



Pre announcement under SAS Providing access to an EC135 simulator

**Additional
information**

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Niets uit deze uitgave mag worden verveelvoudigd, op geautomatiseerde wijze opgeslagen of openbaar gemaakt in enige vorm of op enigerlei wijze, hetzij elektronisch, mechanisch, door fotokopieën, opnamen of enige andere manier, zonder voorafgaande schriftelijke toestemming van de Politie.

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1. Introduction

The Dutch National Police (after this; cited as 'police'), knows from the European guidelines and the Dutch Laws concerning the procurement (dated since 2012) the obligation to announce possible new tenders in public.

With regard to this assignment specifically related to flight school services, the simplified procedure applies, as described in the laws concerning the procurement dated 2012, in article 2.38 and article 2.39.

The service as such is classified as a specific service, citing: CPV-code 80412000-5.

This advance notice is an invitation for the market in the category "social and specific services procedures". In this specific service looking for offering simulator hours related to the helicopter EC 135. The police expects that the value of this assignment, for the entire duration of the said assignment, amounts more than € 750.000,00, causing that the police is obliged to announce the order publicly by means of a pre-announcement into the market.

The goal of this advance notice is to test the market, if there are parties who are interested to provide the requested service to the police.

An actual offer cannot be not submitted. Interested parties can notify their interest in participation via the Application form as enclosed in TenderNed. The deadline for providing the application form is set on the 20th of November 2018 at 10:00am (CET) This is the only moment in time parties could sign in. Parties who do not respect the deadline, cannot participate in the further progress of the procurement procedure.

Based on the shared interest, the police decides the procurement strategy, namely:

1. In case of 4 or more interested parties; the National/European procurement procedure will be followed with an public invitation on Tenders.nl
2. In case of 2 or 3 concrete interested parties: a negotiation will take place, without further public notification.
3. In case of 1 single interest party, a negotiation will take place, without further public notification.
4. In case of no interest from the market, the assignment will be withdrawn.

Parties which have shown interest will be informed about the competition and consequently about the next steps in the procurement process.

The exchange of information and communication will be held depending on the above mentioned strategy. This can either be via the platform Commerce-hub or in direct contact initiated by the police.

The police maintains the right to withdraw the initiated assignment at any point in time and to start a regular procurement process consequently.

2. Description of the assignment

The aviation department of the police is 24/7 available providing air support and strength with the fight against crime and interventions where needed, as well as the performance of aviation supervision of the domestic and foreign aviation areas.

The air fleet of the police currently exist out of 6 EC135 helicopters and 2 of AgustaWestland AW139. Currently the police has 32 pilots working in service of the police.

The helicopters are based on the headquarters located at Amsterdam Schiphol Airport area. From this location and from the supported areas: "Rotterdam The Hague Airport" and "Vliegbasis Volkel" all the flight movements of the police are organized.

In 2016 the helicopters were positioned 3036 times operational based on the notifications from the control room with the highest priorities. The total number of flight hours was calculated up to: 4644. The main part of those flight hours was set on flying to emergency situations, but also for training, maintaining aviation supervision and transport of intervention teams.

2.1 The assignment

Helicopter pilots will receive, besides the mandatory training (LBT), the operational training enabling them to better perform their duties (OBT). From the management of the Aviation department there is an intention to secure the OBT and LBT training needs in an agreement with one party that can provide for this in a multi-year period.

The initial assignment is the offer of providing simulator hours for the helicopter EC135, in a so called 'dry lease'¹ construction, for the operational based training (OBT).

After a successfully period of 12 months, the Licensed Based Training (LBT) will be added to the contract.

With successful the Police means the following: the SIM is ready for use and approved for LB training, and during the OBT no issues should occur, which will impact the LBT course.

Scope of the assignment

The scope of the assignment is as follow:

- Periodically providing access to the EC135 simulator for the period of 6 years (April 2020 – April 2026) for the OB training;
- Periodically providing access to the EC135 simulator for the period of 5 years (April 2021 - April 2026) for the LB training.

Out of Scope are the following items:

- Providing the pilot education or parts of it;
- Providing other training to employees of the police

Extent of the assignment

The expected number of simulator hours is going to be decided by the operational helicopter pilots by the police.

Depending on the political and/ or administrative decisions, this can be altered accordingly by the airforce department of the police.

Expected hours per year: an estimated 230 hours for OBT and LBT combined. (No rights can be claimed from this estimation).

Endurance of the assignment

The police has the intention to arrange the agreement for a period of 1 year, with options to extend for a maximum of 2 times 4 years.

¹ Dry Lease; Simulator is offered without simulator instructor and/or operator.

2.2 Purpose

The purpose of the simulator training is for the police to comply with the mandatory LBT and OBT training levels. The organization has the desire to select 1 party in the market to provide the simulator opportunity for the next 4 years, depending on the registrations. The key factor is the that the distance from the headquarters (based at Amsterdam Schiphol Airport, Thermiekstraat 2, 1117 BC Amsterdam), is within one hour and half (1,5) driving distance by car.

The underlying motivation for this decision:

- To maintain the standby services (no loss of capacity) of the flight staff.
- In case of a possible large scale incident the pilots, which are in the simulator training at that point in time, can be operational in the Netherlands within the said one and half.

Explicitly it is specified that this assignment is only for the booking of the training hours in the simulator. The police is aware of the fact that the contracted party might even need the time to develop and build the said simulator, and possibly be customized for the special needs of the police. The police will not have any involvement with and therefore no responsibility for the realization of this project.

In addition to the required simulator, the police desires to have a (separate) briefing room with a white board and beamer present.

2.3 Police

For this assignment the police is the contracting authority. For more information about the organization, we refer you to the following website (Dutch language only) <http://www.politie.nl> and for more specific information about the procurement procedures: <http://www.politie.nl/themas/inkoop-en-aanbesteding.html>. (Dutch language only)

3. General and specific aspects of the service

This chapter describes the main content of the service. Depending on the number of participants the police can ask a number clarification questions to be able to determine the degree of suitability of the party.

1) General

The contractor (and everyone the contractor uses for the implementation of the framework agreement) acts with the implementation of the agreement in accordance with Dutch law and the general conditions set by the Dutch government (Algemene Rijksvoorwaarden ARVODI 2016). In the attachment to this notification the conditions can be found, the party does not act with its own terms of sales.

If and when an article from the ARVODI 2016, leads to an insurmountable complication for the contractor, then a change proposal can be submitted (in a procedure to be followed). Substantive assessment of this by the change may be a reason for the police to alter the article in question to a content acceptable to both parties.

The contractor guarantees that the data of the police is not going to be transferred to third parties.

After termination of the agreement all data and all related information about the police, which are excluded from the legal obligation to maintain, transferred to the police, with simultaneously the removal of the digital and / or paper archive.

Information about the Police and its operational management is not used or used in any other way than for the said agreed services. The contractor will in no case report this agreement to any third party.

2) Training content Operational Based Training (OBT)

The starting point OBT session is the training for police specific purposes as stated in the EC-135 P-ALV SOP. The OBT will be done by two pilots simultaneously, in which each pilot acts twice a Pilot Flying (PF) and twice as a Pilot Non Flying (PNF). An OBT session exists out of two days with two flights of two flight hours.

3) Training content Licensed Based Training (LBT)

The starting point of the LBT session is the training of the legal established procedures for the extension of the pilot license. The LBT will be done with one pilot. An LBT session consists out of three days with one pilot, one flight, two flight hours per day.

4) Simulator qualifications

The simulator has to be at least of the level FTD level 3, and must be suited with a cockpit equal to the cockpit as used by the police (FCDS incl. 2xGarmin750). Besides this requirement, the simulator must be approved to be able to provide:

- VFR/IFR type rating training,
- IF training,
- VFR & IFR profchecks.

5) Simulator compatible with night vision equipment

Due to the fact that the police is flying as well in the night hours, the equipment of the simulator need to be suitable to provide this level of support. The police will provide the staff with the night vision goggles.

6) Simulator scenery pakket

The following airports need to be written in detail in the scenery packet of the simulator:

- Schiphol
- Rotterdam
- De Kooy
- Maastricht
- Groningen
- Luik
- Antwerpen
- Oostende
- Niederrhein
- Munster

In the scenery there must also be placed two hospitals with a helicopter deck on the roofs in detail. Location of the hospitals can be either programmable or fixed in the city of Nijmegen and the city The Hague (Den Haag/ 's Gravenhage). In addition, there is a need for two so-called confined locations that must be available in detail as well.

All other Dutch fields, including the so called 'green' areas and military areas serve as a generic airport in the scenery, this also includes the airports in the border areas with Germany and Belgium. Besides the main (larger) cities, motorways and (intercity) railways need to be visible in the scenery, as well as the border areas from Germany and Belgium.

7) Technical support

In order to limit any possible drop-out due to technical faults during the training days of the police, the provider must be able to guarantee that these (minor) faults can be resolved by existing technical staff.

8) Planning

The training calendar for the coming year is determined annually in November. As a result, the training courses are usually ordered prior to the relevant training year. Nevertheless, training courses can be ordered and canceled up to a maximum of 8 weeks prior to the start date of the training.

9) Information security

Per commencement date of the contract or at the latest when the data of (employees of) the Police are included in the system of the contractor, the contractor has achieved adequate system and data security.

The contractor will in no case report this agreement/data to any third party.

4. Additional questions, planning and registration

In this chapter the police provides the estimated schedule and the procedure for registration. In chapter 4.1, additional questions are raised which you need to provide feedback too.

4.1 Additional questions

In addition to completing and submitting the registration form, interested parties are asked to answer the following questions:

1. Give a short description (max ½ A4) about your organization, what your core activities are and your specialism.
2. Do you currently provide a simulator EC135? If yes:
 - a. To whom?
 - b. What is the location? (physical address)
 - c. What kind of serial type / cockpit do you provide?If no: please advise the time planning for realization, the intentional location and what kind of cockpit/type you are planning to build.
3. Do you use any subcontractors, specifically related to building the simulator? In case the answer is 'yes', you need to provide an overview of the contracted parties.
4. What advice / tips do you want to give the police?

You may answer in either the Dutch or the English language.

4.2 Schedule

Date of Publication on Tendered.nl:	The 29 th of October 2018
Deadline for registration and supplying answers to the raised questions	The 20 th of November 2018 10:00 am (CET)
Interested parties receive information about the next steps in the procedure	Between the 27 th and the 29 th of November 2018

4.3 Registration procedure

Interested parties must register in writing via the attached registration form. This can be done either in the Dutch or in the English language. Submissions to be sent to: Angelique Snellenberg, purchaser, with her email address: angelique.snellenberg@politie.nl quoting "Simulator hours EC135 helicopter pilots". In addition, we request you to answer the additional 5 questions as mentioned above in a separate document.

Your application form and answering the additional questions must be sent to angelique.snellenberg@politie.nl by Friday, November 23rd, before 10.00 am. Submissions received after this date and time will not be processed. It is your responsibility to ensure that the police has received your registration in time. Only those parties that register in time are further informed about the further course of the tendering procedure.

4.4 Questions

The police has done their utmost to describe information that is relevant for the moment. If you have any questions about the above, you can ask questions via the above e-mail address until the 5th of November 2018. Questions received after the 5th of November 2018 will not be processed. The police takes into account the principles of transparency. This means that your question(s) will be judged and shared with the market.

4.5 Application form

The application form is uploaded as a separate document in TenderNed. Please note, this file consists of 2 tabs!

