

Issued: 12 August 2015

GSA Call for Grants to Promote EGNOS SBAS APV Instrument Approach Procedures

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodromes
Air Traffic:	All ANSPs
Airspace:	All Approved Instrument Flight Procedures Designers
Airworthiness:	All Airworthiness Organisations
Flight Operations:	All AOC Holders
Licensed/Unlicensed Personnel:	ATO and Registered Facilities

1 Introduction

- 1.1 In support of further adoption of the European Geostationary Navigation Overlay Service (EGNOS) in European civil aviation, the European Global Navigation Satellite Systems Agency (GSA) has announced a [Call for Grants](#). The purpose of this IN is to bring to UK stakeholders' attention to the opportunities afforded by the fund.
- 1.2 Operational implementation of EGNOS in aviation is a strategic goal to help ensure the success of the programme. In this context, the objective of this activity is to foster EGNOS adoption in European civil aviation, enabling operators to equip and use their aircraft/ rotorcraft fleet with GPS / Satellite-Based Augmentation System (SBAS) enabled avionics and Air Navigation Service Providers (ANSP) and aerodromes/heliports to implement EGNOS-based operations across Europe.
- 1.3 The aims of this project are supported by the CAA and recently published in [CAP 1122](#) 'Application for Instrument Approach Procedures to Aerodromes without an Instrument Runway and/or Approach Control'.
- 1.4 Licensed aerodrome operators considering a funding application to support development of instrument approaches, including those who are considering a CAP 1122 application, are requested to contact the CAA at: CAP1122coordination@caa.co.uk so that we can plan for likely regulatory workload.

2 Scope

2.1 The purpose of this call is to award a number of grants to foster EGNOS operational implementation for regional aviation, business (corporate) aviation, general aviation (training, emergency services) and rotorcraft, considered the main aviation market segments for EGNOS and those maximising public benefits. Commercial operators and/or Original Equipment Manufacturers interested in benefitting from EGNOS may also apply to the call.

2.2 The objectives of the Call are:

- a) Fostering the design, development and operational implementation of EGNOS based operations, including approach procedures at different European aerodromes and EGNOS based routes including LPV 200;
- b) Developing and installing of GPS/EGNOS enabled avionics and granting of airworthiness certification for RNP APCH procedures down to LPV minima and Point in Space (PinS);
- c) Achieving the approval of Air Operator Certificates for LPV operations of aircraft already equipped with SBAS capabilities;
- d) Developing of enablers to accelerate EGNOS adoption and preparation for future capabilities use of EGNOS for navigation, surveillance and communications.

2.3 The Call is structured in 6 areas of activities:

A - RNP APCH procedures to LPV

B - PinS Procedures to LPV minima

C - Aircraft or rotorcraft forward fit

D - Aircraft or rotorcraft retro fit

E - Development of Service Bulletins and/or Supplemental Type Certificates

F - Development of enablers and other EGNOS based operations

2.4 Stages for the process are as follows:

24 June 2015	Publication of the call
23 September 2015	Request for Clarifications
25 September 2015	Publication of the clarifications
30 September 2015 (23:59 Prague time)	Deadline for submitting applications
October - November 2015	Evaluation period
December 2015	Information to applicants on the outcome of evaluation
December 2014 – January 2016	Signature of Grant Agreement

3 Eligibility criteria

3.1 Applications can be submitted by legal or natural persons established in an EU Member State or another participating third country (Article 29 of the GNSS Regulation). There is no restriction on consortium size. For proposals on approach procedures at least one entity should be an ANSP or aerodromes/heliports/helipads. For proposals on aircraft equipment and approvals at least one entity should represent airspace users (airlines, flight operators, pilots, aircraft owners, avionics and aircraft manufacturers). Applicants shall not be in one of