

Call for tenders' details

Title: Research Project: Effectiveness of Flight Time Limitations (FTL)

Start date: 04/10/2019

Time limit for receipt of tenders: 06/02/2020

Contracting authority: European Union Aviation Safety Agency (EASA)

Status: Closed

Call for tenders question list

#	Submission date	Publication date	Question subject	Question	Answer
1	02/11/2019 15:04	04/11/2019 16:03	Tender under Consortium / allowed vs. prohibited communication between potential tenderers	Under the conditions to submit a tender it is clearly stated that it is forbidden to coordinate with other potential bidders. This is clear and correct. However, for the subject call (Pilot Flight Limitations) there is a limited number of potential tenderers however well known. Does this mean that any communication held with or between other potential tenders is prohibited?	04/11/2019 Paragraph 2 of Section 1.4 identifies potential tenderers' individual or concerted actions and behaviours which could lead to distortion of competition, and thereby compromise the transparency and regularity of the call and ensuing contract award. This should not pre-empt however, any initiative by potential tenderers to discuss with other potential tenderers to explore the possibilities of forming a consortium to place a joint bid.

Call for tenders questions summary

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2	14/11/2019 14:43	14/11/2019 15:15	Economic & Financial Capacity for main tenderer including consortia members): turnover last three years must not have fallen below 850K EUR.	In my understanding companies with a turnover below the minimum threshold could not contribute as a part of a potential consortium. In which cases would this apply: " *Nota bene 1: if, for some exceptional reason which EASA considers justified, the tenderer is unable to provide the evidence requested they may prove their economic and financial capacity by any other means which EASA considers appropriate."	14/11/2019 The selection criteria on minimum economic and financial capacity applies to the tenderer (single or consorted). As described in section 1.5 of the technical specifications (part II) the evidence for economic and financial capacity(section 3.2.2) "should be provided by each member of the consortium, but will be checked to ensure that the consortium as a whole fulfils the criteria (e.g. not every consortium member needs to fulfil each of the criteria individually – but rather as a whole)." In summary, a consortium member may have a turnover below the minimum threshold. The minimum threshold established in the selection criteria must however be met by the consortium as whole.

Call for tenders questions summary

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3	14/11/2019 14:57	19/11/2019 08:24	Tenderer must have successfully managed a minimum of three comparable projects/contracts (during the past ten years) [in English] to the project to be performed under this contract	Dear EASA Tender Support Team, what does this exactly mean: Tenderer must have successfully managed a minimum of three comparable projects/contracts (during the past ten years) [in English] to the project to be performed under this contract. Comparable research projects, or projects with pilot / in aviation, or research projects in aviation? Would a university-institute or a private research institute be qualified to act as tenderer or part of the consortium? Or is this tender only meant for big, rich research institutes like NLR, DLR, TNO?	19/11/2019 The project comparability refers to the nature and or scope of the research performed, and which would be relevant for the subject matter of this call.

Call for tenders questions summary

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4	14/11/2019 15:44	19/11/2019 08:36	Evidence for economic and financial capacity (section 3.2.2)	Our organisation is a public body and usually cannot provide the evidence for economic and financial capacity (section 3.2.2). Would our organisation be nevertheless accepted as consortium member?	19/11/2019 As stated in the tender specifications, and if, for some exceptional reason which EASA considers justified, the tenderer is unable to provide the evidence requested they may prove their economic and financial capacity by any other means which EASA considers appropriate. Single or joint tenders may prove their economic and financial capacity by other means, provided it is justified and found to be suitable to enable the assessment of the economic capacity by the contracting authority as required.
5	18/11/2019 11:55	19/11/2019 09:11	Sub-contracting	Are tenderers authorised to sub-contract a share of their activities to an entity of the same group?	19/11/2019 Section 1.6 of the technical specifications establishes the subcontracting conditions applicable to this call. This procedure does not impose any limitation on sub-contracting a company that is part of the same group.

Call for tenders questions summary

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6	26/11/2019 23:28	28/11/2019 09:04	Clarification of tender specification section 2.2.1. regarding "on-call duties such as standby or reserve followed by flight duties"	As described in section 2.2.1 on page 20 of the Tender Specifications, an assessment is required of the impact on aircrew alertness of "on-call duties such as standby or reserve followed by flight duties" (Item 1d). Could you please clarify whether "followed by flight duties" refers to the condition where the crew performs a flight duty after the standby/reserve duty has ended (without having been called) or to the condition where the crew is called to perform a flight duty while on reserve/standby ?	28/11/2019 The conditions under which crew members can be requested to report for duties following standby/reserve are described in ORO.FTL.225, ORO.FTL.230 and related GM, and CS FTL.1.225, CS FTL.1.230 and related GM. Please observe that standby is followed by a rest period even if not leading to a duty assignment.

Call for tenders questions summary

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7	26/11/2019 23:25	28/11/2019 09:06	Use of bio-mathematical models in Task 1.2	Item 1b) of the description of the specific work content on page 21 of the Tender Specifications stipulates that at least two different bio-mathematical models shall be used in the analysis of individual aircrew rosters. In the more detailed description of the tasks (page 23 and further) however, there is no reference to these bio-mathematical models any more. Could you please clarify the purpose of the (mandatory use of) the bio-mathematical models in Task 1.2 ?	28/11/2019 Different bio-mathematical put different emphasis on different contributing factors to fatigue. Some, e.g., take special account of the effects of time zone desynchronization, others give more weight to workload etc. Therefore, the analysis of one roster might deliver different results in terms of fatigue risk depending on the model that has been used. For that reason, the tenderer is asked to analyse rosters with at least two different bio-mathematical models validated for fatigue risk assessment in commercial air transport. The purpose of the use of bio-mathematical models in task 1.2 is to identify peaks of predicted fatigue in the analysed rosters and relate them to specific rostering practices or duty patterns.

Call for tenders questions summary

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8	13/12/2019 15:21	16/12/2019 10:13	Unknown state of acclimatisation	One of the question of the study is on "duties of more than 11 hours for crew members in an unknown state of acclimatisation". Could you clarify the circumstances that would put a pilot in an unknown state of acclimatisation ?	16/12/2019 'Acclimatisation' refers to the synchronisation of a crew member's circadian biological clock. Crew members are considered to be in an unknown state of acclimatisation whenever their circadian biological clock is assumed to be not in sync with the time of the time zone where the crew members are. The term 'acclimatised' is defined in Regulation (EU) No 965/2012. You may find more information concerning the concept in EASA's NPA 2010-14 and related documents.

Call for tenders questions summary

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9	20/12/2019 11:29	20/12/2019 12:48	Full federal University Institute as Tenderer or Consortium Partner - financial statement	If a full University Institute submitted as Tenderer or was an Consortium Partner - what are the financial preconditions then? Which "turnover/year" would be expected, givent the fact that no University Institute could submit this financial statement about turnover/year?	20/12/2019 The annual turnover is part of the selection criteria to qualify for technical evaluation and aims to establish the tenderer's financial and economic capacity to perform the contract. As clarified in answer nr. 2 the evidence to prove compliance with the minimum capacity requirements on financial, economic, technical and professional capacity should be provided by all consortium members, however the assessment of the tenderer's capacity will consider it as a whole. In practice, should it be impossible for a consortium to submit the evidence requested for these selection criteria, the other member(s) of the consortium must as a whole demonstrate the fulfilment of such requirements on the basis of the evidence(s) provided. Please take also note of answer nr. 4. Question4Question2

Call for tenders questions summary

#	Submission date	Publication date	Question subject	Question	Answer
10	07/01/2020 23:49	09/01/2020 12:14	Processing of personal data by the contractor	<p>Item I.9.2 of the direct service contract states that i. the data shall only be held in data centres located with the territory of the European Union and the European Economic Area; ii. no access shall be given to such data outside of the European Union and the European Economic Area;</p> <p>Are there processes by which a contractor outside of the EU could access data? That is, could data be held on a server within the EU and accessed remotely by researchers outside of the EU? If so, would EASA provide a server on which such data could be held or would this be the responsibility of the contractor?</p>	<p>09/01/2020</p> <p>As stated in the Tender Specifications (Section 2.3.2-Scope-Item 6) "Upon signature of the contract, the contractor will be provided with the specific data collection and processing conditions applicable to this task and whose scope is defined in Annex VI. The contractor will have the possibility to comment and suggest amendments to these conditions." While ensuring full compliance with EU law and as provided for by clause I.9.2 (iii. and iv.), the conditions to apply will be defined in Annex VI (in Tender specifications), reflecting where necessary, any specific terms resulting from the fact of the contractor being established in a third country. In respect to the server location the option for a remote access from outside the EU into a data server held in the EU is possible. However the contractor may not rely on the contracting authority to facilitate such a server. The processing of data related to this study and any associated requirements are under the contractor's responsibility.</p>

Call for tenders questions summary

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11	26/01/2020 17:10	27/01/2020 13:52	Maximum one legal representative per participating tenderer may attend the opening session. Tenderers shall inform the Agency of their intention to attend, at least 5 working days prior to the opening session on 10.02.2020 - 10:00	How should this information be submitted and to whom? Per Email?	27/01/2020 Any tenderers willing to attend the opening sessions are requested to send their request by e-mail to tender@easa.europa.eu, indicating: Name of the person attending, the organisation (tenderer) they are representing. Upon arrival, they shall announce their arrival at the reception desk, and will be requested to sign the Opening participation sheet, delivered upon the opening session. 27/01/2020 Please note that the correct e-mail address is: tenders@easa.europa.eu

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