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|  | **SESAR JOINT UNDERTAKING** | |
|  | Questions and Answers | |
|  | *Call for proposals: H2020-SESAR-2020-1* | |
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# Document history

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| Questions & Answers | | | |
| Q | Topic | SJU Answer |
| 1 | Will you be organising an Information Day and/or Brokerage Event to support potential participants to understand how to engage and build successful teams? | No, the SJU will not organize an Information Day for the call H2020-SESAR-2020-1. However, in the Funding & Tenders Portal, [at this link](https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/how-to-participate/partner-search), potential applicants can find a dedicated page to help them finding partners for proposals. |
| 2 | Dear Sir/Madame,  Referring to the VLD2 open call for proposals currently open, we are considering putting forward a proposal under Topic 2 and more specifically on ATM data service provision. We wish to explore a harmonized and coherent approach towards MET service delivery in North Europe by demonstrating a weather hazard and SIGMET service from a central location serving the area of 7 FIRs.  The technical specifications document states that: “The maximum scope of service delivery by ADSPs covers the ATM data services (such as flight data processing) needed to realise the virtual de-fragmentation of European skies and includes the provision of AIS, MET and CNS services.” This does NOT state the minimum, however, and thus my question to SJU would be if a scoping of “MET-only-ADSP” would be considered acceptable? In our opinion this would address the initial concern of multiple providers, add coherence and provide a single point of entry to the airspace users and ATM providers.  Furthermore, is an event envisaged to take place where further information about the call is provided? | The topic text does not refer to a minimum set of data for scoping the ATM data service provision and therefore your proposed approach would be considered in scope. However, considering a wider scope of ATM data would be an advantage.  For the second question, please ref to Q1. |
| 3 | Dear SESAR ,  I am part of Uber's Advanced Technology Center in Paris, working on safety aspects of Uber Elevate's flying taxi project.  We have initiated talks with european research institutes, discussing the possibility to assemble a consortium to answer to SESAR-VLD2-03-2020.  In this process the following additional questions came up:  - What is the expected nature of a SESAR very large scale demonstration ? Based on earlier funded VLD projects such as this one <https://www.sesarju.eu/news/sesar-u-space-demonstration-gulf-finland-gof-ready-take> it seems that actual flight tests and technology demonstrations are expected. Could demonstrations also be run in simulated environments, in particular for demonstrating safe integration of UTM and ATM systems, or safe scalability of strategic deconfliction algorithms at the fleet level ?  - It is expected to build upon previous U-Space demonstrated technology ?  - Are any exploratory research or industrial research calls nearing publication?  - What are the target TRL levels of technologies to be demonstrated? | As defined in the technical Specifications, Very Large-Scale Demonstrations are primarily designed to help bridge the gap between the development and operational implementation, they are at the border in terms of maturity transition from the Industrial Research & Validation (TRL6) and the industrialisation (TRL7) and to the subsequent implementation. Therefore, the execution of real flights for demonstrating the technology is required, simulation activities wouldn’t be considered as acceptable.  As refer to in the technical specifications page 12, work already done in previous calls will have to be considered, in particular a first U-space “State of the Art” report integrating all SESAR U-Space projects outcomes (available in March 2020). |
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