

#	Subject	Questions	Answers
1	Background information	Could the SESAR JU provide or advise the level of detail currently available with respect to the SESAR target concepts and concept of operations, together with the military conceptual level requirements that will inform the derivation of the operational and technical requirements during WP1, for military aircraft to be capable of operating within Mission Trajectory structures?	The selected candidate will have access to SESAR Definition Phase deliverables and the architecture projects work providing an initial mapping of enablers with operational improvements for various steps of the concept. Moreover access will also be giving to military conceptual requirements recently integrated in the SESAR CONOPS. In the meantime, the candidate can refer to the content of the Master plan published on Internet. Previous Roadmaps and Studies realised by our members can also be used as references. Supplementary support will be provided by SJU (including Project Management) not only to steer the work but also to make available provisional conclusions of relevant ongoing projects.
2	Work Package 3	Could the SESAR JU confirm that WP3, as detailed in the Tender Specification, is concerned with the derivation of operational and technical requirements for military aircraft as a sub-set of requirements derived from an existing generic SESAR requirement set? Or alternatively, are these requirements to be developed in their own right during this programme?	There is no "generic SESAR requirement set" but the list of enablers is quite stable and the programme is developing a technological roadmap which can be used as a baseline. An Architecture Strategy, a System Engineering Plan and Validation and Verification Strategy and Roadmap are available to serve as guidance. Although the time horizon for deployment is still under discussion, the objective of the study will be to propose realistic deployment scenarios based on the existing roadmap and more importantly on the capabilities and life cycles of the various military fleets. Where information is missing (gaps) the tenderer will be invited to make its own assumptions and conclusions on the basis of available elements which can be a first step for subsequent alignment with SESAR timescales and processes when the deliverables are reviewed.
3	Project Plan and Baseline Information (Deliverable D1)	With respect to the SESAR Military Avionics Study (ref SJU/LC/0061), on page 5/28 of the Technical Specifications it is mentioned:  <i>"... This document should derive the relevant operational and technical requirements for military aircraft, in line with current SESAR Target Concept where the military conceptual level requirements have been recently enhanced and the SESAR work programme, on the basis of the following elements"</i>  With respect to the ' <i>...recently enhanced conceptual level requirements</i> ', Could de SESAR JU make a link to this information available or perhaps provide the pertinent document, as part of the pre-information to this tender.	The specific document you refer to, is an internal SESAR JU document which will be made available to the successful tenderer for the achievement of the work resulting from the contract award. Nevertheless, the SESAR JU Web site includes extensive documentation available to the tenderers in view of the preparation of their answers to the ongoing call.
4	Participation of consortia	Could you please indicate if a company can be part of two different consortia bidding for this invitation to tender?	There are no specific rules limiting the participation of an economic operator to only one consortium. Therefore, a legal entity can be a tenderer as part of different consortia under this call.

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5	Background information	<p>What existing information on fleet sizes and capabilities will be made available to the successful bidder at the beginning of the contract?</p> <p>Will this information include the SESAR Business Case for the Military?</p>	<p>Tenderers are invited to consult EUROCONTROL website (<a href="http://www.eurocontrol.int/">http://www.eurocontrol.int/</a>) where additional information from State aircraft equipage plans and from previous studies is made available.</p> <p>It should be noted that there is no need to determine capabilities for each aircraft type and variant but only for a representative set of aircraft types to be defined by the SJU upon contract award. The selected contractor will be requested to draw conclusions on the generic aircraft capabilities normally associated to certain types and variants (transport, fighters, helicopters, trainers, etc.).</p> <p>"SESAR Business Case for the Military": this information may only be disclosed to the selected contractor with the SJU's and EUROCONTROL's prior written consent. If deemed necessary for the performance of the contract, the SJU and EUROCONTROL may hence consider sharing this information with the contractor.</p>
6	Technical and professional capacity	<p>According to the Technical Specifications, "<i>the chosen team shall have proven access to fleet information in a large number of countries</i>". What is meant by "<i>large</i>"? Does this imply a given percentage of the EU States, with some larger countries being essential whilst others are just desirable for the Study?</p>	<p>Under Section 3.3.3 of the Technical Specifications, "<i>large number of countries</i>" should be understood as sufficient number of countries to obtain a representative set of data for the overall EU fleet. The list of countries proposed by the selected contractor upon contract award will have to be validated by the SJU. Please note in addition that the selected contractor may use fleet information available from open sources and get the latter validated or corrected for the majority of the selected representative countries.</p>
7	Collection of data	<p>The Study requires details of military aircraft avionics capability evolution plans. Such plans may be uncertain, subject to delay or dependent on unknown government expenditure plans. How should such uncertainty be handled in the Study?</p>	<p>The study will have to acknowledge that uncertainty. The Roadmap itself is expected to contribute to improve this situation by making available stable guidance to the military community.</p>
8	Collection of data	<p>Past experience has shown that State organisations are frequently reluctant to reveal details of their plans. How should a lack of co-operation be handled in the Study?</p>	<p>These situations will be dealt on a case by case basis</p>
9	Technical and professional capacity	<p>The study team is required to have experience in the development and maintenance of military aircraft. How important is experience of manufacturing and physical equipage relative to experience of studies and research?</p>	<p>The Roadmap focus is avionics hence the experts involved in this project are expected to have a good level of understanding of technical requirements in the field of avionics, estimate engineering aspects involved in the integration and the associated procurement lifecycles.</p>