funding statement and project results) on the beneficiaries' **websites** or **social media accounts**
- for actions involving equipment, infrastructure or works, display public **plaques** or **billboards** as soon as the work on the action starts and a **permanent commemorative plaque** once it is finished, with the European flag and funding statement
- upload the public **project results** to the CEF Project Results platform, available through the Funding & Tenders Portal.

## **SPECIFIC RULES FOR CARRYING OUT THE ACTION (— ARTICLE 18)**

### **Member State information**

The beneficiaries must keep the Member States that support the action informed about its progress.

To this effect, the coordinator must provide the reports submitted in accordance with Article 21 to the concerned the Member States representatives (listed on the granting authority's website). This can be done either by email or by giving them access to the reports in the Funding & Tenders Portal.

### **Implementation in case of restrictions due to security**

Where the call conditions restrict participation or control due to security reasons, the beneficiaries must ensure that none of the entities that participate as affiliated entities, associated partners, subcontractors or recipients of financial support to third parties are established in countries which are not eligible countries or target countries set out in the call conditions (or are controlled by such countries or entities from such countries).

The beneficiaries must moreover ensure that any cooperation with entities established in countries which are not eligible countries or target countries set out in the call conditions (or are controlled by such countries or entities from such countries) does not affect the security interests and avoids potential negative effects over security of supply of inputs critical to the action.

### **Specific rules for digital infrastructure projects**

When implementing digital infrastructure projects, the beneficiaries must ensure that the network technologies and equipment (including software and services) funded by the action comply with the security requirements and assessments as reflected in the applicable EU, international and national law on cybersecurity and on data protection.

Moreover, where the call conditions impose wholesale access obligations, the beneficiaries must provide wholesale access to the digital infrastructure funded by the action, under fair and



reasonable conditions, in a non-discriminatory manner and in accordance with the call conditions.

### **Specific rules for ATM common projects**

When implementing actions for the implementation of common projects established under Regulation (EU) No 409/2013<sup>2</sup>, the beneficiaries must ensure that their actions comply with the deployment programme referred to in Article 11 of that Regulation (as published on the Europa website).

### **Durability**

Unless exempted by the granting authority, the beneficiaries must commit to continue to use and maintain after the end of the action equipment bought and fully reimbursed by the action, for activities pursuing the action's objectives. Such equipment must be used for these purposes — for at least five years after the end of the action (see Data Sheet, Point 1) or until the end of its economic lifespan (i.e. until it has been fully depreciated) — whichever is earlier.

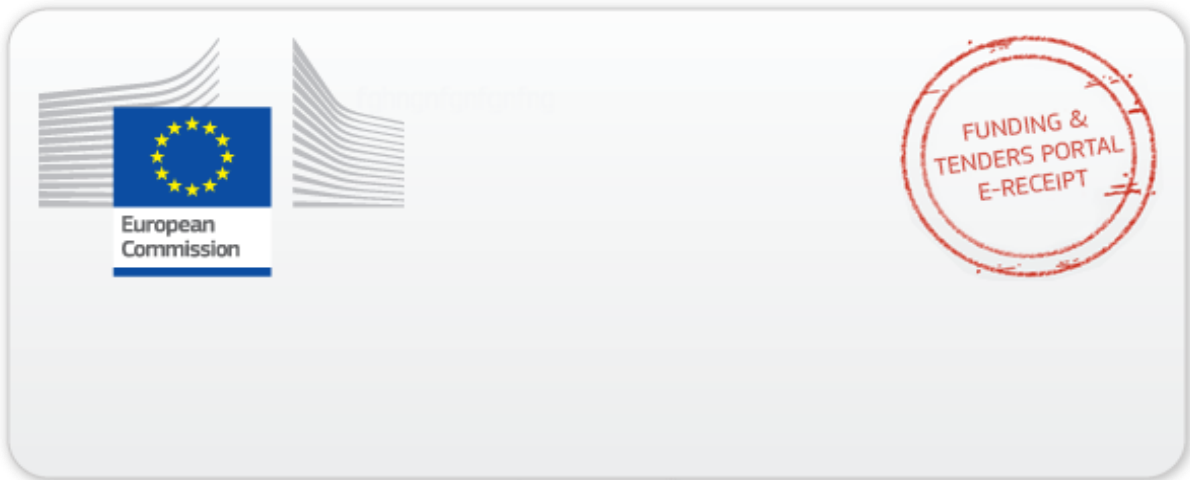
### **Specific rules for blending operations**

When implementing blending operations, the beneficiaries acknowledge and accept that:

- the grant depends on the approved financing from the Implementing Partner and/or public or private investors for the project
- they must inform the granting authority both about the approval for financing and the financial close — within 15 days
- both actions will be managed and monitored in parallel and in close coordination with the Implementing Partner, in particular:
  - all information, data and documents (including the due diligence by the Implementing Partner and the signed agreement) may be exchanged and may be relied on for the management of the other action (if needed)
  - issues in one action may impact the other (e.g. suspension or termination in one action may lead to suspension also of the other action; termination of the grant will normally suspend and exit from further financing and vice versa, etc.)
- the granting authority may disclose confidential information also to the Implementing Partner.

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<sup>2</sup> 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).



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