

Tender Specifications Appendix 3 Initial Configuration test

VTOL Maritime Surveillance (Lot 2)

Initial Configuration

Company: [company]
Contract: [contract]
Aircraft type: [aircraft]
Tail number: [tail number]
Flight test date: [flight test date]

Reference or Version of document: [version]
Date of document: [date]

1. Introduction

Before signature of the Framework contract an initial configuration test will be required in order to provide evidence for the selection criteria 14.5.3 “Maturity of the Configuration Offered” as stated in the tender specifications. This shall ensure that only mature systems already equipped with standard minimum payload will be selected for the framework contract. Following the signature of the FWC the initial configuration test is also used to assess any delays in the delivery of the second RPAS (see section 6.1 of the Appendix 1 Technical Specifications). In case of delays liquidated damages apply as explained in section 7.1 of the tender specifications.

This configuration test can take place at a location chosen by the contractor and shall fulfil the essential requirements given in this document.

The initial configuration test shall demonstrate that the standard configuration as described in the bid, responding to the minimum requirements as laid down in the tender specifications is already integrated in the RPA and the RPA is capable to fly in this configuration.

2. System configuration

The following tables are referring to the following RPAS system:

Reference document	Version	Serial number	Date
Reference document and platform should be indicated in the bid.			

3. Result categories:

Fully available (PASS): The configuration is fully provided by the RPAS system in compliance with the tender specifications and bid.

Not available (FAIL): The configuration is not available at all or only partially available, although it is requested in the tender specifications or mentioned in the bid. It could also be the case that the capability cannot be tested and thus it is regarded as not achieved.

4. General Configuration, capabilities and operational needs

Configuration of RAPS			
	Contractual value	What shall be demonstrated	PASS or FAIL
Configuration	The payload configuration as offered in the bid	<ul style="list-style-type: none"> Completeness of the RPAS configuration against the configuration management documentation and the offer The proper operation by going through the operational check procedures during flight. 	

Maximum Endurance of Mission and speed of aircraft			
	Contractual value	What shall be demonstrated	PASS or FAIL
Endurance	4 hours or as offered	<p>The RPAS shall be capable to carry all offered payload for a flight with the minimum endurance.</p> <p>This can be shown by flying or through a logbook inspection.</p>	
Range	50 km or as offered	<p>50km</p> <p>This can be shown by flying or through a logbook inspection.</p>	
Maximum speed	110km/h or as offered	<p>Minimum true air speed (TAS - relative to the wind) 110km/h can be reached.</p> <p>To be shown flying.</p>	

Flight operations/capabilities			
	Contractual value	What shall be demonstrated	PASS or FAIL
Flight Modes	<ul style="list-style-type: none"> VTOL take-off and landing Monitoring Mode: surveillance patterns, tracking of moving Objects of Interest Loitering Mode Adaptation of flight path and sensors according to immediate user request 	That the RPA can fly according to any of the modes.	
Payload performance and DRI capabilities	Payload performance and DRI capabilities as offered in the bid and requested in the tender specifications	<p>The DRI capabilities of the following payloads have to be demonstrated by flying:</p> <ul style="list-style-type: none"> EO and thermal IR camera RADAR (maritime surveillance) <p>These DRI capabilities shall be demonstrated in real scenarios using 3 different targets: small and large metallic ships and non-metallic small craft (e.g. rubber craft).</p> <p>The minimum parameters that shall be obtained are:</p> <ul style="list-style-type: none"> Vessel recognition incl. length, beam, etc. Provision of vessel position, estimated speed & course and distance to shoreline Vessel identification: name, IMO number, flag Vessel behaviour can be seen including people on board and any particular behaviour <p>These capabilities shall be demonstrated in day time and night time conditions and under RLOS.</p> <p><i>Note: In case no NOTAM is available to fly over water, equivalent tests could be run on land with cars, trucks, any other moving vehicles of different sizes/characteristics.</i></p>	
Performance of additional payloads/modes	Performance of additional payloads/modes as offered in the bid and requested in the tender specifications	The performance of additional payloads and payload modes shall be demonstrated by flying or based on documentation.	
Vessel Operations	Capability to Operate from Vessels	This can be shown by flying or through a logbook inspection or other documentary evidence.	

Operation in specific environmental conditions			
	Contractual value	What shall be demonstrated	PASS or FAIL
Wind, Rain, Ice, etc.	Environmental limits as offered in the bid and in the tender specifications	If the conditions are not suitable for the test then logbook entries and documentary evidence to be provided.	

Data availability to the users			
	Contractual value	What shall be demonstrated	PASS or FAIL
Data available to users	N/A	<p>All relevant data (flight and payload data) are available to the user via the contractor interface:</p> <ul style="list-style-type: none"> • in real time with low latency • with suitable layout and enough quality to be used in operations • The flight can be replayed by the user • The user is able to extract data and to perform post analysis • A real time communication channel between the flight operator and the user is available 	

Operational team			
	Contractual value	What shall be demonstrated	PASS or FAIL
The team is available and has the necessary qualification to run the service	N/A	The core members of the team shall be present and show they are capable to operate the system during the flight.	

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