

Informative Meeting 28.10.2019 - questions and answers

1) Is the budget going to cover all the FWC, or only the first 2 years?

Budget 50M EUR is meant to cover the entire FWC and its total duration. Possibility to uplift that budget by max.50% is foreseen, if considered necessary.

2) What happens once the budget is fully consumed before the expiration of the FWC?

FWC will help to mitigate that risk in case when significant part of the initial budget is consumed, by its uplifting. When the FWC consumption reaches 75M EUR (after budget uplifting), the FWC is used up. The ceiling increase can be communicated and arranged not later than 12 months before FWC duration expiry.

3) Why was the Tender published with shortened deadline?

Applicability of correct deadline was confirmed by Frontex. Also understanding was expressed, that from technical side it was not easy for the company to provide the offer in given time. In case of need, there was stated a possibility to request extension of the deadline for submission of offers. The companies were suggested to use the official TED e-tool to ask for such extension.

4) Specific orders to indicate minimum agreed number of flying hours to be executed?

During the time of bidding, there will be a case of 2 scenarios as presented in the tender documentation:

- 1) Short scenario with 1200 flying hrs;
- 2) Long scenario with 2400 flying hrs.

5) Is a contract duration of 6 months possible?

Shorter duration of deployment than of 6 months is not foreseen.

6) What is the intention of Frontex? Going for the short scenario or long scenario? Are 2 simultaneous services possible?

Frontex general intention is to have longer deployments. 2 services implemented simultaneously are possible.

7) What is the maximum duration of a specific order?

Around 360 calendar days.

8) Will FRONTEX assist the contractor in customs procedures?

No.

9) Are you looking for companies who have the asset ready within the deadline?

Yes, Frontex is looking for companies which have the capacity to provide the required services already from the date of signature of the FWC. This FWC is not a contract for investment, so the asset should be ready to fly.

10) Should the company also be security cleared or just the crew/staff operating with RPAS?

Only the staff involved in the data/information management should be security cleared. Separate security clearance for a company premises is not required in this case.

11) During the submission of the offers, are the companies obliged to provide its staff CVs?

In accordance with the tender documentation requirements, CVs of the proposed personnel, and their appropriate certificates, should be provided in the offer.

12) What are the kinds of expected pilot certificates and what will be their assessment?

Any obtained certification for aircraft piloting, allowing the pilot to man the RPA day and night, will be accepted. The assessment will be made on the basis of data provided by the tenderer in accordance to Annex 3 – Staff capacity – pilots.

13) Should the value of flying hour include cost of covering radio frequencies?

The value of flying hour will include all the costs incurred in order this flying hour to be performed, including the costs for radio frequencies.

14) Could the contractually foreseen liabilities be discussed?

Provisions of draft contract regarding liabilities cannot be discussed, since they are part of the EC contract template and, as such, are no subject of modifications.

15) Are cross-border flights possible?

That will depend on the particular assignments, to be stipulated in the applicable specific orders.

16) From the moment of signature of a specific contract, how quickly the aircraft is expected to be present at its foreseen deployment base?

Within 4-6 months.

17) What would be the payment in case when the aircraft would not be able to use all the contractually foreseen flying hours?

As stipulated in the Tender Specifications p.5.2 Payment (i.e. only the flight hours flown will be paid by the contracting authority). Furthermore, according to the provisions of the Tender Specifications, p.6.6.6 on Mission Report (After each mission the Contractor's crew will produce and deliver to Frontex and to the Coordination Centre a written report of the flight (...). The non-fly report shall thoroughly explain the reasons for non-compliance with the flight request. The prior acceptance by Frontex of the Flight Reports concerned will be a necessary step for the interim contract payments. The 'non-fly' report will not constitute grounds for any payment.), the conditions mentioned therein will also be considered for payment execution. In the case of need of dispute settlement, it will be done on case by case basis.

18) Bearing in mind the previously contracted pilot project at Crete/Malta, how exactly Frontex has come to the current payload requirements? Are there any lessons learnt from the pilot project?

The currently required payload requirements were determined on the basis of the results obtained from the pilot project.

19) Who authorizes the RPAS flight?

Authorization of the RPAS flights will be a coordinated approach which will involve all the national authorities concerned. The specific procedures will be clarified prior to the deployment.

20) What is an expected typical length of one RPAS mission?

12 hours.