

FAQs about Specific Actions under the Thematic Facility Work Programmes AMIF, BMVI, ISF 2023-2027

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❖ **AMIF/2026/SA/2.4.3- "Testing the use of financial instruments in the field of refugee labour pathways and labour market integration"**

no	Topic classification	Question	Reply
1	Involvement of local and regional authorities	According to the pre-information note, "Member States should consider setting up projects that follow a multi-stakeholder partnerships approach and should involve local and regional authorities, ¹ in the design and implementation of the action". Are we right in assuming that the involvement of local and regional authorities is thus considered a recommendation and not a requirement that would need to be fulfilled for a pilot project proposal to be considered eligible?	<p>The pre-information note requires Member States to describe any collaborations or partnerships in their proposal, including the role of each partner. However, the phrases “should consider” and “should involve” mean that the involvement of local/regional authorities and multi-stakeholder partnerships is recommended, but not mandatory. In its assessment of the projects, the Commission will however give priority to proposals also involving local/regional authorities.</p> <p>The Managing Authority (MA) decides on the best approach, including which partners to involve, based on project goals and expertise, provided that all eligibility and regulatory rules are followed. The MA has the flexibility to design partnerships that best achieve results</p>

❖ **BMVI/2025/SA/1.1.9 - “Support for border management capabilities including drones (UAS) and counter-drone measures (C-UAS)”**

no	Topic classification	Question	Reply
1	Standards	Could you please explain and elaborate—preferably with concrete examples—on the notion of a “ <i>work package</i> ”, as referenced on page 3 (“Each application may be composed of multiple work packages, aligned	1a. Environmental Requirements: The requirement should be understood as defining the intended deployment environments, not as requiring a single UAV to operate at the absolute extremes of all listed climatic categories simultaneously.

		<p>with the different priority areas and/or external border sections concerned by these areas”)? In standard project management practice, a <i>work package (WP)</i> refers to a set of activities within a Work Breakdown Structure. We consider this terminology suitable for the development of an Unmanned Vehicle System (UVS). However, when the objective is the procurement of a single type of UAV, several challenges arise with regard to the requirements in Annex I. In particular:</p> <p>1a). Environmental Requirements (Annex I, point 1.2.1(1)) The specification states: “The Work packages must be designed for use in the following natural environmental conditions equivalent to those described in DEF-STAN 00-35:</p> <ul style="list-style-type: none"> • A2: Hot Dry • A3: Intermediate • C0: Mild Cold • C1: Intermediate Cold • C2: Cold.” <p>When procuring one single type of UAV, the market does not currently offer platforms capable of operating across the full temperature range from +40°C down to -46°C.</p> <p>This raises the following questions:</p> <ol style="list-style-type: none"> 1. Does the mandatory requirement imply that several types of UAVs must be procured within one work package solely to cover the entire spectrum of environmental conditions? 2. Alternatively, can this requirement be interpreted to mean that the UAVs within a given work package may meet at least one of the listed environmental categories 	<p>DEF STAN 00-35 makes clear that climatic categories are selected based on planned areas of use, and that performance is expected under realistic service conditions, not the most extreme temperatures ever recorded.</p> <p>Does the mandatory requirement imply that several types of UAVs must be procured within one work package solely to cover the entire spectrum of environmental conditions?</p> <p>No, the requirement should not automatically be read as obliging applicants to procure several different UAV types within one work package.</p> <p>Alternatively, can this requirement be interpreted to mean that the UAVs within a given work package may meet at least one of the listed environmental categories (e.g., A3 or C0), rather than all of them simultaneously?</p> <p>No, the applicants should ensure that the proposed UAV is deployable all over the EU environments and territory and is consistent with all the listed climatic categories providing appropriate justification within their application without requiring simultaneous compliance with absolute extremes across all categories.</p> <p>1b. Navigation Systems Requirement : The requirement set out in Annex I, point 1.1.1(3), aims to ensure that UAV platforms provide robust navigation capabilities based on Global Navigation Satellite Systems. In this context, “dual navigation systems” should be understood as requiring each UAV platform to be capable of supporting both Galileo (together with EGNOS) and GPS.</p>
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		<p>(e.g., A3 or C0), rather than all of them simultaneously?</p> <p>1b). Navigation Systems Requirement (Annex I, point 1.1.1(3)) The specification states that all airborne work packages must:</p> <ul style="list-style-type: none"> • Incorporate dual navigation systems enabled by: <ul style="list-style-type: none"> – Galileo together with EGNOS; and – GPS. • Be capable of operating in environments with degraded GNSS coverage. <p>For many UAV models, installing a dual GNSS navigation capability in a <i>single airframe</i> represents a technical limitation and could significantly restrict market competition.</p> <p>Therefore, we seek clarification:</p> <ol style="list-style-type: none"> 1. Does this requirement oblige applicants to acquire multiple UAV types within the same work package to satisfy the dual-navigation capability? 2. Or can the requirement be interpreted such that UAVs within a work package may incorporate <i>one</i> of the required navigation systems, rather than both (e.g. in cases of small UAVs)? <p>2. ISO Certification Requirements (Section 5.1–5.3) Section 5.1.2 states: “ISO 9001 certification must be required for all contracted suppliers.” This requirement is clearly compulsory. However, further ISO references appear in the form of guidance:</p>	<p>This implies that:</p> <ul style="list-style-type: none"> • Each UAV platform should be capable of receiving and processing signals from both constellations; and • The requirement is intended to enhance resilience and positioning reliability, particularly in environments with degraded GNSS coverage. <p>Applicants should not rely on distributing these capabilities across different UAV platforms.</p> <p>2. ISO Certification Requirements: The standards listed under sections 5.2.1 are mandatory and those under 5.3.4 are intended as recommended best practices.</p> <p>3. Eligibility of Small Fixed-Wing UAVs: Eligibility of UAV platforms under this call is determined by compliance with the technical and operational requirements defined in Annex I, as well as by the relevance of the proposed solution to the objectives of the specific action. Annex I provides categories of airborne platforms (e.g. high altitude-long endurance, low altitude-medium endurance), together with associated requirements. While examples of platform types are provided, these are explicitly non-exhaustive.</p> <p>Accordingly:</p> <ul style="list-style-type: none"> • A platform that does not meet the specific requirements of a given category (for example, vertical take-off and landing capability under point 1.1.5(1)) cannot be considered eligible under that category. • However, fixed wing or hybrid platforms may still be considered eligible where they meet the requirements of another applicable
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2	Eligibility	<p>In regards with the SA call BMVI/2025/SA/1.1.9 “Support for border management capabilities including drones (UAS) and counter-drone measures (C-UAS)”, potential beneficiaries would like to clarify the following question: Within the project proposal, there is a plan to integrate a high capacities UAS TEKEVER AR3. The UAS has a weight of around 25 kilos and a size over 4 meters, this system requires a specific van used for its deployment and that has an integration on</p>	<p>Yes. According to Section 3.3.a of the call, the purchase of equipment to support the deployment and use of UAS and C-UAS capabilities is eligible under this Specific Action. The “purchase of equipment to support the deployment and use of UAS and C-UAS capabilities” refers to ancillary technical equipment that is directly and exclusively necessary for the functioning, deployment, transport, installation or operational use of UAS and C-UAS systems. (please see question 3b from the Previous FAQs of 27 February 2026).</p>

		board with the command and control systems. Due to this the van would only be used for this purpose. Would the acquisition of this vehicle be eligible for funding under this call?	
3	Limit of Work Packages in the budget form	There is another technical issue that the beneficiary is facing. The budget form provided in the call has a maximum of 6 working packages, and the beneficiary needs to add more. The document is protected and doesn't allow to modify it, and we have received instructions in previous AEs for not modifying the budget form. Can you please assist us in how to increase the number of WP lines or alternatively provide a form with additional WP rows?	Please note that, where necessary, the application may be submitted using more than one Excel file corresponding to the "Budget form 1.1.9." In such cases, the additional files should be clearly identified and labelled sequentially (e.g. Budget form 1.1.9 – I, Budget form 1.1.9 – II, etc.). We kindly remind you that the structure and format of the budget form should not be modified
4	Eligible activities	Based on subsection 3.3 "Scope and purpose of the specific action", point 3.3.4 "Activities to cofinance", and especially point 4, we would like to request clarification regarding the scope of eligible activities. Point 4 refers to the funding of IT and ICT systems, infrastructure, operational equipment, and contributions to common platforms and/or integrated command and control systems at national level that support the detection, tracking and neutralisation of UAS for border control purposes. We kindly ask for clarification on the following questions: <ol style="list-style-type: none"> 1. Does eligibility also include the purchase of an offtheshelf, licencebased product, if the product provides a unified situational picture and supports the detection, tracking and neutralisation of UAS for border control purposes? 2. Are costs related to the customisation, further development or integration of such an offtheshelf product also eligible, in cases where additional development work or 	1. Yes. 2. Yes . Please see the reply to question 1.2 from the Previous FAQs of 27 February 2026. However, these costs related to the future customisation, further development or integration need to be clearly indicated in the application form and costs must be included in the total eligible amount per Member State in question.

		integration with existing national systems is necessary to meet the project's objectives?	
5	Various	<p>1.1 Does registration in the Technical Equipment Pool automatically imply a loan obligation?</p> <p>1.2 Who funds transport of equipment when deployed?</p> <p>1.3 Who funds personnel accompanying the equipment?</p> <p>1.4 Are wear and maintenance costs compensated when equipment is used by Frontex?</p> <p>1.5 Must the equipment remain available for Frontex after project completion?</p> <p>1.6 Can loan conditions be contractually limited?</p> <p>2.1 Can equipment be loaned to a country where the legal framework does not allow its use?</p> <p>2.2 Who bears responsibility in case of incident or damage?</p> <p>2.3 Is a bilateral agreement required prior to any loan?</p> <p>2.4 Who handles administrative and legal compliance for use in another country?</p> <p>3.1 Can flight feasibility and regulatory studies be funded?</p> <p>3.2 Who is responsible for regulatory authorisations and feasibility in the host country?</p> <p>4.1 Can already existing market equipment be funded?</p> <p>4.2 Can innovative equipment from Horizon projects be funded?</p> <p>4.3 Can recently tested prototypes be included?</p> <p>4.4 Is innovation procurement mandatory or optional?</p> <p>4.5 Must equipment reach a specific TRL level?</p> <p>5.1 The aim of the project is to enhance the security and resilience of Mediterranean ports and airports, and to improve surveillance and detection capabilities in port and airport areas through the deployment of UAS and C-UAS systems. Can the main objective be considered to be support for the management of</p>	<p>Article 64 of the <i>of the Regulation (EU) 2019/1896</i> (EBCG Regulation) provides details on the Frontex Technical equipment pool</p> <p>1.1 Article 64 (9) of the EBCG Regulation provides that the contribution by Member States to the technical equipment pool and deployment of the technical equipment for specific operations shall be planned on the basis of annual bilateral negotiations and agreements between the Agency and Member States. Registration means the equipment is potentially available, but actual deployment depends on operational needs and requires agreement of the Member State.</p> <p>1.2 Transport costs (to/from operation area) are typically covered by Frontex. The details are defined in the Operational Plan and under article 64 (16) of the EBCG Regulation: <i>The Agency shall finance 100 % of the deployment of technical equipment which forms part of the minimum number of items of technical equipment provided by a given Member State for a given year. The deployment of technical equipment which does not form part of the minimum number of items of technical equipment shall be co-financed by the Agency, up to a maximum of 100 % of the eligible expenses, taking into account the particular circumstances of the Member States deploying such technical equipment.</i></p> <p>1.3 Generally Frontex (when deployed under Frontex operations). See Article 64(16) of the EBCG Regulation quoted above.</p> <p>1.4 Frontex provides financial support/compensation for wear and tear and maintenance linked to deployment. See Article 64(16) of the EBCG Regulation quoted above.</p>

		<p>external borders? Or should the applicant allow for a pro-rata adjustment / an allocation rate?</p>	<p>1.5 Yes</p> <p>1.6 As a general rule, no. The technical specifications for the equipment to be purchased under this call must ensure that there are no contractual constraints, including in relation to warranty or similar, for its operation in the Agency’s operational activities. However, if any special circumstances apply, such as cases where the warranty of fixed large-scale surveillance equipment or systems (e.g. certain UAS or C-UAS) would become void if the equipment were moved or redeployed, or in case of fixed equipment that cannot be moved, this should be flagged in the application form. It should be communicated to the Agency in view of the bilateral negotiations, where potential solutions, including financial compensation or an agreement not to redeploy, fall under the discretion of the negotiating parties.</p> <p>2.1 No.</p> <p>2.2 This is defined in the Operational Plan. Also please see reply to FAQ no 1 from 02/12/2022: <i>To comply with their obligations under the Article 64(14) of the Regulation (EU) 2019/1896, Member States should make every effort to ensure the functionality of their equipment registered in the Technical Equipment Pool (TEP) and its readiness for deployments in interventions and operations led by Frontex.</i></p> <p><i>The owner Member State may use the national budget or its BMVI programme to cover the operational costs incurred, including maintenance and repair costs.</i></p> <p><i>Such equipment should benefit of a maintenance contract and an insurance, to recover the costs in case of damages, as per the national legislation.</i></p> <p><i>In case of full damage (loss) of the equipment registered in the TEP, the owner Member State will notify it to the Commission and Frontex. Such situation will then be analysed on a case-by-case basis by the Commission, upon the consultation of Frontex, aiming</i></p>
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			<p><i>at identifying solutions and/or necessary resources to ensure the replacement of the damaged equipment in the TEP. In cases of negligence or wilful misconduct, the owner Member State should apply the necessary measures to recover the damages, as per the respective national legislation.</i></p> <p><i>The solutions to cover the necessary costs to upgrade or repair such equipment to a state of readiness and availability that makes it deployable as part of the Technical Equipment Pool, in accordance with the quality requirements and standards of Frontex, should be clearly indicated in the application of a Member State to this BMVI Specific Action call.</i></p> <p><i>When the purchased equipment is used at EU level, in operations and interventions led by Frontex, the terms for its deployment and reimbursement of costs are defined by Frontex, as per the Article 64(10) of the EBCG Regulation. In those cases, the provisions of Articles 84 and 85 on civil and criminal liability of the members of the team of the EBCG Regulation apply.</i></p> <p>2.3 Yes. See Article 64(9) of the EBCG Regulation quoted above.</p> <p>2.4 The principle of shared responsibility applies. The Host State is responsible for the legal framework and authorisations; Frontex assumes the coordination and operational framework, while the sending State ensures equipment compliance.</p> <p>3.1 Yes</p> <p>3.2 Please refer to reply 2.4.</p> <p>4.1 Yes.</p> <p>4.2 Yes. See question 6 of the FAQs from 27/02/2026</p>
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6	Various	<ol style="list-style-type: none"> 1. Since when does the eligibility period begin? 2. Will be updating the library of unmanned drones for the anti-drone system for a period of 56 months following the project's completion also be considered an eligible expenditure? 3. Does all product equipment have to be manufactured in the EU? 4. Is it permissible to purchase docking equipment (drone is placed in a docking station)? 5. C-UAS are typically dual-use and subject to licensing procedure, they involve classified information, and therefore we are asking whether a public procurement process for their acquisition can be conducted under the „classified“ regime? 	<ol style="list-style-type: none"> 1. As there are no limitations regarding the duration of the activities included in the call, the general eligibility rules of the programme apply. 2. Yes. Such costs may be considered eligible, provided they form part of the planned service/lifecycle support for the C-UAS solution, are clearly indicated in the application, and are incurred within the applicable eligibility period under the programme rules. 3. No. But the call emphasises the importance of ensuring interoperability, security, cybersecurity and data integrity of C-UAS solutions, as well as their compatibility with existing national and cross-border systems. 4. Yes, under Section 3.3.4 of the call, among the eligible activities the purchase of equipment to support the deployment and use of UAS and C-UAS capabilities is included. 5. The call does not preclude the use of procurement arrangements under a classified regime where this is justified and permitted under the applicable national and EU rules. As projects under

		<p>6. Will be also eligible expenditure to obtain authorization under Commission implementing regulation (EU) 2019/947 for the A2STS certificate?</p> <p>7. Will the EC set minimum requirements for reporting information on non-cooperative unmanned aircrafts?</p>	<p>specific actions are managed at national level according to national rules, the appropriate procurement regime and handling of classified information should be determined by the competent national authorities in compliance with the applicable legal framework.</p> <p>6. Yes. Expenditure related to drone operator certificates may be considered eligible, insofar as it is directly linked to capacity building on the use of UAS and C-UAS for border management purposes, as referred to in section 3.3.2 of the call (training and upskilling of staff, specialised teams in the border management authorities, etc.). Such expenditure should be clearly justified in the application.</p> <p>There are no specific reporting requirements linked to this call.</p>
7	<p>Application form- presentation of work packages</p>	<p>Each application may be composed of multiple work packages, aligned with the different priority areas and/or external border sections concerned by these areas. You will find more information on the work packages in the application form."</p> <p>Furthermore, on page 8 in the call, we are encouraged to "indicate the priority of the different work packages".</p> <p>However, when drafting the application, we are left in doubt about where in the application form we should include the description of the work packages? We are missing a separate section for work packages, similar to the one included for instance in the application form for the call BMVI/2024/SA/1.4.2 on border surveillance (see p. 5 in the application form for BMVI/2024/SA/1.4.2). As there are several limitations regarding the length of the text in the application form for BMVI/2025/SA/1.1.9, it would therefore be very favourable if we could include the</p>	<p>As indicated in page 1 of the application form, the information related to the work packages should be presented within the application form itself, under the relevant designated sections. Applicants are invited to structure their responses in a way that clearly reflects the different work packages, where applicable, and to indicate their respective priorities as appropriate. Please note that the application form has been designed to ensure a fair and comparable assessment of all applications. Therefore, the submission of additional annexes to provide descriptions of work packages is not foreseen and such information will not be considered in the evaluation. We kindly remind you to follow closely the section-specific guidance and to include only the information relevant to each section</p>

		description of work packages as annexes to the application. Is this possible	
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