



Pomáhat a chránit

POLICEJNÍ PREZIDIUM ČESKÉ REPUBLIKY

Správa logistického zabezpečení
Odbor veřejných zakázek



EVROPSKÁ UNIE
EVROPSKÝ FOND PRO REGIONÁLNÍ ROZVOJ
ŠANCE PRO VÁŠ ROZVOJ

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Prague 13th May 2015
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Additional information to the award conditions

according to the provisions of § 49 para. 1, 2, 3 of Act no. 137/2006 Coll. on Public Contracts, as amended

upon written request of the bidder we provide additional information to the public contract with the title " Purchase of 4 optoelectronic stabilized platform systems for EC-135 T2+ helicopters "

Bidder's question no. 1:

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"The bid price must be specified in CZK and structured without VAT, VAT and price including VAT".

Questions:

The purchase is co-financed by the European Regional Development Fund, we normally expect to bid and contract with EURO currency within EU and CZ MOI. Is it also possible to offer in EURO?

Parts delivery from Germany to Czech Republic is not subject to VAT. Does the VAT has to be applied in this case. If, with 0% or 21%?

Contracting Authority's answer no. 1:

The Contracting Authority does not insist on payment in CZK. It is possible to submit the bid and conclude the contract in CZK, EURO or USD. However, the currency specified in the bid must be used in the tax document (invoice) and the following payment must be carried out in this currency as well.

VAT must be specified in the bid in the amount of 21%.

Bidder's question no. 2:

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4. Instructions for submitting the bid

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“the bid shall be submitted by the bidder.... in the Czech or English language. Text in other languages must be accompanied by a certified translation into the Czech language”

Some documents of the required qualifications, for example statements from Central Trade Register, Federal Office of Justice, Tax Offices, Social Insurances, Local Court, ... are available in German Language only and would as for translation into Czech.

Question: Is it possible to provide these documents only being available from official authorities and its administration exceptionally in German Language only? Please advise.

Contracting Authority's answer no. 2:

Yes, a foreign supplier may submit documents proving qualification from official authorities in the original language with a certified translation into Czech (applicable to EU member countries only).

The supplier must meet the obligations arising under § 53 par. 1 point. a), b), f), h) of Act 137/2006 Coll., on Public Procurement, as amended, which were set out in the tender documentation in section 6.1., in relation to both the Czech Republic and to their country of residence, place of business or residence.

Bidder's question no. 3:

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The tender documentation states “displays of the Operator” as well “suitable for fitting of two displays (map + video). However a specific number of displays to be supplied is not given.

Question: Please could you indicate the number of displays to be supplied?

Contracting Authority's answer no. 3:

Two displays of the operator are required to allow simultaneous display of video and map data without any PIP (picture in picture).

Bidder's question no. 4:

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Other requirements

“The system and its components must be approved according to applicable aviation regulations. This is a quite wide and broad description.

Questions:

Which exact regulations and requirements are you referring to and are requested?

Are requirements only and directly linked to Environmental Conditions and Test Procedures for Airborne Equipment, such as DO160?

Which quality documentation do you expect to be delivered with the parts? CoC?

Contracting Authority's answer no. 4:

The components of the system shall comply with such regulations and shall be delivered with such quality documentation that will enable future integrator (DOA holder) to certify the installation according the EASA rules.

Bidder's question no. 5:

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Other requirements

“The subject of the public procurement is the delivery of **all parts** of the system defined by the minimum requirements, including all peripheral devices, antennas, special installation fittings and other special hardware,”

This definition still lets the exact extend of the parts supply open.

Questions:

Please define in more detail “all parts” What is the idea/intention behind the overall parts supply? We would like to get a better understanding about the overall extend of parts supply? All parts means e.g. cable trees, too? Please specify.

Please define “special installation fittings and other special hardware”

As far as we know, Czech Police Aviation Department today shares 4 optoelectronic stabilized platform systems on 5 EC135. As todays request is for the supply for 4 platform systems only, should the supply of e.g. “special installation fittings” also be addressed on a fifths number and helicopter. If please indicate and specify?

To which context has the parts supply to be understood as an shipment of individual systems. To which extent do you expect the bidder to already pre-assemble the individual systems?

Contracting Authority’s answer no. 5:

The idea for the overall parts supply is to get the almost complete installation kit that can be installed on a helicopter by the future integrator in the shortest possible time for a relatively low price. The main reason for this approach is the end of 2015 deadline of EU funding for completion of the contract. The contract for delivery and complete installation of the system on 5 helicopters until the end of 2015 is not realistic due to operational flight schedule of EC135 fleet and tight delivery schedule.

All parts means all components needed for installation of the system on a helicopter excluding:

- cable trees and connectors needed to be installed in the airframe of the helicopter (non removable part of the cable installation)
- standard aviation hardware needed for installation of the system on the helicopter that is commonly available – screws, washers, nuts, pins, tie bands, etc. and that is not part of delivered assemblies or pre-assemblies

It is acceptable to reuse following parts from the current system within the new system design instead of providing with a new part:

- airframe mount of the stabilized turret
- retractable downlink antenna skid adaptor and actuator

Special installation fittings and other special hardware is the hardware, which is manufactured for special reason and which is not commonly available, for example: skid fitting of retractable antenna, an interface to fit antenna flange to curved part of fuselage, mounting rack for the downlink transmitter, foldable display mount, etc.

The installation will be done on 5 helicopters. So parts that will remain installed on the helicopter even with the rest of the system removed shall be delivered in quantity of 5. For example the fixed downlink antenna attached to the fuselage with the special attaching hardware, GPS antenna of the map system, etc.

Pre-assembly of the system is required to the maximum possible extent. For example the operators console shall be equipped with displays, control units, video recorder, map system, downlink system. The ends of cables that will be interfaced with an airframe mounted connectors shall be let free (without connectors installed) and with excessive length. Connectors for these cable ends shall be delivered in the separate package.

Bidder's question no. 6:

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Other requirements

“.... and the training of flight personal, including technical service and maintenance personnel”.

A wide range of training solutions and possibilities exist. However the usage of training based on pure hardware delivery, without installation on the helicopter type EC135T2+ is not pragmatic and useful.

We even recommend and consider an in-flight training as the good and appropriate way.

Questions:

Could the training be applied once the system is installed and operative in the helicopter?

Such could the training be applied later than the required fulfillment date of 15.12.2015? When?

Which level (O, I) content and qualification should the training address?

For how many flight staff and technicians should the training be performed?

Contracting Authority's answer no. 6:

Only theoretical training in form of presentation of overall system architecture with more detailed information about individual components (parameters, functionality, control) is required.

The Czech Police Aviation Department will arrange for a suitable training room in Prague.

The training shall be accomplished until the end of November 2015. Maximally 10 system flight operators and 10 technicians will attend the training. It is expected they will be provided with a certificate of attendance upon the completion of the training.

Bidder's question no. 7:

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Moving Map System

“display of map vector data in the camera picture (ARS)”

Questions:

Is it necessary to present the digital map information via a second transparent layer above the cameras live image (augmented reality) or would it be sufficient to display the vector data in a separate box on the same screen (PIP – picture in picture)?

Contracting Authority's answer no. 7:

The digital map information via a second transparent layer above the cameras live image (augmented reality) is required.

Bidder's question no. 8:

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Template purchase contract

VI Delivery and acceptance of the goods

“an inspection of all functionalities of the goods shall be carried out upon acceptance of the goods”.

As the subject matter is only the supply of the goods, a technical functional test is not possible at time of hardware delivery, but only after installation in the helicopter

Question: Please confirm that goods acceptance is not based on an immediate functional test at goods arrival at place of delivery in Prague.

Contracting Authority's answer no. 8:

We realize that the function test of the system components is not possible at time of delivery. There will be checked that the goods are delivered undamaged, complete and provided with proper quality and other documentation during the acceptance inspection.

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