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# i- CALL FOR TENDERS

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| **Call for Tenders No.:** | ECTL_SRC_260059 |
| **Title:** | Support to NM System Operational Development and Implementation Plan |

## General:

In its Single European Sky (SES) II legislation, the European Commission created the Network Manager to optimise the aviation network's performance. The European Commission nominated EUROCONTROL as Network Manager until 31 December 2029.

The Network Manager addresses performance issues strategically, operationally and technically. Its overarching mission is to contribute to the delivery of air traffic management's (ATM) performance in the pan-European network in the areas of safety, capacity, environment, flight efficiency and cost effectiveness. So as to properly fulfil its role, the Network Manager brings together the different aviation air traffic management actors involved in the design, planning and management of the European ATM network.

The Network Manager is responsible for network capacity planning, airspace design, airspace management, ATFM, scarce resources and crisis management. It must ensure that the European ATM network performs at the requested levels of operational performance. With respect to crisis management there is a need for constant support in preparing scenarios aimed at mitigating crisis situations.

The Network Manager must provide the necessary supporting systems for the provision of the Network Manager tasks and the support to the Network Functions.

## Technical subject matter:

The NM Systems Operational Development and Implementation Plan (ODIP) takes effect on **1 January 2027**. Over the following years, it will carry NM's operational development through the horizon of the EUROCONTROL **Trajectory 2030 Strategy**, endorsed by the Member States in November 2025 and released in December 2025. Trajectory 2030 organises the Agency's work under three drivers - **Engage, Deliver, Modernise** - and explicitly calls on NMD to reinforce its operational role in close collaboration with operational stakeholders, and to develop a more streamlined and focused Cooperative Decision Making (CDM) process through co-creation, coordination, consultation and decision-making with all

relevant stakeholders, in line with the upcoming NF-IR revision. **The ODIP is the instrument through which NM makes those commitments concrete, visible, and reviewable with respect to the evolution of its systems.**

**In form**, the ODIP will migrate to a dedicated web application currently under active development. Once released, it will become the primary environment for consulting and interacting with the plan - supporting navigation, search, version-to-version comparison, and structured commenting directly on individual ONs, ORs, and OCs. Generated document sets (Word, PDF, static website) will continue to be produced as derived artefacts, but the web application itself will be the authoritative source. Its first external-facing release is planned to coincide with the next major edition; the Word and PDF format of the present edition reflects the current state of the transition, not its end state.

An **Operational Need (ON)** expresses a problem, limitation, or missing capability recognised by operational stakeholders and NM, and agreed through appropriate working arrangements. An ON is deliberately solution-independent: it describes what is needed, not how it will be met. ONs are grouped by domain - Flight (with 4D-Trajectory as a sub-domain), Airport, ASM/ATFCM Integration, Flow, Airspace, Crisis, FAAS, and the transversal domains NM, NMUI, and NM B2B - and traced to the strategic documents that motivate them. An ON remains valid over long periods, even as the solutions addressing it evolve.

An **Operational Requirement (OR)** defines a specific element of the operational solution that, together with other ORs, addresses one or more ONs. An OR is written from the business perspective - it states what the operation shall do, not how a system shall be built. Each OR declares the ONs it contributes to implement, and the stakeholders and domains it impacts.

A small number of ONs typically give rise to a larger number of finer-grained ORs. This is deliberate: fine-grained ORs preserve the flexibility needed when priorities and sequencing are later decided.

Each ON and OR carries a **maturity level** - DRAFT, ADVANCED, or MATURE - reflecting the self-assessment of its author. Only ADVANCED and MATURE elements are included in this edition.

**Operational Changes (OCs)** - group related OR evolutions into coherent, time-bound implementation packages. OCs are where the plan becomes a plan: they carry implementation waves and milestones.

The ODIP contains approximately 2000 operational requirements that will continue to evolve in number and content. It will require a constant prioritisation and coordination with the operational stakeholders and with various NM areas of expertise. In this context, an interface will be needed to enable the management of those operational requirements, their continuous update, the technical validation of the maturity of their content, their versioning, etc.

The ODIP Service is a key governance and planning instrument for NM. It provides a structured and shared view of what is planned to be developed and implemented in the coming years, for both NM technical providers and external stakeholders.

The ODIP Service provides the governance, data management, traceability, and publication capabilities required to support the ODIP lifecycle.

It combines organisational processes and the ODIP Application supporting these processes.

The ODIP Service covers:

- The definition, structuring, and maintenance of ON, OR, and OC, including their relationships and traceability;
- The grouping and prioritisation of Operational Requirements into Operational Changes, forming implementation waves;
- The construction and maintenance of the ODIP as a multi-year implementation plan;
- The preparation, publication, and update of ODIP editions, including the wave notes (formerly referred to as “release notes”);
- The support of consultation and interaction with internal and external stakeholders;
- The collection, integration, and follow-up of feedback from governance bodies, including the iCB, using the ODIP Application to support the monitoring, validation, and refinement of OC developments.

The ODIP Application supports these activities by enabling data management, traceability, planning, and publication functions, and will be further developed and evolved to support the full scope of ODIP requirements.

**Main selection and assessment criteria:**

| TECHNICAL CAPACITY CRITERIA |
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| The tenderer shall have relevant experience in international ATM/aviation operational support, and production of professional deliverables. Capacity to deliver: professional software-development experience. |
| The tenderer shall have the capacity to produce professional technical deliverables in English. |
| Full compliance with all the mandatory requirements presented with the sentence “the Contractor shall” in the Technical Specifications document. |

| PASS/FAIL TECHNICAL ASSESSMENT CRITERIA |
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| The proposed Expert evidences development skills of minimum 2 years of a data-centric web application (front-end and back-end). |

| SCORING TECHNICAL ASSESSMENT CRITERIA |
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| Professional software / web-application development (front-end and back-end, modern technology stack). (M) |

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| Aviation / ATM operational knowledge in a Network Manager or comparable operational context. (M) |
| Demonstrated experience and aptitude in AI-assisted development and in integrating AI capabilities into applications. (D) |
| Data modelling and databases; experience with graph databases (e.g. Neo4j) an asset. (M) |
| Communication skills and production of professional documentation in English. (M) |
| Organisation and autonomous delivery against defined work packages and schedule. (M) |
| Handling of structured, versioned content and traceability. (M) |
| Collaboration in multi-stakeholder / governance settings (expert groups, working groups). (D) |

**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:**

**16 October 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.

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.