

# **Dutch Police**

## **Publication**

### **Advanced helicopter pilot training**

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# 1 Introduction

This chapter explains the reasons for this publication.

## 1.1 The prior information notice for the contract

Under the European directives and the Dutch Public Procurement Act 2012 (in Dutch: Aanbestedingwet 2012) the Dutch Police are obliged to publically announce contracts in advance so that European providers and providers in countries that are signatories to a convention with the European Union have the opportunity to compete for the government contracts under equal conditions.

This contract for flight academy services is subject to the simplified procedure specified in Sections 2.38 and 2.39 of the Public Procurement Act 2012. The service is thus classified as a specific service with reference to CPV code 80412000-5.

Viewed over the maximum term of the contract, the Police expect this contract to have a value in excess of € 750,000.00, and the Police are therefore required to publicise it in a prior information notice or announcement.

The order is therefore being publicised by means of a prior information notice. In this document you will find the specification of the flying academy services for the Dutch Police.

The purpose of the prior information notice is to establish how many parties in the market are willing and able to provide the Police with the service described in this document. It is not possible to submit an actual tender in response to the prior information notice. This notice does however invite you to state your interest in submitting a tender.

Based on the interest shown the Police decide on the subsequent procedure for awarding this contract, i.e.:

1. In the event of interest being expressed by four or more specific parties: the contract is awarded on the basis of a European tendering procedure, announced on [Tenderned.nl](#);
2. In the event of interest being expressed by two or three specific parties: the contract is awarded on the basis of a multiple private procedure without prior publication;
3. In the event of no interest being expressed by a specific party: the contract will be awarded immediately after completing a negotiation procedure without prior publication.

Parties that express their specific interest on the basis of this prior information notice are informed of how many other parties have expressed an interest and of the tender procedure. The contract, the application requirements and criteria are given in more detail in the procedure to be followed.

In situations 1 and 2 information is exchanged and communication takes place via the online platform [Commerce-hub](#). In situation 3 there is direct contact, initiated by the Police.

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## 2 The contract specification

This chapter provides information about the contract.

### 2.1 The contract

The contract is for the provision of advanced Police helicopter pilot training.

#### Scope

The scope of the contract specifically includes the following components:

- The provision of individual, initial advanced training, both theoretical and practical, for Police helicopter pilots for specialist deployment;
- The provision of individual, initial advanced training, both theoretical and practical, for Police helicopter pilots for routine deployment;
- The provision of individual, periodic advanced refresher training, both theoretical and practical, for Police helicopter pilots for specialist deployment;
- The provision of individual, periodic advanced refresher training, both theoretical and practical, for Police helicopter pilots for routine deployment.

The scope of the contract specifically excludes the following components:

- The provision of flight training other than that provided for in this document;
- The provision of other education and training for Police officers.

#### Scope

The purchase of the *initial* advanced training is determined by the intake of new Police helicopter pilots. The new intake is precipitated by natural attrition in the Aviation department, by political or administrative decisions resulting in the Aviation department being expanded or a change to the package of tasks. Conversely, such decisions can also result in the department or package of tasks being reduced. However this is not expected to be the case.

Based on current expectations, the Aviation department will purchase at least two initial advanced training courses owing to natural attrition in 2019.

The purchase of periodic advanced refresher training courses is determined by the number of operational police pilots. The management of the Aviation department has decided that all pilots will be given refresher training at least once every five years. Based on the current staffing establishment of 32 pilots, the Aviation department expects to purchase 6 to 8 refresher training courses a year.

No rights can be derived from these numbers concerning purchases and prognoses.

#### Term of the contract

The Police intend to conclude a contract with a term of 2 years, with options for renewal up to a maximum of 4 times 2 years.

The planned commencement date of the contract is 1 January 2018 or 1 March 2018.

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## 2.2 Purpose

In addition to the legally compulsory training courses, police pilots are given additional training to enable them to perform their tasks better and more safely. The management of the Aviation department wishes to provide for these specific additional training requirements in an agreement with one party that is willing and able to provide the service in the long term.

The aim is to conclude an agreement with a single party for the provision of advanced initial and refresher training for Police helicopter pilots for specialist and routine deployment. It is important to the Police that this training is given in a region where the climatic conditions are sufficiently stable for it to be given all year round.

Regarding the content of the training in terms of quality, it should cover aspects such as low flight and dealing with local wind effects around high-rise buildings in urban areas, night vision goggles (NVG) training in darker and light settings, NVG emergency procedures, visual illusions, landing on water and auto rotation. The main language of the training courses is English.

## 2.3 Police

The Police are the tendering authority for this contract. Please see our website for more information: <http://www.politie.nl> and for more specific information about procurement and tenders the website <http://www.politie.nl/themas/inkoop-en-aanbesteding.html> (in Dutch).

## 2.4 National Unit, Infrastructure Division, Aviation department

The Aviation department of the Police is available 24/7 to provide air support and scope for action in combating crime and intervention deployment, and for air surveillance in the aviation sector both at home and abroad.

The Police air fleet consists of 6 helicopters of the type Airbus EC135 and 2 helicopters of the type AgustaWestland AW139. The Police currently employ 32 pilots.

The helicopters and their pilots are stationed at the main location Amsterdam Schiphol Airport. All flight movements of the Dutch Police take place from this location and support points Rotterdam, The Hague Airport and Flight Base Volkel. The eight police helicopters were operationally deployed a total of 3036 times in 2016 in response to high priority reports. 4644 flight hours were flown. Most of these hours were in response to reports. This does however include training courses, surveillance over the North Sea and the transport of intervention teams.

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## 3 The contract specification

This chapter sets out the content of the contract. The components and their aspects might be specified in more detail or clarified in the procurement process leading to a contract.

### 1) General

The contractor (and all parties he engages for the performance of the framework agreement) will act in accordance with Dutch law and the General Government Terms and Conditions for Public Service Contracts (ARVODI 2016), which are attached to this document as an appendix, during the performance of the contract and not their own terms and conditions of sale and delivery.

If an Article from the ARVODI 2016 presents the contractor with an insurmountable problem, a request for change can be submitted (in the procedure to be followed). After assessing the request the Police may amend the Article in question in such a way that its content is acceptable to both parties.

### 2) General

The contractor guarantees that no Police information will be disclosed to third parties. Following termination of the agreement all details and all related information about the Police that are not covered by a statutory retention obligation will be transferred to the Police and simultaneously deleted from the contractor's own digital and/or paper archives.

Information about the Police and their operations will not be used in any way other than for the agreed services. The contractor will not make any mention whatsoever of its agreement with the Police.

### 3) Content of the training

The key purpose of the training is to ensure that the helicopter pilot continuously gains experience with abruptly occurring large height differences (and anticipating them) and the related local wind effects. The training will be provided at locations in an urban area with high-rise buildings or at locations that resemble the atmospheric conditions of an urban area with high-rise buildings, such as mountainous terrain.

The minimum height difference is 5000 ft.

This does not involve training in our by means of a simulator.

### 4) Content of the training

Following detailed instructions as preparation for the practical elements, which are generally outside of the pilot's comfort zone, the pilot works through the following curriculum - with or without NVG:

Independently landing on and taking off from various enclosed and/or limited areas that are surrounded by high buildings, high vegetation and/or other high obstacles (confined areas).

Independently landing on and taking off from helipads on high-rise buildings or simulating this from mountain helipads, where the engine power, other helicopter performance and wind conditions determine whether the pilot is willing and able to land.

Independently landing on and taking off from high-rise buildings without a helipad or simulating this from mountain ridgelines).

Independently landing and taking off between high-rise buildings or simulating this from valleys.

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Experiencing and recognising optical illusions when independently flying, taking off and landing.

Auto rotation landing with the helicopter engine down at various locations.

Auto rotation landing on water with the helicopter engine down in watery locations.

The training days are scheduled from Monday to Friday. To ensure that the training can be completed within 3 weeks wherever possible, the contractor will provide training on Saturdays and Sundays in the event of unforeseen circumstances.

Initial training courses:

Trainee intake: Saturdays, course duration: 15 calendar days starting on Mondays, trainee departure: Mondays.

Refresher course:

Trainee intake: Saturdays, course duration: 7 calendar days starting on Mondays, trainee departure: Wednesdays

#### **5) Content of the training**

The periodic refresher training is different from the initial training in that the duration is 7 calendar days rather than 15, with the practical and theory components shortened. In view of the five-year period between the initial training and the refresher training and between the refresher training courses, the entire curriculum is followed.

#### **6) Content of the training**

Since the pilots use English for operational communication, all instructions, courses and teaching materials must be given in English and issued in the English language.

The instructors are required to have mastery of English at level LPE-6 or demonstrable equivalent.

#### **7) Content of the training**

All of the stated training elements are practised both night and day. For this purpose the contractor will provide night vision equipment of the same type that is now in operational use at the Aviation department of the Police, i.e.: ANVIS-9 (F4949 Series) Aviator Goggles.

#### **8) Logistics**

The training calendar for the year to come will be drawn up annually in November. The courses will usually be ordered prior to the training year in question on this basis. However, training courses can also be ordered and cancelled on an incidental basis up to a maximum of 8 weeks prior to the course commencement date.

#### **9) Logistics**

Prior to a scheduled training course it is possible for the Police to contact the contractor (by telephone or digital means) concerning the personal circumstances of the trainee and the training needs, technical support concerning the aviation equipment and other exchanges of information.

#### **10) Logistics**

On completion of the training the Police Aviation department will receive a digital report setting out the training results of each pilot within 5 working days (a working day is from Monday to Friday). If there are any particulars about the trainee or the course of the training, the Police Aviation department will be contacted immediately.

### **11) Logistics**

To prevent any unnecessary loss of training capacity the contractor will be asked to provide a suitable accommodation location from which the trainee can travel to the training location within a short period of time. The contractor will also provide the transport.

Initial training courses:

Trainee intake: Saturdays, course duration: 15 calendar days starting on Mondays, trainee departure: Mondays.

Refresher course:

Trainee intake: Saturdays, course duration: 7 calendar days starting on Mondays, trainee departure: Wednesdays

### **12) Logistics**

The contractor will be expected to offer a high level of certainty that the scheduled courses will go ahead, taking account of the climatic conditions, to provide a sound maintenance schedule for the training aircraft and other equipment, access to reserve aircraft and replacement instructions in the event of unforeseen absence.

### **13) Personnel**

The instructors must have demonstrable instructor qualifications and at least 500 flight hours' experience in giving advanced training courses. An additional requirement for the NVG courses is that the instructor has 50 hours' experience in giving courses of this type.

### **14) Personnel**

All personnel involved in the performance of the contract must submit to the Police a Certificate of Good Conduct (Dutch: Verklaring Omtrent het Gedrag) or a certificate that the Police consider to be a comparable guarantee, and an individually signed non-disclosure agreement. The contractor must keep administrative records of this, to which the Police must be given access on request.

### **15) Information security**

The contractor must have effective system and data security in place with effect from the commencement date of the framework agreement or by the time at which the details of the Police (and its personnel) are entered into the contractor's system.

The contractor will not issue any details in this regard to unauthorised personnel of or outside of the Police.

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## 4 Proposed planning schedule

This chapter sets out the proposed planning schedule and how you can express an interest in this contract.

### 4.1 The planning schedule

Publication date for prior information notice on Tenderned.nl	: 10 August 2017
Ultimate date for expressing your interest	: 2 September 2017
Interested parties receive information about the further procedure	: Between 4 and 8 September 2017

### 4.2 Expressing your interest

You can express your interest in Dutch or English by contacting Mr. J. Markus, procurement officer, at [inkooploket@politie.nl](mailto:inkooploket@politie.nl) stating as a reference *Flight academy services/vliegschooldiensten*.

### 4.3 Information

The Police have done their utmost to provide all of the information that is currently relevant. Should you none the less require any additional information, you can contact us as set out above.

The Police act in accordance with the transparency principle, which means that an judgment will be made on whether your question can be answered at this stage and whether your question and answer should be shared with the market or the other interests parties at that time.

Please note that during the subsequent procedure sufficient time will be provided to ask questions about the content of the contract and to request clarifications of the answers given.

