

## i- CALL FOR TENDERS

<b><u>Call for Tenders No.:</u></b>	ECTL_SRC_260015
<b><u>Title:</u></b>	Data Processing for the Assessment of DME Navigation Performance

### **General:**

EU Regulation 2018/1048 (PBN-IR) stipulates the gradual transition towards the exclusive use of Performance Based Navigation (PBN) as the nominal mode of operation in all phases of flight by June 2030. While PBN applications are enabled by GNSS as the primary means of navigation, the use of DME navigation as the main backup solution is foreseen in TMA and En-route airspace. Currently DME/DME is an eligible navigation sensor for RNAV applications and the majority of flights in Europe are certified.

While the PBN Manual additionally permits the use of DME/DME to support RNP, currently only a small percentage of flights have the required aircraft certification and operational approval. This situation has been identified by some European stakeholders as a potential blocking point for PBN implementation in TMA's where RNP 1 is required.

In this context, R&D activities on future Alternative Positioning Navigation and Timing (A-PNT) solutions are ongoing in the framework of SESAR 3, MIAR project. One of the key aspects of this work relates to the gradual transition from DME/DME navigation to a Modular A-PNT navigation based on the fusion of DME with future ground-based navigation technologies and with the inertial sensors.

In parallel, the following activities related with the use of DME for PBN are on-going:

- EUROCAE WG-107: drafts the new MASPS for "DME Infrastructure supporting PBN Positioning".
- EUROCAE WG-85 / RTCA SC-227: currently these groups are revising the RNP MAPS and MOPS to reduce dependency on GNSS sensors for all RNP operations and enable new means to ensure availability of RNP Navigation when not based on GNSS, e.g. when based on DME/(Inertial) Navigation.

### **Technical subject matter:**

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### **SUPPORTING EUROPEAN AVIATION**

**Member States:** Albania, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Monaco, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine, United Kingdom.

**Comprehensive Agreement States:** Israel, Morocco.

In support of the MIAR R&D activities and the related standardisation activities, EUROCONTROL has previously contracted (with SESAR funds, as a contribution to MIAR project) the Study on DME Integrity and Complementary Integration. The study was completed under the contract PO\_241162 (ECTL\_PR\_233597).

The objective of the new outsourced work is twofold:

- Continue the theoretical research on the DME integrity and the complementary integration solutions identified by the initial study
- Process the in-flight data recorded in MIAR project using the developed solutions and analyse the achievable positioning performance.

This work is defined in compliance to the EUROCONTROL contribution to MIAR project Task 3.2 - Integrated A-PNT solution.

**Main selection and assessment criteria:**

TECHNICAL CAPACITY CRITERIA
The Tenderer shall have human resources with the appropriate qualification required to carry out the study.
The Tenderer shall have experience in the provision of services on topics related to navigation systems.

TECHNICAL ASSESSMENT CRITERIA
The Tenderer shall demonstrate that at least one member of the team allocated to the contract execution holds one of the following degrees: <ul style="list-style-type: none"> <li>a) Msc Degree in Aeronautical Engineering / Navigation Systems or equivalent;</li> <li>b) Msc Degree in Data Science or Mathematics or equivalent;</li> <li>c) PhD Degree in Aeronautical Engineering / Navigation Systems/ Data Science/ Mathematics or equivalent.</li> </ul>
The Tenderer shall demonstrate that has completed at least 3 similar contracts in the last 10 years preceding the tender submission deadline, under which the tenderer worked on topics related to the performance analysis and/or the development of navigation systems similar to the ones described in the Technical Specifications

**The economically most advantageous offer will be established in accordance with the following Award criteria:**

For the Technical tender, a weighting of 50% is applied, for the Financial tender, a weighting of 50%.

**Tender closing date:**

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16 April 2026 at 15:00 Brussels time

**Point of Contact:**

Please see the “Important Notice” below and if you have any other related questions, please contact:

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**If this Call for Tenders should interest you, please read the important information below:**

**IMPORTANT NOTICE**

The full i-Call for Tenders documentation is in electronic format (.pdf).

If you wish to obtain the i-Call for Tenders documentation, please read and follow carefully the instructions below:

1. If you are already registered in the EUROCONTROL Supplier Portal, you can search for this Call for Tenders, and its relevant documentation, in the “*View Active Negotiations*” section of the Supplier Portal.
2. If you are not yet registered as a EUROCONTROL supplier, please follow the process described on the following link: <https://www.eurocontrol.int/portal/new-supplier-portal>.
3. EUROCONTROL accepts no responsibility whatsoever for the completeness, accuracy and/or timeliness of the transmission of the electronic documents (nor for the electronic documents themselves).
4. Submission of tenders shall be made electronically and shall be exclusively made in strict accordance with the instructions given in the tendering documentation.
5. You may:
  - a) print out the documents;
  - b) forward the documents further on a strictly need to know basis (always fully acknowledging the source, i.e. EUROCONTROL), and
  - c) use printouts of the electronic i-Call for Tenders documents for the submission of tenders (especially the Price Offer Form ref: I-TSF-E).
6. You may not:
  - a) modify, edit and/or change the electronic documents other than to submit the required info and to sign/stamp where required;
  - b) transmit such documents to any third person who has no need to know them;
  - c) post such documents on any private or public website;
  - d) alter the originating source (EUROCONTROL) and or copyright signs etc., and
  - e) transmit the documents without indication of the source.

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An environmental notice:

With a view to reduce the exponential growth of paper consumption, we would invite you only to print out electronic documents received and/or request paper copies of the price enquiry documentation if you are actually considering to submit a tender.