



LET'S DELIVER TOGETHER

SESAR Deployment Manager

CEF Call 2015 sneak preview

Brussels 29th October 2015

H: 11:30 – 16:00
The Egg, Brussels



Funded by the
European Union

Agenda

- ✓ **11:00 - 12:30 Participants registration and Lunch**
- ✓ **12:30 - 13:00 Welcome and Introduction**
- ✓ **13:00 - 15:45 CEF Transport Call for Proposals 2015**
 - **SDM support to CEF CALL 2015 responses preparation**
 - CEF CALL 2015 from proposals to co-funded projects
 - SDM support to Implementing Partners during an Application preparation: who, when, what
 - Questions & Answers
 - **Objectives of the CEF CALL 2015**
 - Overview of the Deployment Programme 2015
 - General feedback on Indications of Interest
 - Questions & Answers
 - **Legal setup of the SESAR Deployment Framework Partnership**
 - Accession to EU grants: insight into the main legal documents
 - Questions & Answers
- ✓ **15:45 - 16:00 Closure of the meeting**

Welcome and Introduction

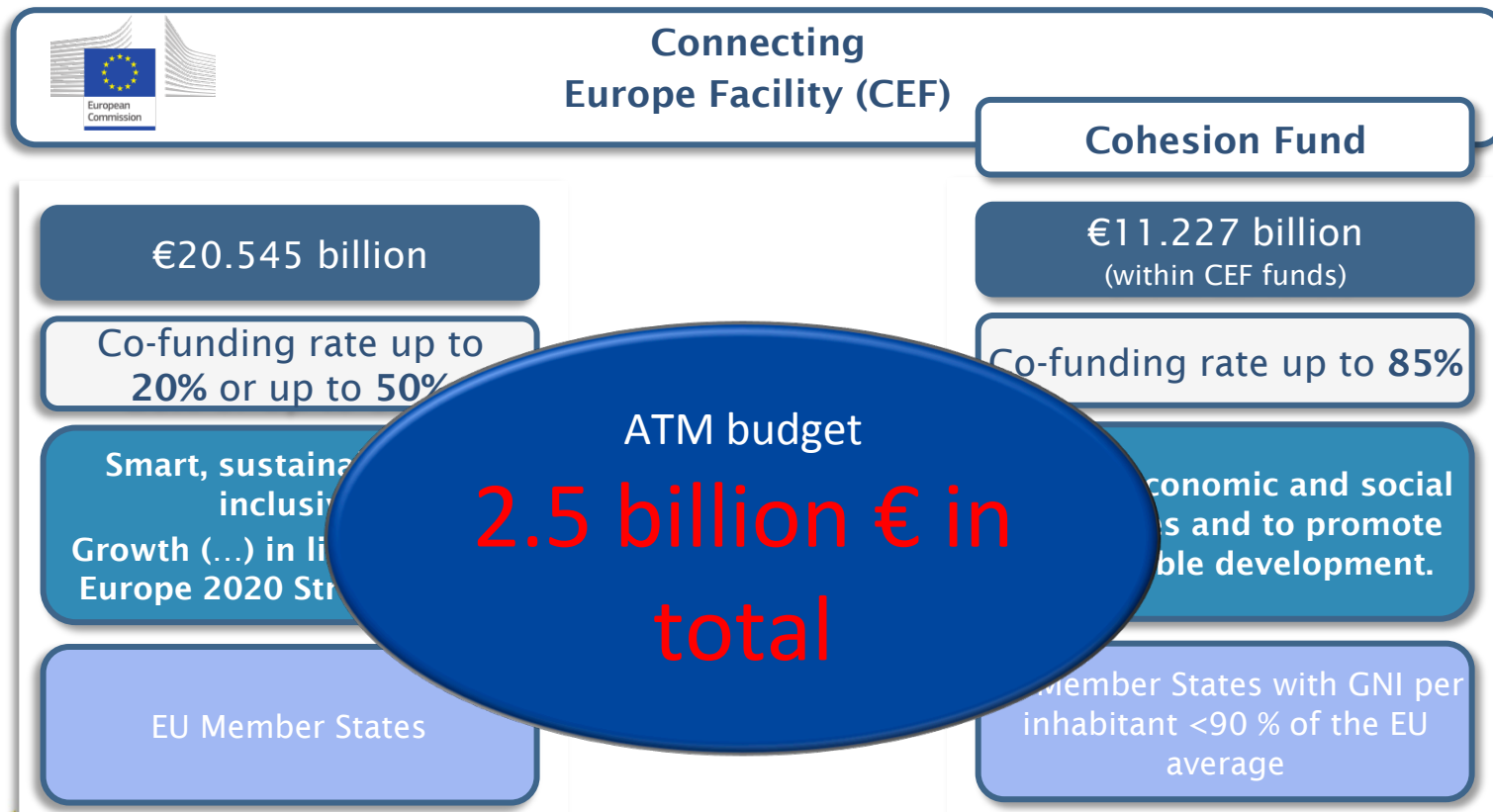
Massimo Garbini - SDM Managing Director

SDM support to CEF CALL 2015 responses preparation

Paola Di Giovanni – FPA Coordination Manager

Financing instruments for Connecting Europe Facility (CEF) 2014-2020

Under the **Connecting Europe Facility (CEF)**, €20.545 billion will be made available from the EU's 2014-2020 budget to co-fund transport infrastructure projects in the EU Member States. Within this overall amount, €11.227 billion will be available only for projects in Member States eligible for the **Cohesion Fund**.

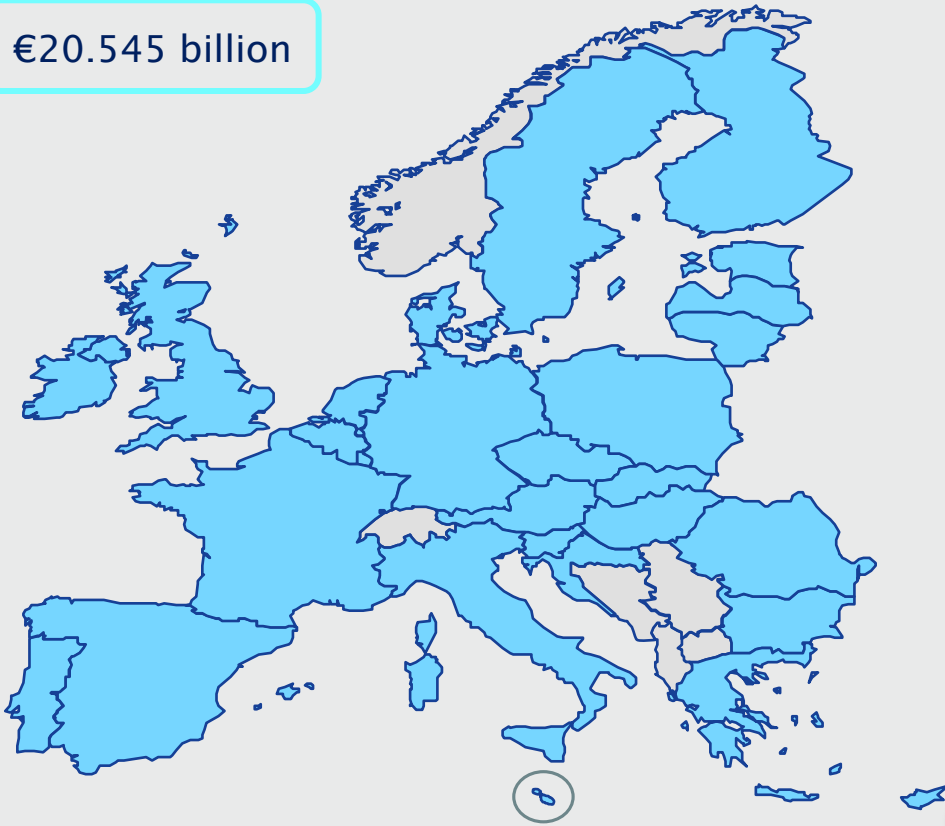


Financing instruments for Connecting Europe Facility (CEF) 2014-2020 – Geographical applicability EU and Third Countries



Connecting Europe Facility (CEF)

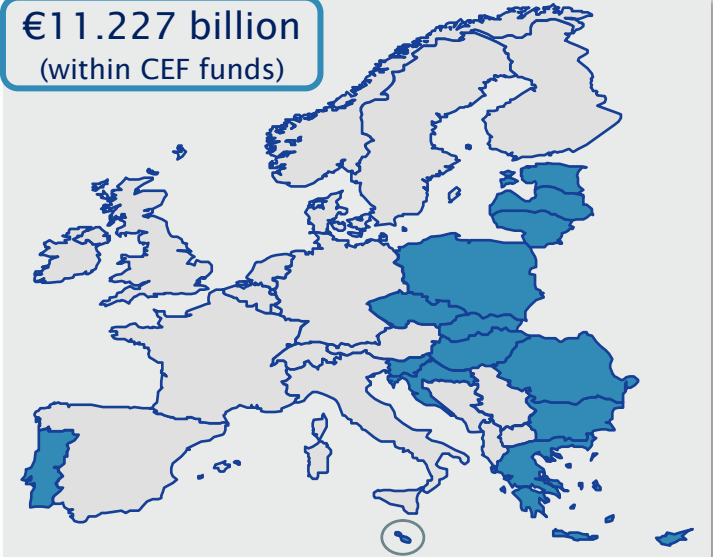
€20.545 billion



EU Member States

Cohesion Fund

€11.227 billion
(within CEF funds)



Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia, Slovenia.

Entities from Third Countries may participate in projects of common interest, whether included in the scope of Common Projects and being necessary and indispensable for the achievement of the objective of a Common Project.

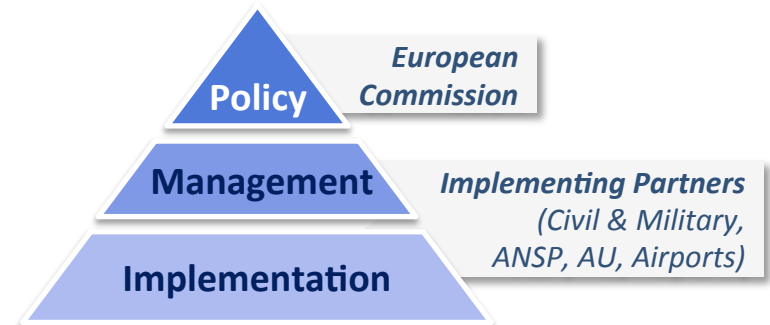
CEF Transport Call for Proposals 2015

ATM Funding within CEF Transport Call

Under the **Connecting Europe Facility (CEF)** it is expected that for Air Traffic Management (ATM) **€ 515 millions** will be available from the EU's 2014-2020 budget to co-fund transport infrastructure projects in the EU Member States plus **€ 300 millions** for EU Member States eligible for **Cohesion Fund (CF)**.

*On 5th of December 2014
the SESAR Deployment
Manager (SDM) has been
appointed by EC.*

**SESAR
Deployment
governance –
3 Levels**

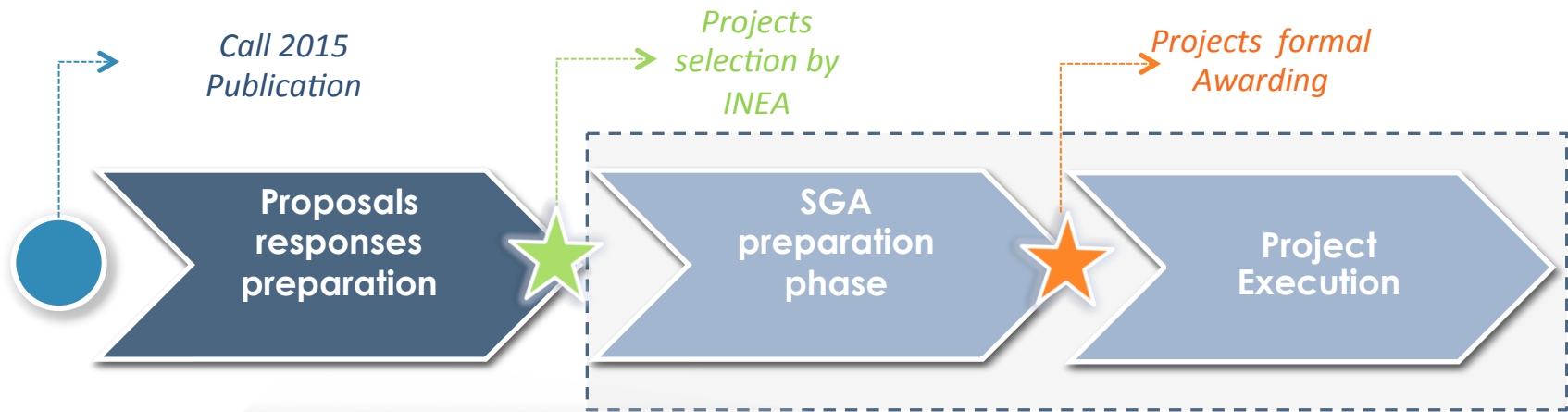


1. **Level 1 - Policy level**, under the responsibility of the European Commission
2. **Level 2 - Management level**, under the responsibility of the **SESAR Deployment Manager** who ensures the coordinated and **synchronised implementation of Common Projects**
3. **Level 3 - Implementation level**, that is responsible for **implementing the ATM functionalities** of the **Common Projects** in the European ATM Network

CEF CALL 2015 from proposals to co-funded projects

Process Overview

- Participation to CEF Transport calls through SDM coordination is mandatory for any candidate project which is PCP related in order to **comply with CEF eligibility criteria** and to ensure **full alignment with DP 2015**.
- SDM acts as “coordinator” (*) of all Implementing Partners’ responses to the CEF Call for Proposals.



- SDM will oversee processes to be followed by the Implementing Partners in order to comply with its role as “*gateway*” to INEA to accomplish requests and agreed deadline, facilitating the access to EC Funds.

 SDM will accomplish these two steps following INEA/EC evaluation and selection

CEF CALL 2015 from proposals to co-funded projects: Logical Flow

The European Commission is approving the **Deployment Programme (DP) 2015** released by SDM. DP 2015 is the reference and driver of the **technical content** for the **CEF Transport Call for proposals 2015**.

TODAY



CEF call 2015 sneak preview

Deployment Programme 2015

Indication of Interest

Call 2015 expected Publication on 4th November

IPs Data Collection

IP clustering in integrated proposals for CEF and CF

Proposals response preparation

Proposals submission

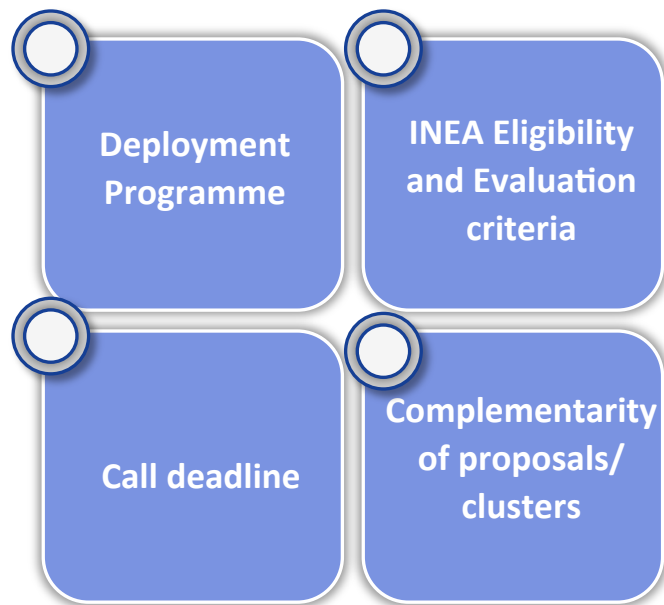
SDM supports to CEF CALL 2015 responses preparation

Main roles for proposal preparation

Application preparation 1/2

SESAR Deployment Manager

The objective of the SDM Coordination activities is to assist to the Implementing Stakeholders in the elaboration of the **proposal(s) in response to the PCP related call 2015** (CEF and Cohesion Fund) to keep them in compliance with:

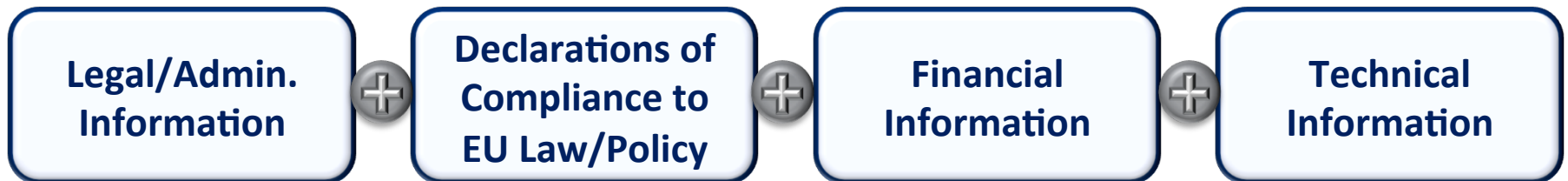


Main roles for proposal preparation

Application preparation 2/2

Implementing Partners (IPPs)

- **Implementing Partners (IPPs)** are responsible for the **implementation of the ATM functionalities** in the **European ATM Network** through the *Implementation Projects*.
- During the “**proposal preparation**” process, SDM will **provide Implementing Partners (IPPs) with templates for collecting information** required for proposals finalisation, in this respect the IPPs are responsible for providing:



CEF Proposals Response

Documentation to be submitted 1/3

According to the EC/INEA process for proposal elaboration, the proposal(s) consists of four forms:

PART A
Main characteristics of the proposal and budget of the Action

PART B
Administrative Information on Applicants

PART C
Compliance with Union Policy and Law

PART D
Technical Information

Application Form Part A

EUROPEAN COMMISSION CONNECTING EUROPE FACILITY TRANSPORT SECTION **A1**

◆ Annual Call 2014

Priority 1 (PQ 1): Projects on Core Network
Railway
Inland Waterways
Road

Priority 2 (PQ 2): Projects on Comprehensive Network
Railway
Inland Waterways and Ports
Road
Maritime Ports

Priority 3 (PQ 3): Projects to connect with neighbouring countries

Priority 4 (PQ 4): Development of new technologies and innovation other than those covered by the multiannual Work Programme

Priority 5 (PQ 5): Freight Transport Services

Priority 6 (PQ 6): Actions to reduce net freight noise

Priority 7 (PQ 7): ~~Unimodal~~ Application Systems other than those covered by the multiannual Work Programme
Covers application for road
Seamless service

Priority 8 (PQ 8): Actions for better accessibility to transport infrastructure for disabled persons

Priority 9 (PQ 9): Actions implementing transport infrastructure in modes of the core network, including urban nodes
Seamless
Deployment/operation action to test and validate new approaches
Preparation of infrastructure connections other than between modes in urban nodes outside the projects included in annex 1, part 1 of the CEF Regulation

Priority 10 (PQ 10): Multimodal logistic platforms

Multi-Annual Calls 2014

◆ Funding Objective 1

Priority 1 (PQ 1): Pre-identified projects on the core network corridors
Railway
Inland Waterways and Ports
Road
Maritime Ports

Priority 2 (PQ 2): Pre-identified projects on the other sections of the core network
Railway
Inland Waterways and Ports
Road
Maritime Ports

Connecting Europe Facility 2014-2020
TRANSPORT CALLS FOR PROPOSALS 2014

APPLICATION FORM PART B
Administrative Information on Applicants

Title of the proposed action

Proposal number

Work Programmes 2014-2020
TRANSPORT CALLS FOR PROPOSALS 2014

APPLICATION FORM
PART C
Compliance with EU Policy and Law

Title of the proposed action

TENtec number

Part I - IP Description
1.1 Technical Description

Project Number	Project Title	Project Leader	Project Manager	Project Coordinator	Project Sponsor
1	Joint application for PDP implementation - Cluster 1				
2					
3					
4					
5					
6					
7					
8					
9					
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11					
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Connecting Europe Facility 2014-2020
TRANSPORT CALLS FOR PROPOSALS 2014

APPLICATION FORM PART D
Technical and Financial Information

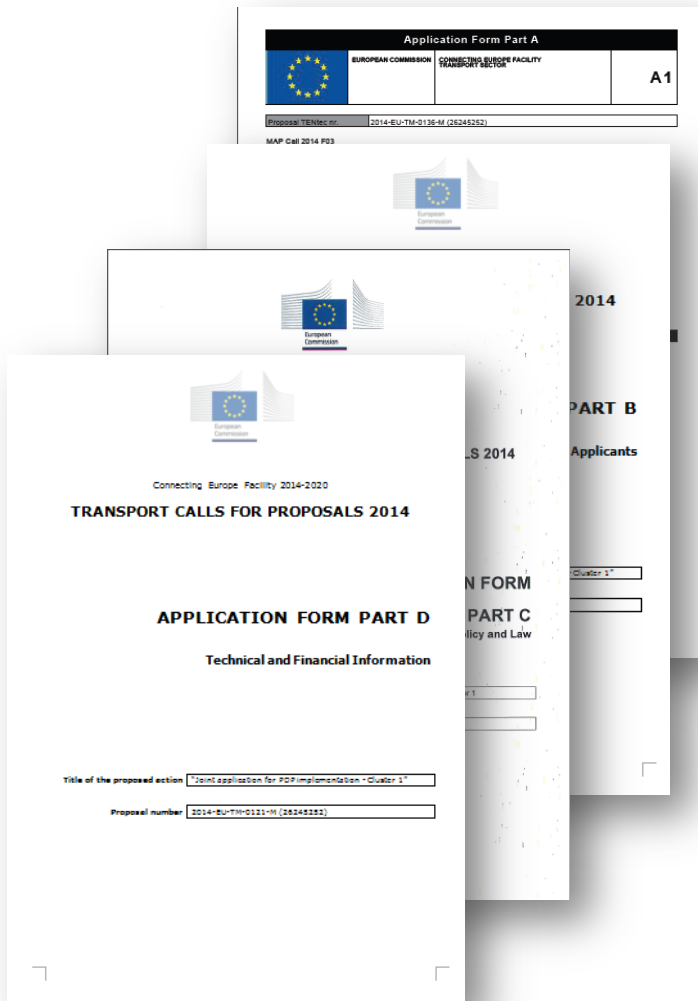
Title of the proposed action

Proposal number

CEF Proposals Response

Documentation to be submitted 2/3

Proposal response Templates



The image shows a stack of four proposal response templates. The top template is 'Application Form Part A' with the European Commission logo and the text 'CONNECTING EUROPE FACILITY TRANSPORT SECTOR'. Below it is a template with the text '2014' and 'PART B Applicants'. The third template is 'Connecting Europe Facility 2014-2020 TRANSPORT CALLS FOR PROPOSALS 2014' and 'APPLICATION FORM PART C Policy and Law'. The bottom template is 'APPLICATION FORM PART D Technical and Financial Information' with fields for 'Title of the proposed action' and 'Proposal number'.

- **PART A: Main characteristics of the proposal and budget of the Action:**
 - brief description of the proposed Action
 - EU Member State approving the proposal
 - Financial information of the proposed Action
- **PART B: Administrative Information on Applicants:**
 - Legal Entity Form
 - Requirements on Financial and Operational Capacity
 - Grounds for exclusion
- **PART C: Compliance with Union Policy and Law**
- **PART D: Technical and Financial Information:**
 1. General description of the global project including needs and objectives
 2. Description of the proposed action
 3. Relevance: contribution of the proposed Action to the ten-year policy objectives and EU dimension
 4. Maturity of the proposed Action
 5. Impact of the proposed Action
 6. Quality of the proposed Action
 7. Annexes (including IP Templates)

CEF Proposals Response

Documentation to be submitted 3/3

Focus on PART D Technical and Financial Information - IP Template

The **IP Template** aims at **collecting all relevant information by stakeholders** about the **candidate project** in terms of:

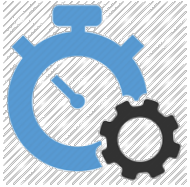
- **Technical Aspects:** technical description (e.g. tasks, milestones, deliverables, etc.)
- **Economics:** economic and financial aspects of the project (e.g. HR cost, Travel cost, procurement etc.)
- **Performance:** expected performance of the project (self-assessment performed by stakeholders)

IP Template - Call 2015	
Contents	
Part I - IP Description	General and Technical Information about the project
Part II - Economics	Economic and Financial information about the project
Part III - Performance Impacts	Expected Performance impacts of the project
Part IV - Other Impacts	Other impacts of the project

CEF Proposals Response

SDM support

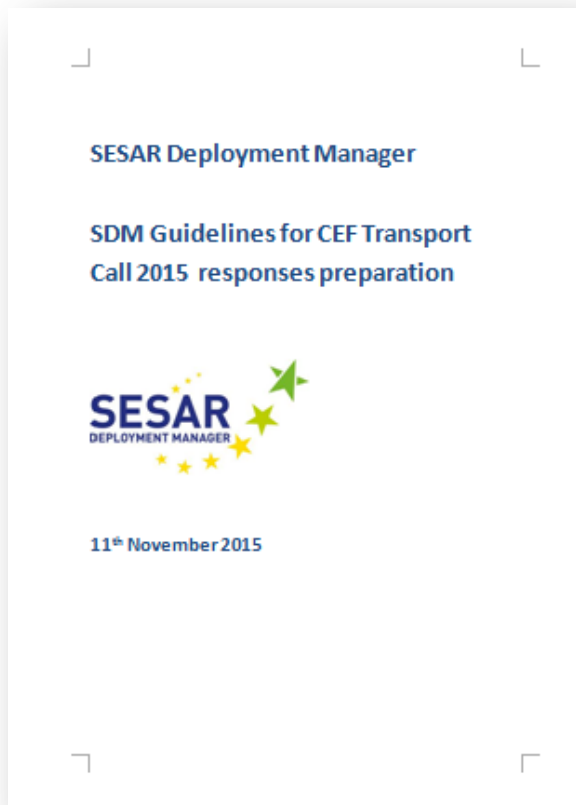
- SDM will coordinate the proposal(s) preparation phase supporting the filling in and finalisation of all the 4 parts of the Application
 - ✓ Ensuring your projects are presented in line with DP 2015 content
 - ✓ The Application is complete and addressing all formal and technical requirements set in the call
 - ✓ Meet the deadline which is now expected on mid February 2016
- SDM and Implementing Partners are sharing a complex task and to be successful we have to set up a strong and close cooperation
 - ✓ Number of Implementing Partners, both civil and military, involved
 - ✓ Large and heterogeneous set of information to be collected and processed for the elaboration of the whole proposal(s)
 - ✓ Need to seek the MS endorsement prior to proposal submission



SDM supporting document for application process

SDM Guidelines for CEF Transport Call 2015 responses preparation

SDM to support IPPs during “responses preparation phase” will distribute on 11th of November the SDM Guidelines **describing the support** to be put in place to assist the IPPs interest in CEF Transport Call 2015.



1. **Introduction** (the objectives and structure of the paper)
2. **SESAR Deployment Manager's context and role**
3. **CEF TRANSPORT MULTI-ANNUAL CALL 2015 – Funding Objective**
 - European Commission Evaluation and Selection Process
4. **Preparing the Application:**
 - 4.1. Part A
 - 4.2. Part B
 - 4.3. Part C
 - 4.4. Part D
5. **Proposals Submission Procedure**
6. **Supporting tools**
7. **Next Steps: SGA finalization and Execution Phase**
8. **List of Actions**
9. **Annexes**

Tools to support 2015 CEF Transport Call responses preparation 1/2

In order to efficiently manage the CEF Transport Call responses preparation and to facilitate the interaction with Implementing Partners SDM will offer:

✓ Dedicated email address

- cefcall2015@sesardeploymentmanager.eu

✓ Q&A

- The relevant Questions & Answers will be updated on the dedicated section on SDM website every two weeks.

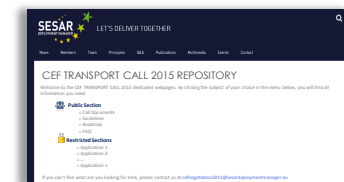
✓ Videos

- DP Content
- FPA Responses Preparation

✓ SDM website

- www.sesardeploymentmanager.eu

✓ SDM repository

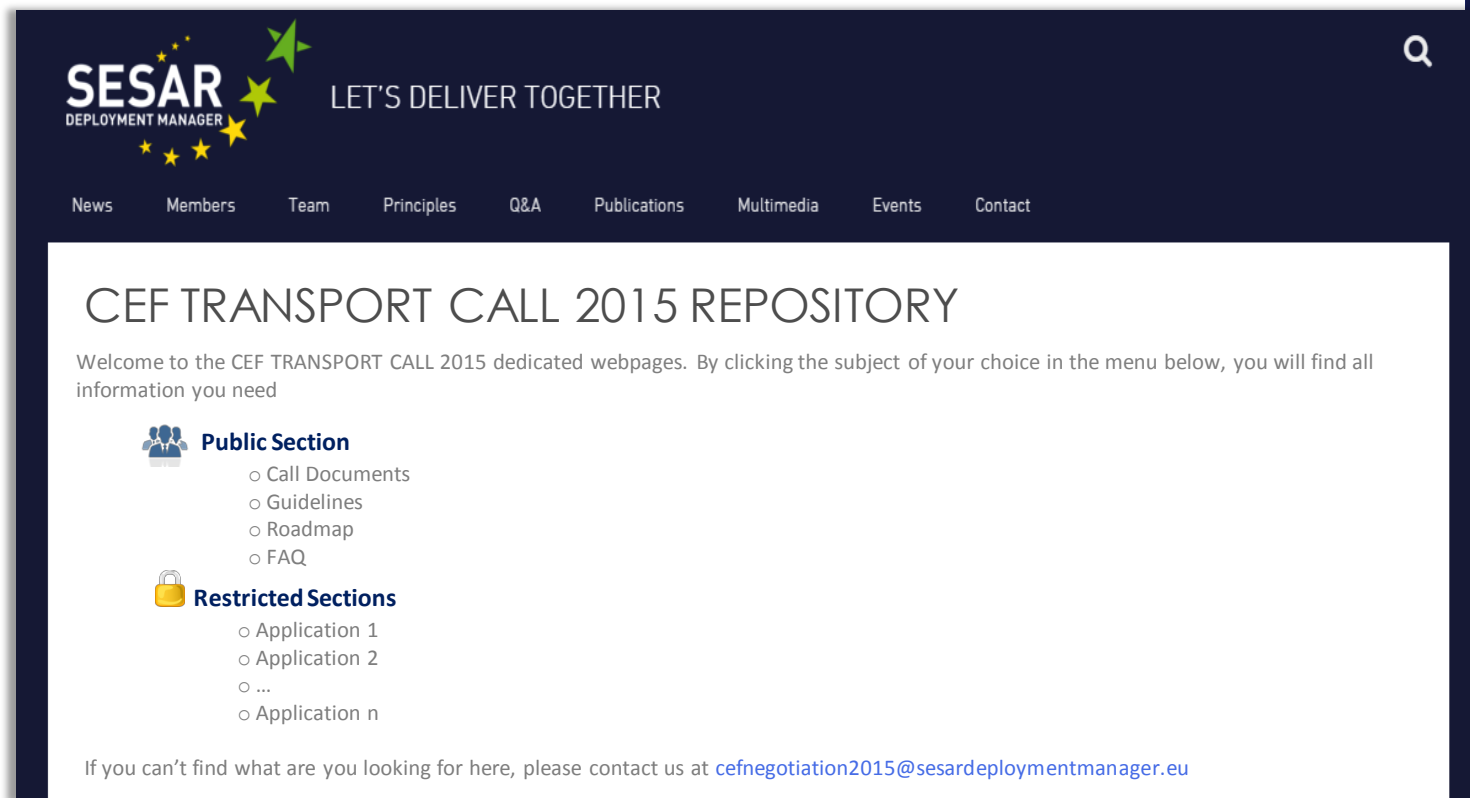


Tools to support 2015 CEF Transport Call responses preparation 2/2

To ensure that each Implementing Partner will get all the documents and for reasons of Partner confidentiality, SDM has created a specific repository.

✓ **Repository** will be structured in two main sessions:

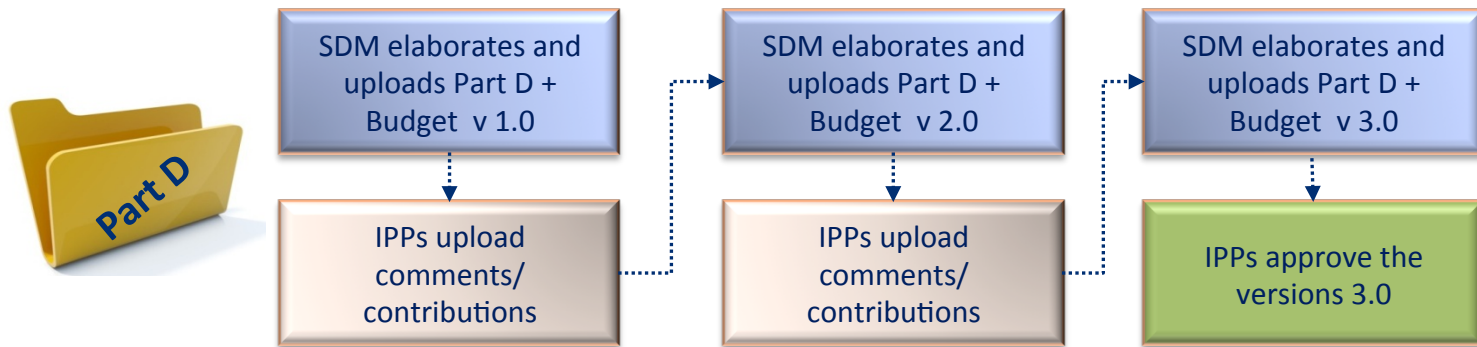
1. **Public** – including the Call documents, Guidelines, Roadmap and FAQ subfolders
2. **Restricted** – access only for Implementing Partners involved in the responses preparation phase where all proposals parts (e.g. Part A, B, C, D, IP templates, etc.) will be uploaded



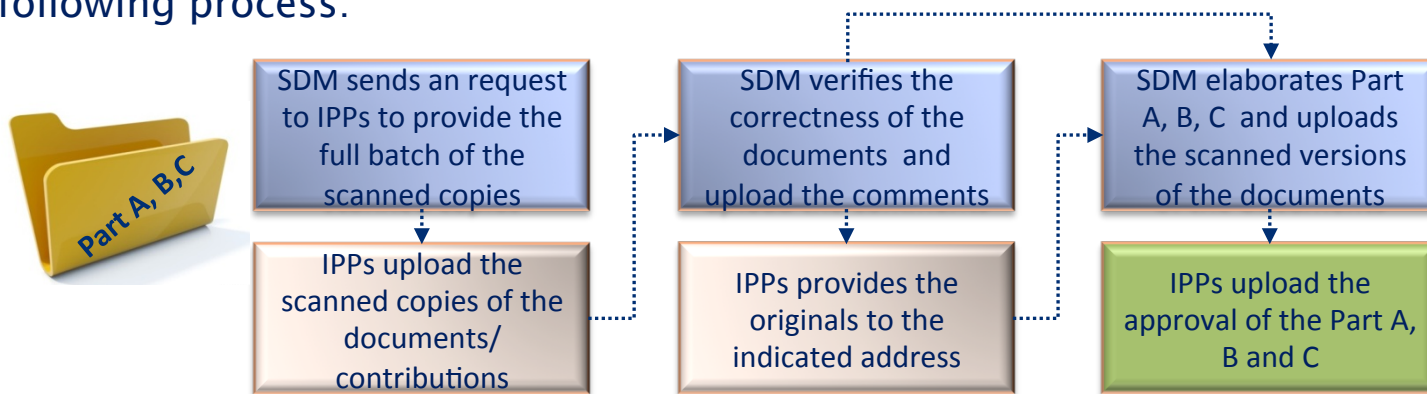
The screenshot shows the SESAR Deployment Manager website. The header features the SESAR logo with the tagline 'LET'S DELIVER TOGETHER' and a search icon. A navigation menu includes links for News, Members, Team, Principles, Q&A, Publications, Multimedia, Events, and Contact. The main content area is titled 'CEF TRANSPORT CALL 2015 REPOSITORY'. Below the title, a welcome message states: 'Welcome to the CEF TRANSPORT CALL 2015 dedicated webpages. By clicking the subject of your choice in the menu below, you will find all information you need'. The page is divided into two sections: 'Public Section' (indicated by a group of people icon) and 'Restricted Sections' (indicated by a padlock icon). The 'Public Section' lists 'Call Documents', 'Guidelines', 'Roadmap', and 'FAQ'. The 'Restricted Sections' lists 'Application 1', 'Application 2', '...', and 'Application n'. At the bottom, a contact link is provided: 'If you can't find what are you looking for here, please contact us at cefnegotiation2015@sesardeploymentmanager.eu'.

SDM Repository: Processes

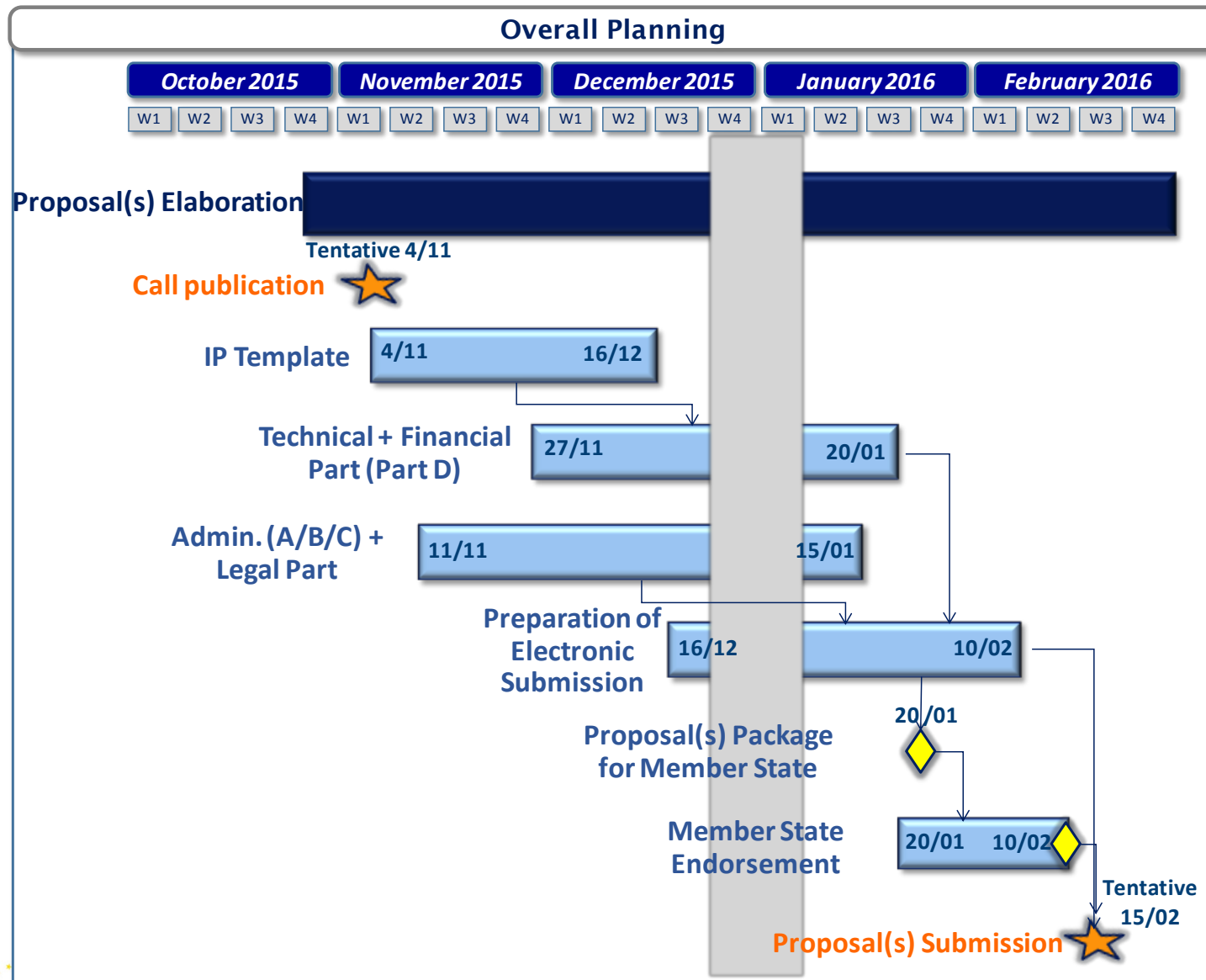
- The **Technical part of the Proposal (PART D)** and the budget will be elaborated on the basis of 3 iterations between SDM and IPPs:



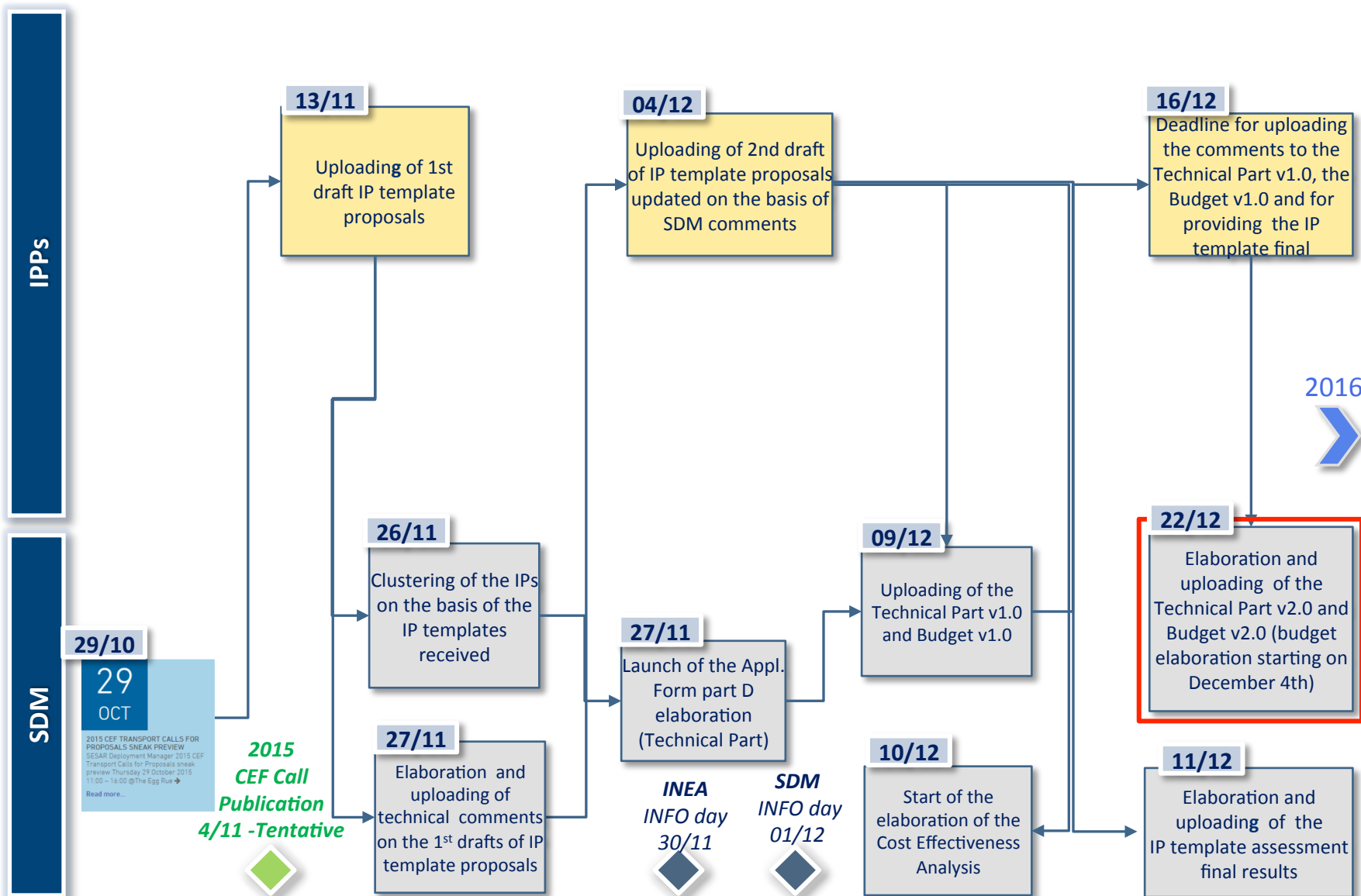
- The **Administrative part of the Proposal (PART A, B, C)** including the supporting documents (Legal and Administrative) will be elaborated and finalize on the basis of the following process:



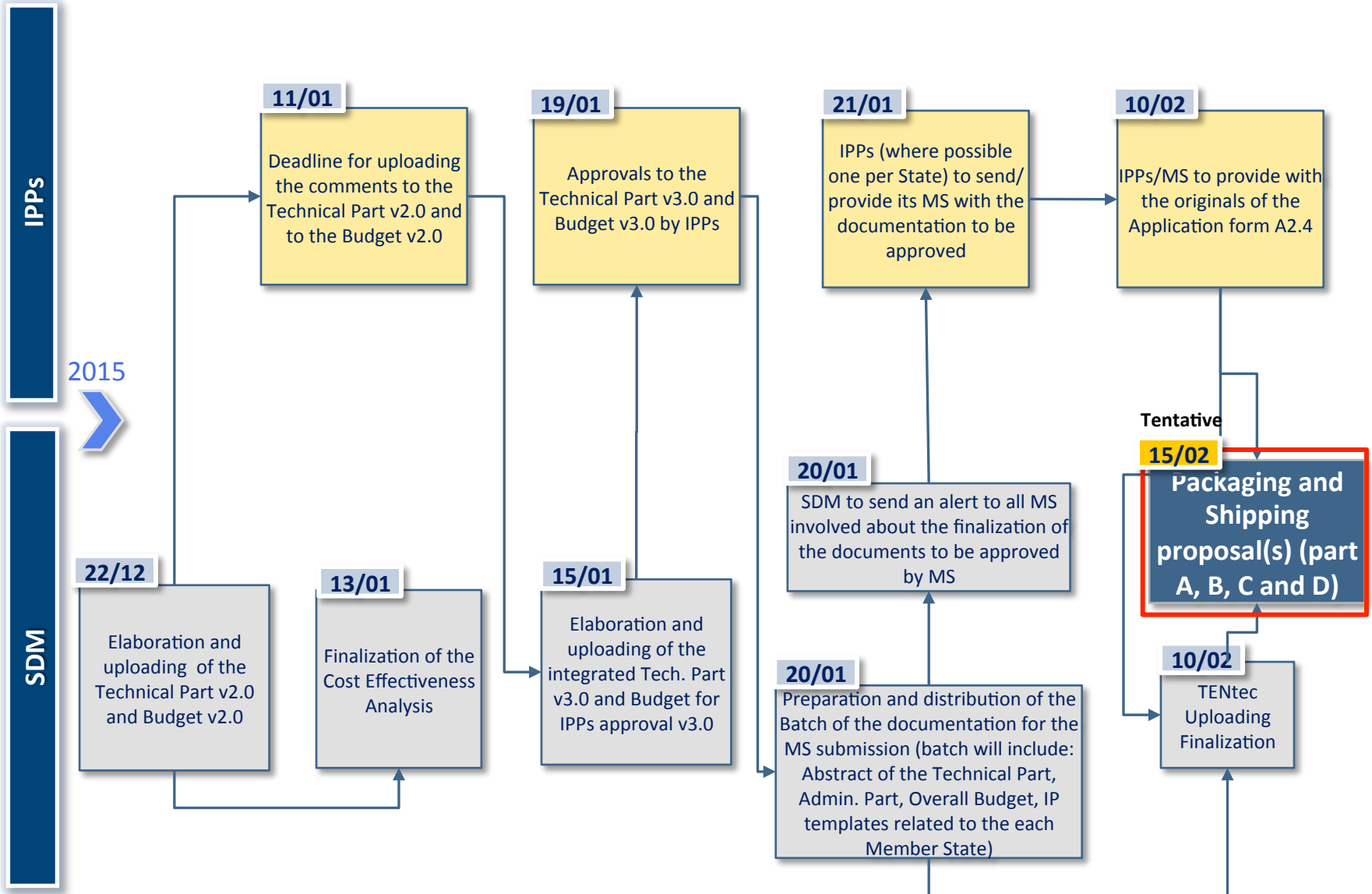
CEF Transport Call 2015 – Overall Planning



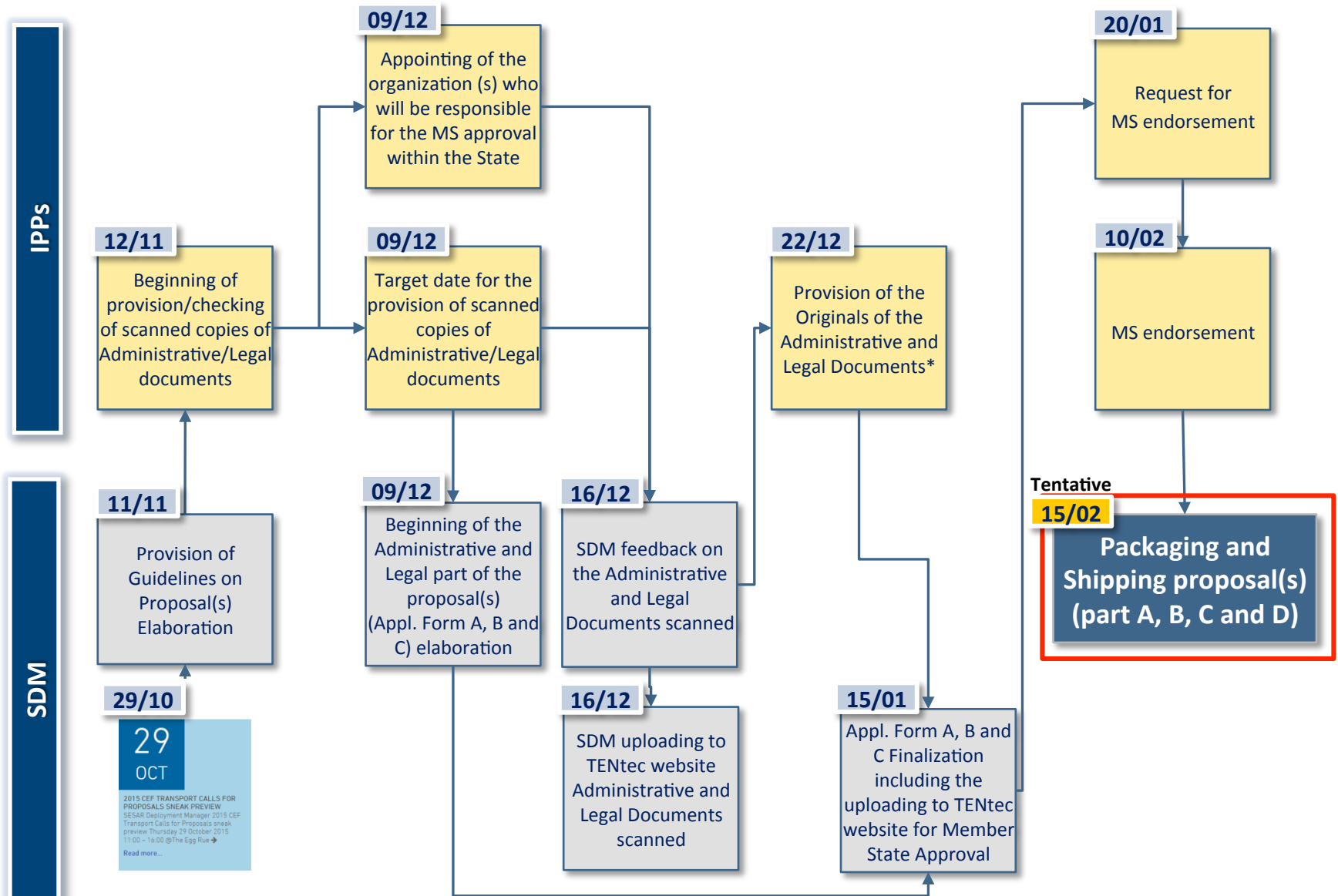
CEF Transport Call 2015 – High Level Technical Roadmap by end of 2015



CEF Transport Call 2015 – High Level Technical Roadmap Jan/Feb. 2016

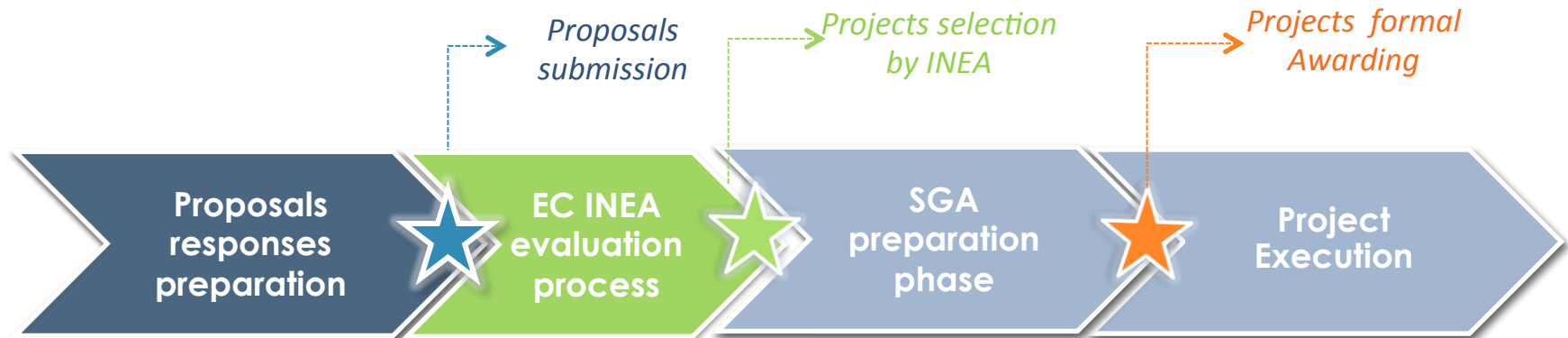


CEF Transport Call 2015 – High Level Administrative Roadmap



CEF CALL 2015 subsequent steps

After proposals submission SDM will continue to support and coordinate with you the activities following the results of the EC and INEA evaluation and selection process to facilitate your access to EC Funds.



Let's deliver together!

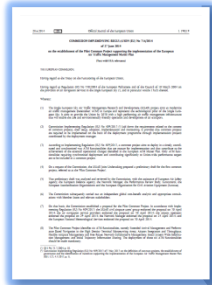
Questions & Answers

Objectives of the CEF CALL 2015

Mariagrazia La Piscopia – Deputy Director of Technical and Operations and DP Planning Manager

Deployment Programme 2015

DP 2015 as specification for CEF Call 2015



Pilot Common Project (PCP)



Deployment Programme 2015

What is DP2015?

- ✓ The “*project view*” of the **Pilot Common Project**.
- ✓ A *living document*, to be updated yearly.
- ✓ The **blueprint for the ATM technological investment plans** by the stakeholders impacted by Regulation (EU) n. 716/2014.
- ✓ The **working reference for both SDM and implementing partners** for planning, synchronization, coordination and reporting purposes.
- ✓ The performance policy of SDM, a consolidated performance view and an initial performance assessment and CBA methodology consistent with SJU and PRB methodologies.

DP 2015 is the *sole reference for PCP implementation* and therefore represents *the specification for PCP Part of CEF Call 2015*

What needs to be checked for IPs submission?

Chapter 3

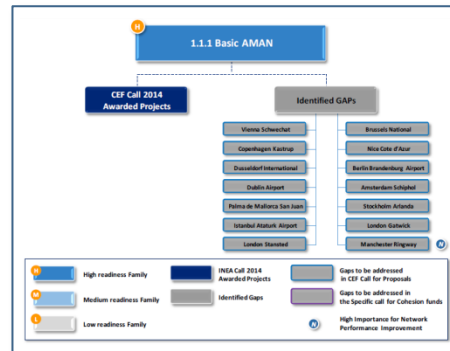
Project view

[illegible]

Implementation Project Submission

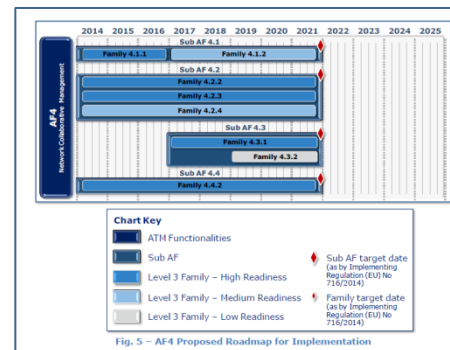
Chapter 3
Project view

Chapter 5
Monitoring view



Chapter 2

Strategic view



Deployment Programme 2015

Family descriptions

		<table><tr><td>Synchronization</td><td>Ex-ante synchronization requirements, to be further assessed at the level of Local Implementation Projects. Integration with local ATM systems necessary to process the flight plan and radar data. Therefore at least synchronization with local ATM-system required.</td></tr><tr><td>Regulatory Requirements</td><td>Commission Implementing Regulation (EU) No 716/2014</td></tr><tr><td>Industry</td><td>None</td></tr></table>	Synchronization	Ex-ante synchronization requirements, to be further assessed at the level of Local Implementation Projects. Integration with local ATM systems necessary to process the flight plan and radar data. Therefore at least synchronization with local ATM-system required.	Regulatory Requirements	Commission Implementing Regulation (EU) No 716/2014	Industry	None
Synchronization	Ex-ante synchronization requirements, to be further assessed at the level of Local Implementation Projects. Integration with local ATM systems necessary to process the flight plan and radar data. Therefore at least synchronization with local ATM-system required.							
Regulatory Requirements	Commission Implementing Regulation (EU) No 716/2014							
Industry	None							

Designator	1.1.1	
Name	Basic AMAN	
Main Sub-AF	Arrival Management extended to en-route Airspace	
Description and Scope	<p>Implement Basic AMAN to support traffic synchronization in high density TMAs.</p> <p>Basic AMAN shall:</p> <ul style="list-style-type: none">- improve sequencing and metering of arrival aircraft in selected TMAs and airports;- continuously calculate arrival sequences and times for flights, taking into account the locally defined landing rate, the required spacing for flights arriving to the runway and other criteria;- provide automated sequencing support for the ATCOs handling traffic arriving to an airport; and- provide as a minimum simple Time To Lose / Time To Gain - TTL/TTG - information, optionally also more complex direct trajectory management solutions, such as "speed to be flown". <p>If AMAN is already implemented, it might be necessary to upgrade the functionality or consider replacement to meet the requirements and/or to prepare for the automatic coordination with adjacent ACCs as required for AMAN with extended horizon (see 1.1.2).</p> <p>On-board capabilities (FMS) should support either/or Time to Lose or Gain or Speed Advice. RTA functionality (Required Time of Arrival) could be one option to support on-board time management for metering and sequencing of arrival aircraft.</p> <p>Retrofit FMS may be an option subject to a positive CBA.</p>	<p>be improved once the airborne TM systems.</p> <p>consideration the results of Gap ing Chart and within section</p>
Initial Operational Capability	Before 2014	
Full Operational Capability	01/01/2020	
References and guidance material	ATM Master Plan Level 2 (Dataset 14): TS-0102 (Baseline) ATM Master Plan Level 3 (Edition 2015): Link to ATC07.1 EUROCONTROL - Arrival Manager - Implementation Guidelines and Lessons Learned; Edition:0.1 Edition Date: 17/12/2010	
Concerned stakeholders	ANSPs	
Geographical applicability	EU Regulation 716/2014	

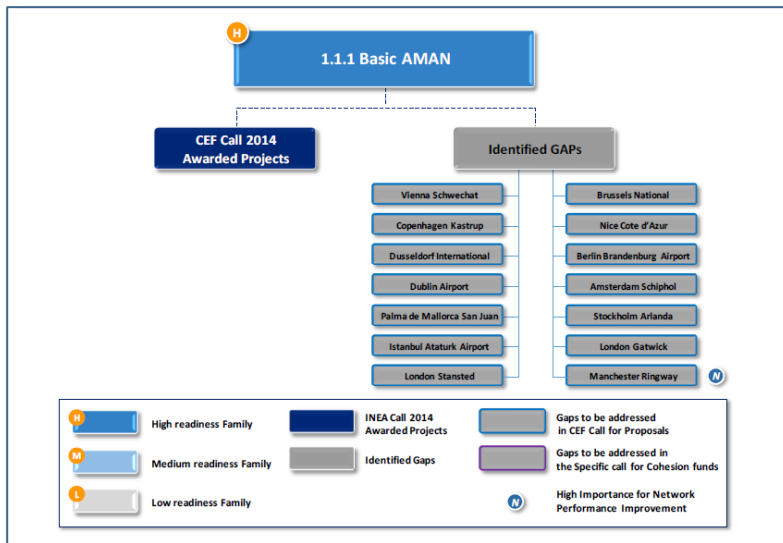
The **44 families** of the DP 2015 group **all implementation initiatives needed towards full PCP deployment.**

In order to submit proposals, Implementing Partners shall consider:

- *Readiness for implementation*
- *Description and scope of the Family*
- *List of impacted stakeholders*
- *Available Means of Compliance, Community Specifications and Industry Standards, as well as additional guidance material*
- *Geographical scope of the implementation*
- *Need for synchronization*
- *Specific recommendations from SDM*

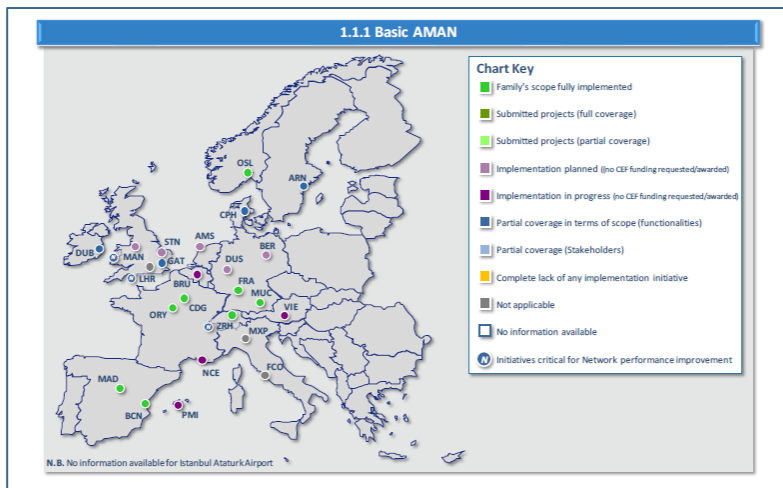
Deployment Programme 2015

Implementation Gaps



DP 2015 provides for a **snapshot of the current PCP implementation status**, aligned with the inputs provided by stakeholders

Within the Project View and the Monitoring View, the Programme indicates **all implementation initiatives still needed for the full PCP deployment (gaps)**



DP 2015 also identifies **implementation initiatives critical to the improvement of the performance at network level**, as identified by NM

Implementation Projects need to be submitted in order to **cover the existing gaps**

Deployment Programme 2015

Sequencing of Families

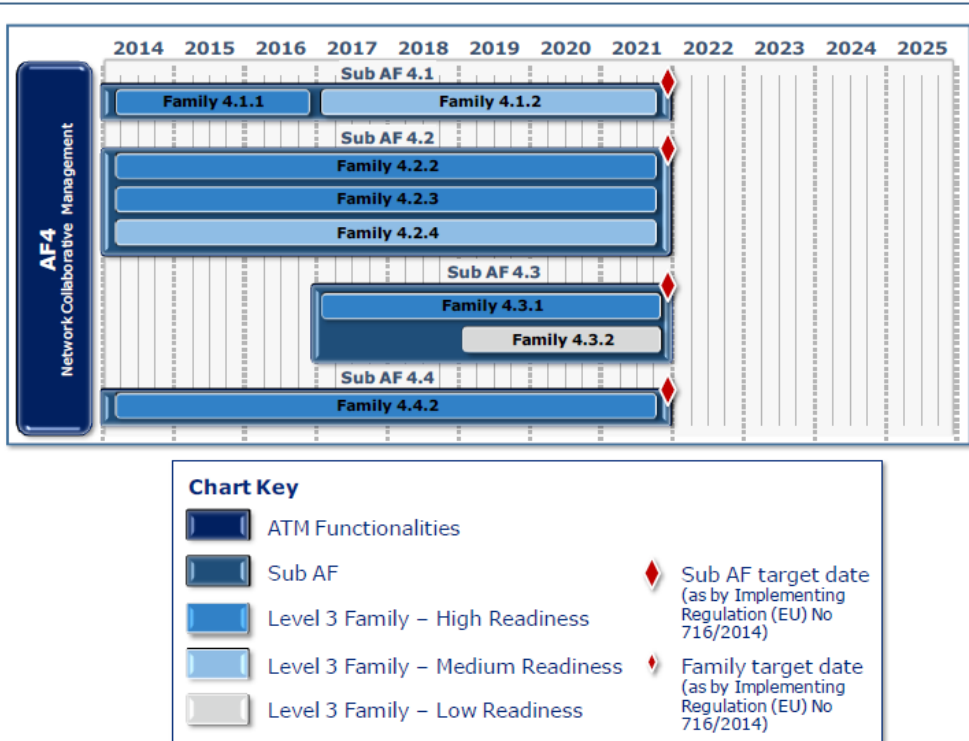


Fig. 5 – AF4 Proposed Roadmap for Implementation

The **Strategic View** of DP 2015 provides information on the **envisaged sequencing of PCP implementation**

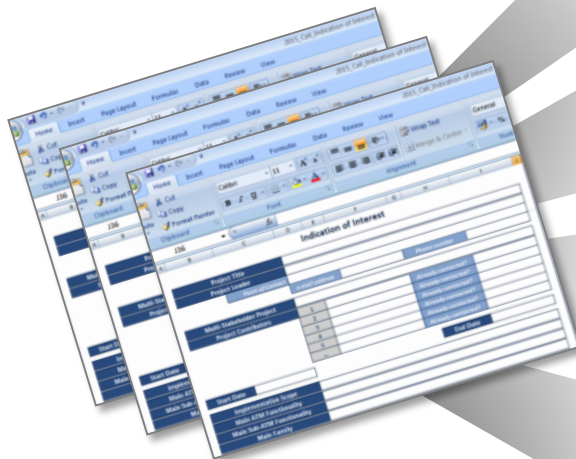
For each Family, the Programme illustrates **both Initial and Full Operational Capability**

Implementation projects planning (in terms of start and end date) shall be **aligned to such sequencing to achieve timely and effective PCP deployment**

Indications of Interest Review

What is purpose of the Indications of Interest?

Through this exercise, SDM has started its **support to the implementing Partners** in addressing CEF Call requirements



Supporting stakeholders by providing guidelines for raising the quality of future proposals

Checking projects' relevance to PCP

Triggering of proposals where implementation gaps identified in DP 2015 appear uncovered

Fostering cooperation among stakeholders to enable defragmentation of PCP deployment

The **Call for Indications of Interest** is now closed. SDM will issue a **detailed feedback** to each operational stakeholder by **November 6th**, providing **guidelines** and **suggestion** for the upcoming submission of candidate projects for **Call 2015**

Indications of Interest Review

Overview of the outcomes



Although **non-binding** and performed **on a voluntary basis**, the Call for Indication of Interest has resulted in a **wide response** from **operational stakeholders**, with **almost 400 Indications of Interest** submitted.

These results have to be considered as a clear signal that:



SESAR Deployment phase** has **successfully started** and **operational stakeholders** are **engaged and involved** in the **overall process



Deployment Programme** is **acknowledged** by **Implementing Partners** as a **common working reference** for **PCP implementation

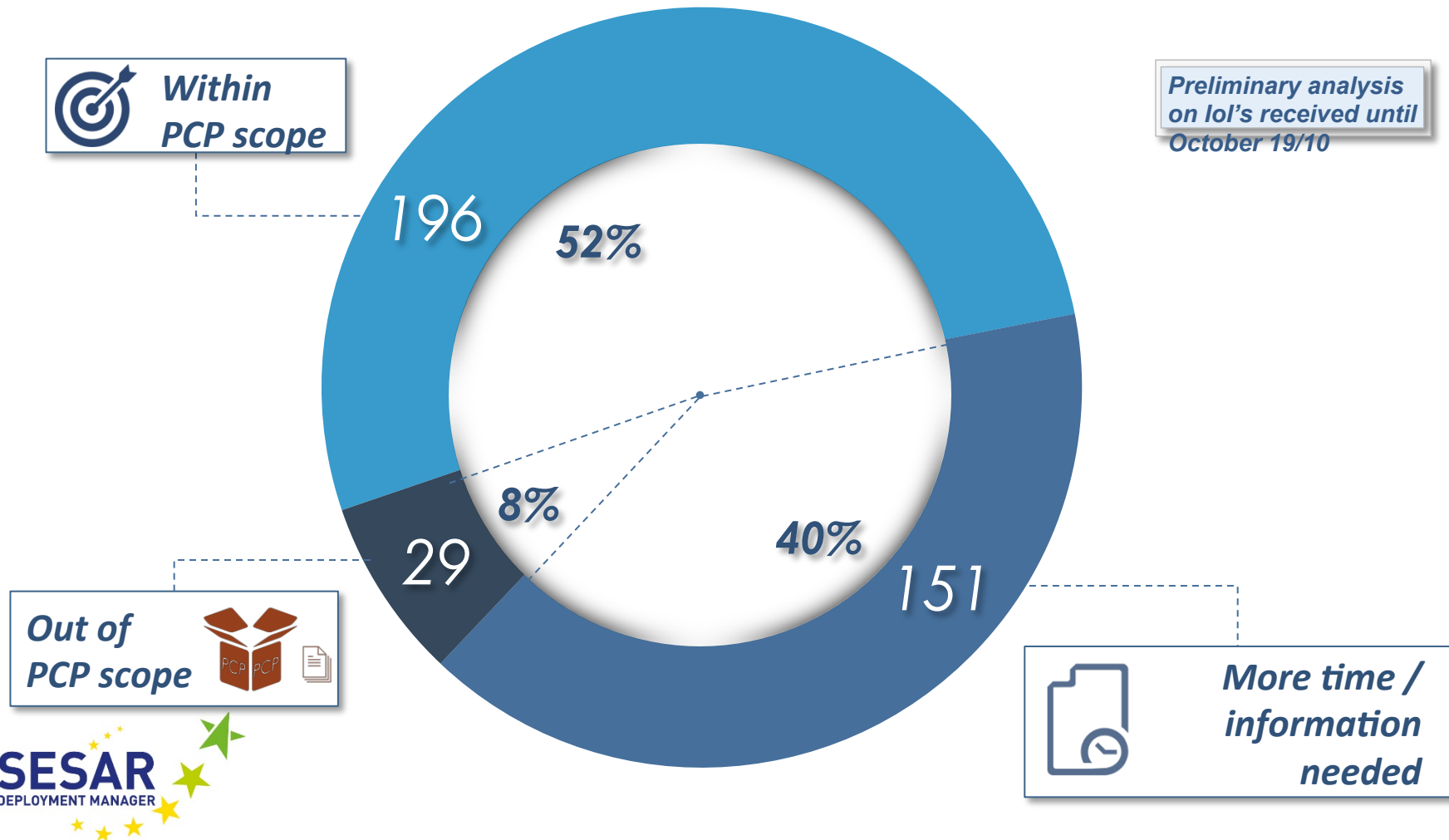


Operational stakeholders** are **ready to invest** into **ATM modernization** and recognize **CEF funding** as a **crucial support** to the **implementation

Indications of Interest Review

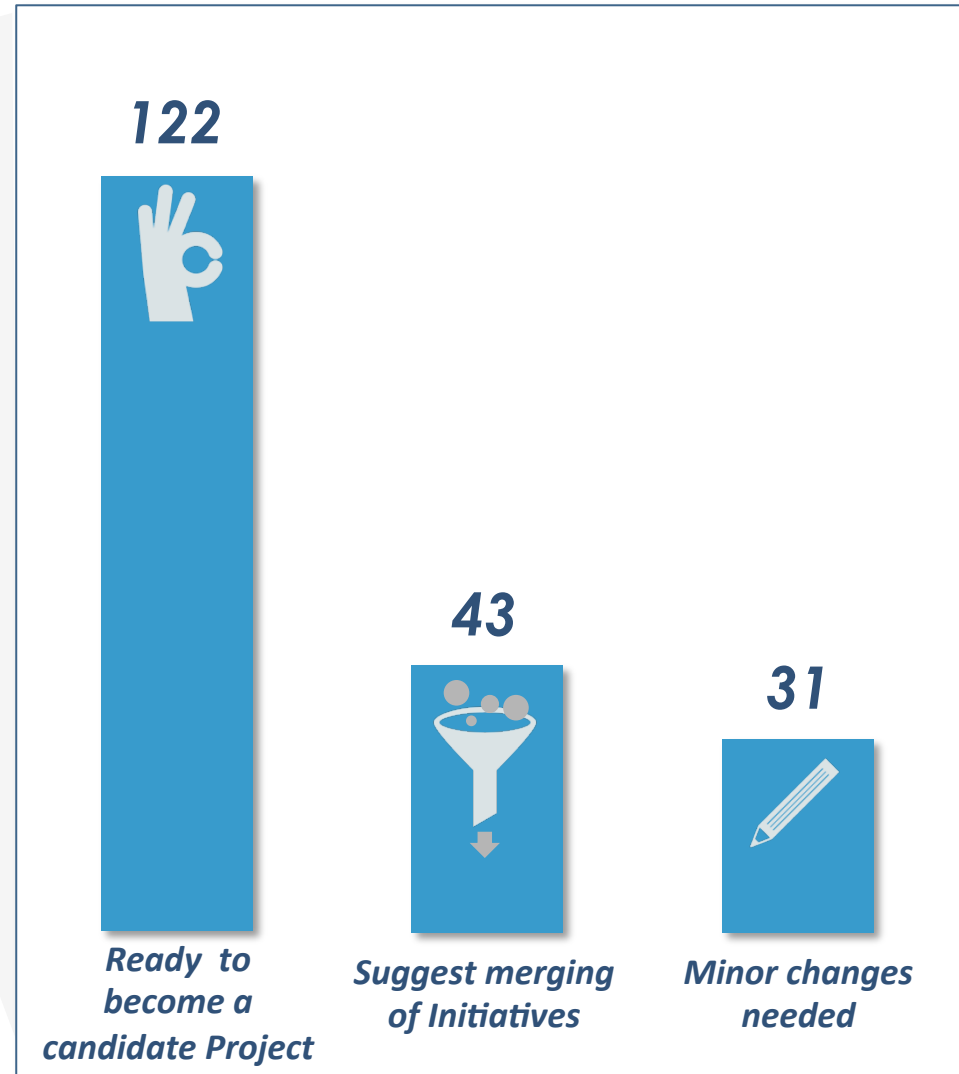
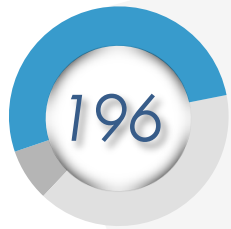
Overview of the outcomes

SDM assessment of the Indications of Interest will result in **individual feedback** that will be sent to **Operational stakeholders next week**. A preliminary analysis highlights how the **majority of Indications of Interest is PCP-related** and **only 8% is beyond its scope**



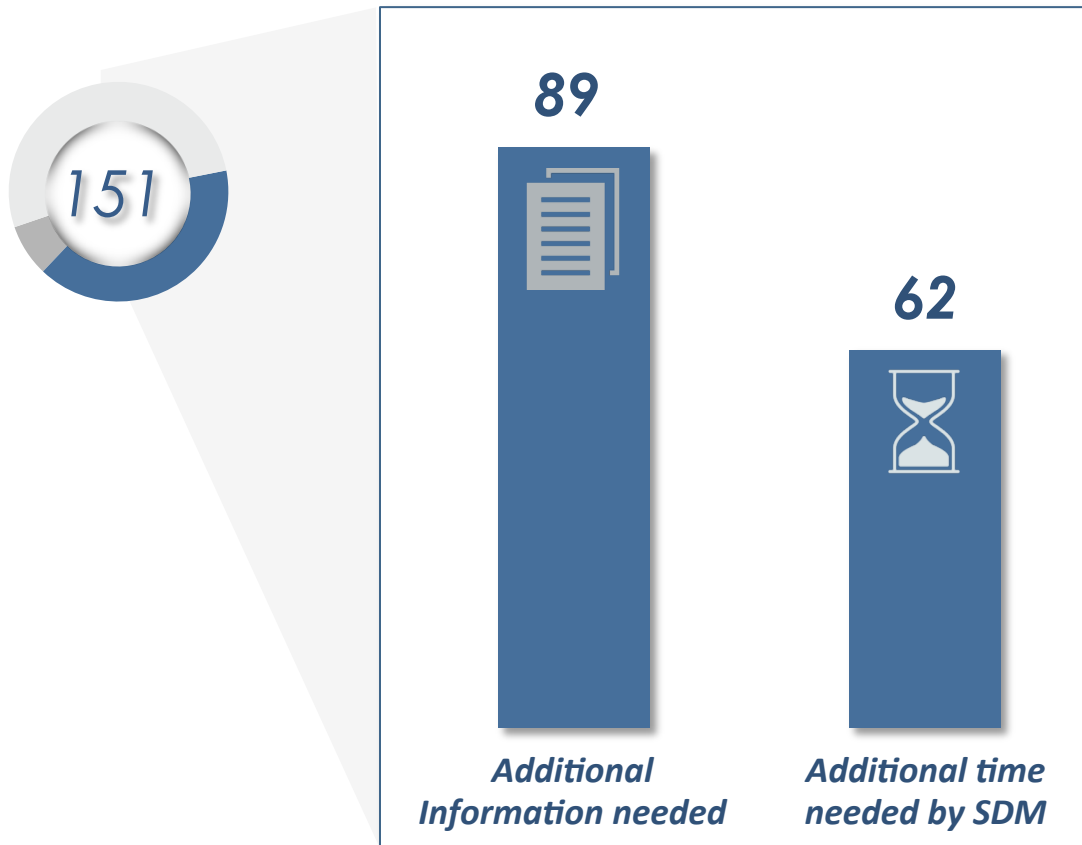
Indications of Interest Review

Overview of the outcomes – Within PCP scope projects



Indications of Interest Review

Overview of the outcomes – More time / information



Proposal Elaboration

DP2015 as the basis for the sequencing of full PCP implementation

SDM is responsible for the **implementation of the Deployment Programme**, which includes **all activities needed for the full PCP implementation**.

Full PCP implementation is **supported by EU funding through a series of CEF Calls**.

SDM will support Stakeholders in **sequencing the implementation activities**, on the basis of **technical content included in the DP 2015**.



CEF Call 2015 – Sequencing of Deployment

Sequencing of implementation initiatives will be linked to the **DP 2015 content**, in terms of:



Family readiness for implementation



Planning of activities



Coverage of Network-relevant Gaps

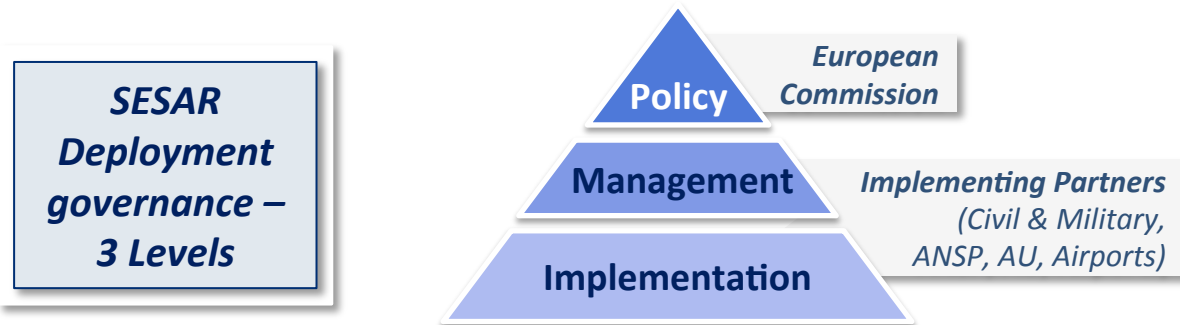
Questions & Answers

Legal setup of the SESAR Deployment Framework Partnership

Paola Di Giovanni – FPA Coordination Manager

SESAR Deployment

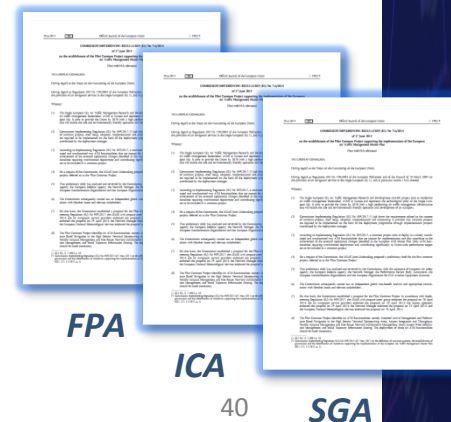
SESAR deployment has been launched with the **Regulation (EU) N°409/2013**, in particular establishing its 3 layers governance structure



On 5th of December 2014 the SESAR Deployment Manager (SDM) has been appointed by EC.

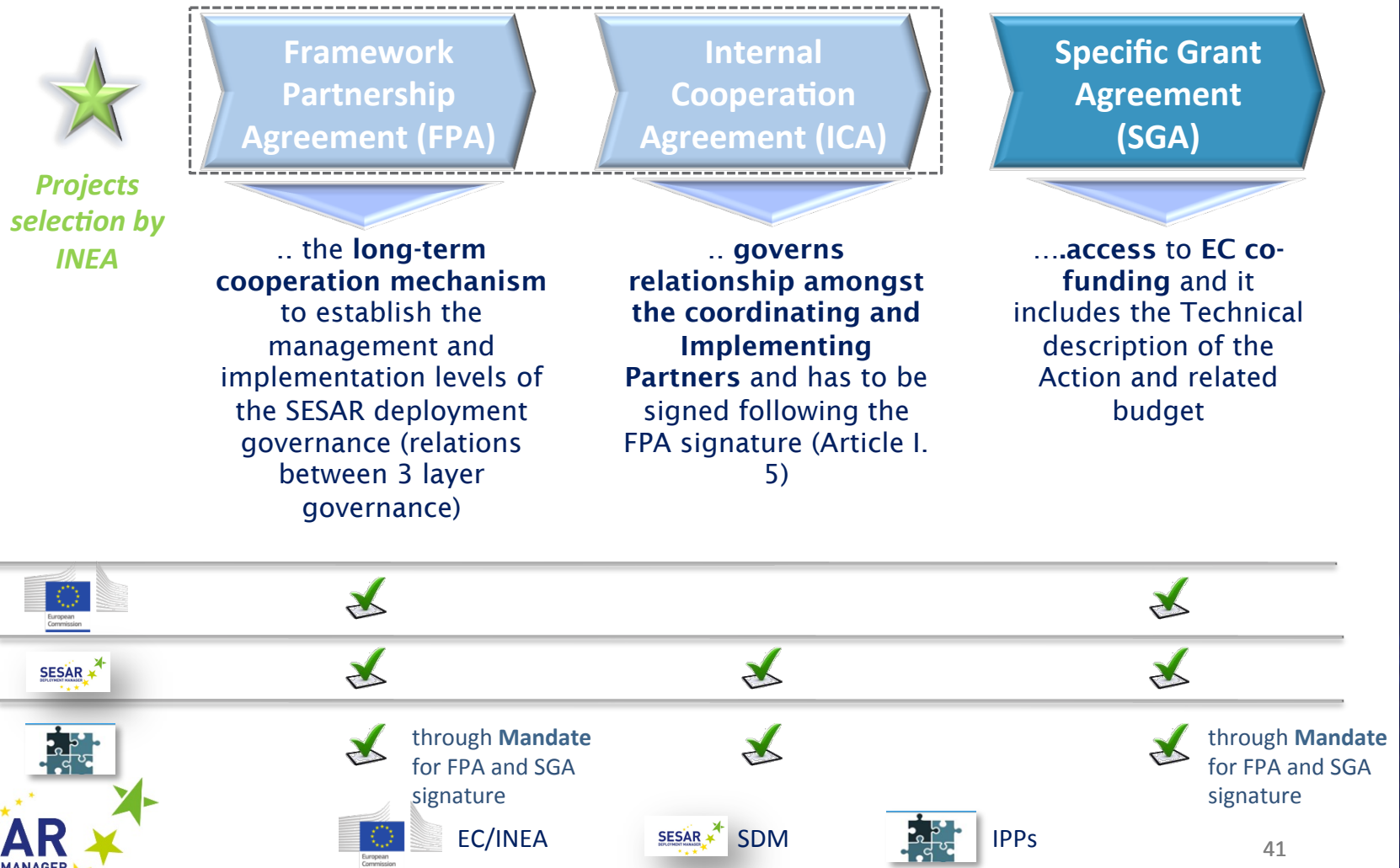
SESAR Deployment Manager has the role of coordinating and ensuring the execution of the Pilot Common Projects and future Common projects.

A structured legal framework is at the basis of the interactions among the 3 layers and set the scene for the CEF grants awarding and management.



Legal setup of the SESAR Deployment Framework Partnership

Legal framework – Main agreements



Legal setup of the SESAR Deployment Framework Partnership 1/3

Framework Partnership Agreement (FPA)

Framework Partnership Agreement is the long-term **cooperation mechanism to establish the management and implementation levels** of the SESAR deployment governance (relations between 3 layer governance).

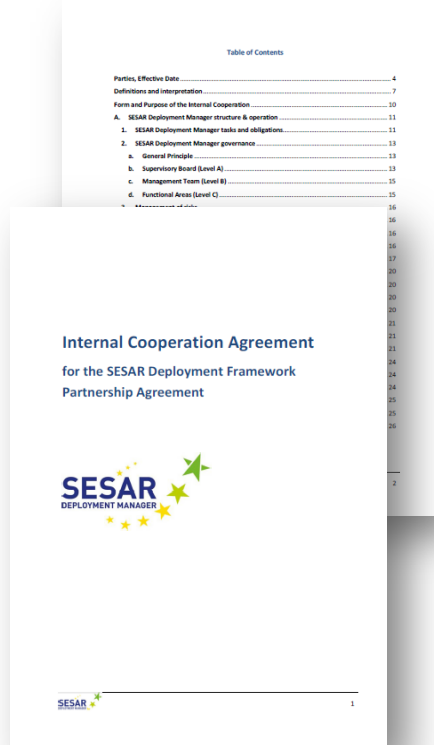


- The FPA has been signed on 5th of December 2014 by SDM Managing Director (on behalf of 16 Implementing Partners) and European Commission.
- Every time as result of a CEF Transport call new Implementing Partners are awarded with PCP related CEF Grant for the first time, the **FPA is amended accordingly**. In addition the FPA is amended with the yearly version of the DP.
- The Agreement is structured as follows:
 - ✓ Action Plan
 - ✓ General Conditions
 - ✓ Models (Technical, Economical and Financial, and Mandates for the FPA and SGA signature)

Legal setup of the SESAR Deployment Framework Partnership 2/3

Internal Cooperation Agreement (ICA)

Internal Cooperation Agreement governs relationship amongst the coordinating and Implementing Partners regarding their operation, including all internal aspects related to the coordination of the partners and the implementation of the Action(s) and has to be signed following the FPA signature.



- **A. SESAR Deployment Manager structure & operation:**
 1. SESAR Deployment Manager tasks and obligations
 2. SESAR Deployment Manager governance
- **B. Working arrangements with Implementing Partners**
 1. Realisation of the Deployment Programme
 2. Implementation Project funding through Specific Grant Agreements (SGA)
 3. Mandate to the SESAR Deployment Manager
 4. No financial responsibility of the SESAR Deployment Manager
 5. Action Coordinator; financial payments
 6. ...
- **C. General Provisions**
 1. Term and Termination:
 - a. General
 - b. Cancellation of funding for the SDM
 - c. Continuity of work

Legal setup of the SESAR Deployment Framework Partnership 3/3

Specific Grant Agreement (SGA)

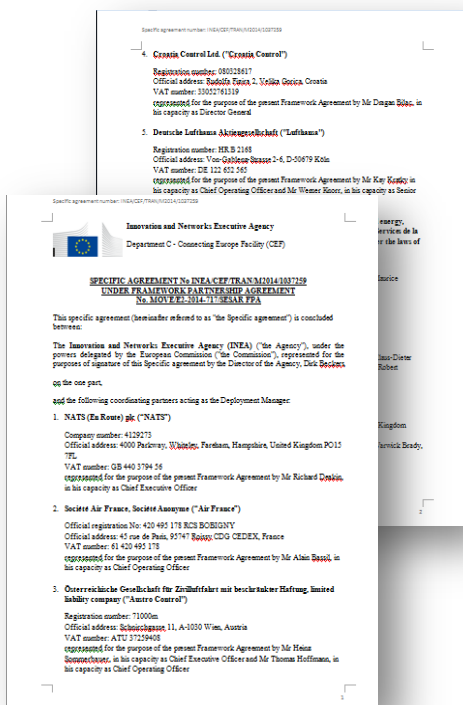
Specific Grant Agreement governs the award of European Union grants to the Implementing Partners and is signed by the SDM Managing Director (on behalf of the partners) and the European Commission.

By the SGA signature the Implementing Partners accept the grant and agree to implement the Action in accordance with the terms and conditions of the SGA.

The SGA besides the main Agreement, includes also the following Annexes:

- ✓ **Annex I Description of the Action** (including IP templates dully filled in) - this section provides a detailed description of the activities to be carried out during the lifespan of the Action.
- ✓ **Annex II - Budget** provides an overview of the budget of the Action per partner and per activity.

Both Annexes are elaborated on the basis of the Implementing Partners inputs.



Questions & Answers

Closing Remarks

Massimo Garbini - SDM Managing Director

Thank you for your attention !

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www.sesardeploymentmanager.eu

Disclaimer

The content and conditions of the Work Programme, CEF Call text, FPA and Grant Agreement always prevail on any different information, which may be included in this document and/or in any formal or informal communication with the beneficiaries such as the approval of reports (e.g. ASR), exchange of emails, etc.