**1.1 Description of the subject-matter of the contract**

**The following is required for the submission of a tender for the procurement of a helicopter:**

1. At the time of signing the framework agreement, the tenderer is required to submit a valid **Type Certificate (TC)** issued by the European Union Aviation Safety Agency (EASA) for the type of helicopter offered.
2. At the time of signing the framework agreement, the tenderer is required to submit an **EASA Type Certificate Data Sheet** for the type of helicopter offered.
3. At the time of signing the framework agreement, the tenderer is required to submit a valid **Supplemental Type Certificate (STC)** issued by EASA or another competent approval authority recognised by EASA for all systems, devices, components or equipment that are or will be installed on the offered helicopter or delivered as part of it and which has an impact on the airworthiness of the helicopter (equipment supplied as "loose equipment" without permanent installation and without impact on airworthiness is not subject to this obligation).
4. The tenderer is required to submit a **Rotorcraft Flight Manual** for the model offered, which provides data equivalent to the technical specifications pursuant to point 5 of the “Description of the subject-matter of the contract” stated in the tender.
5. The tenderer is required to submit the **technical specification of the helicopter**, which shall include a complete and detailed description of all technical and configuration characteristics of the helicopter offered. This document must include at least the following:
   1. Weight data:

* Total weight of the helicopter in its basic configuration (for the purposes of the contract award, the basic configuration is understood to be the helicopter pursuant to point 1 of the part “Required technical configuration of the helicopter” of this Description. The tenderer shall also indicate the weight of the individual items of equipment listed in point 1 of the part "Required technical configuration of the helicopter" of this Description),
* The weight of all systems, devices, components and equipment listed in points 2 and 6 of the part "Required technical configuration of the helicopter" of this Description),
* Maximum take-off weight (MTOW) and payload.
  1. Dimensions and performance parameters:
* External dimensions (length, height, rotor diameter).
* Performance data (speed, range, maximum flight altitude, fuel consumption).
  1. Systems and equipment:
* Detailed description of all installed systems (electrical, hydraulic, avionics).
* List of additional equipment supplied with the helicopter.
  1. Operational and environmental limitations:
* unless specifically specified for a particular equipped helicopter in the RFM (Rotorcraft Flight Manual) in accordance with point 4 of this Description.
  1. Approval and certification information:
* Type certificate and any supplemental type certificates for all installed components and systems.
* Declaration of conformity with the relevant regulatory specifications (e.g. CS-29).

**Objective of the document:** This document must demonstrate that the helicopter offered meets all the requirements of the contracting authority and regulatory standards, and contains sufficient technical data for a comprehensive assessment of the offer. If this information is contained in another document, a reference to that document is acceptable, provided that it is part of the tender and is clearly identifiable.

1. The tenderer is required to submit the **SPO.IDE** checklist **(Annex 1.3 to the competition conditions)** as proof of compliance of the helicopter’s basic configuration with the requirements specified in point 1.2.2 of the part "Required technical configuration of the helicopter" of this Description, whereby the helicopter must meet those items from the checklist that are relevant to the requirements specified in the subject of the contract description as mandatory, and these items must be marked 'yes'.
2. The applicant is obliged to submit a **Mission Analysis document (Annex No. 1.4 to the competition conditions)** completed according to the instructions provided therein, which demonstrates that the offered helicopter, in the configuration and equipment taken into account for the purposes of assessing critical missions, meets the minimum performance characteristics for performing critical missions (point 1.3 of the part "Required technical configuration of the helicopter" of this Description.

The contracting authority will reject any tender whose Mission Analysis document **(Annex No. 1.4 to the competition conditions)** does not meet the above requirements and where the offered machine does not demonstrate the required values in the calculations.

In the event of ambiguity in the calculations, the contracting authority has the right to request a demonstration flight with the helicopter in the required configuration or with an equivalent basic operating weight and maximum take-off weight (MTOW) as the helicopter in its basic configuration.

1. The tenderer is required to submit a proposal for meeting the criteria in the JOSEPHINE electronic communication tool.
2. The tenderer is required to submit a completed Structured Budget in accordance with Annex No. 2 to the tender documentation.

The price offer must include:

* 1. The price of the helicopter in its basic configuration.
  2. A detailed list of additional equipment and services, including their description, technical specifications, and prices of individual items.
  3. Delivery terms: Indication of the estimated delivery time of the helicopter in its basic configuration, additional equipment and services **after the partial contract concluded under the framework agreement enters into force.**

If the unit price submitted by the tenderer in Annex No. 2 to the competition conditions exceeds the value specified in column F, the contracting authority reserves the right to cancel the public procurement procedure on grounds of economy.

If, due to the inclusion of item prices, the tenderer states a price of €0.00 for any item, they are obliged to state the item in which the cost of the zero item is included.

The contracting authority expects the unit price of the helicopter, optional equipment and services to be indexed by a maximum of 4% year-on-year.

1. The tenderer is required to submit the terms and conditions of the **spare parts support programme** based on an hourly rate according to the number of flight hours flown. The terms and conditions must include:
   1. The price structure of the programme, including consideration of the duration of the helicopter warranty;
   2. Programme coverage: Information on what costs are included in the price of the programme (e.g., regular maintenance, repairs of engines, components, and other systems);
   3. Programme maintenance conditions: Requirements for regular maintenance, inspection, and evaluation of the helicopter’s condition necessary for continued operation under the programme;
   4. Restrictions: Any restrictions on the number of flight hours or specific conditions for using the programme;
   5. Conditions for terminating the programme: Stating the conditions under which the programme may be terminated or changed, and what consequences this will have for both parties.
2. The tenderer is required to submit draft **warranty conditions** for the helicopter offered and all its components, including additional equipment. The warranty conditions submitted by the tenderer must meet the minimum warranty requirements specified in point 1.5 of the part “Required technical configuration of the helicopter” of this Description. The warranty conditions must include:
   1. Warranty period
   2. Warranty coverage: Detailed information on what is covered by the warranty (repairs, replacement of parts, service) and what is not.
   3. Service conditions: The manner and conditions under which warranty service and repairs will be performed.
   4. Maintenance requirements: Requirements for regular maintenance that must be met during the warranty period to maintain the validity of the warranty.
   5. Regional conditions: If the warranty applies to specific geographical areas or any restrictions, these must be clearly stated.
3. The tenderer is required to submit a **detailed schedule for the delivery of the helicopter**, which shall include:
   1. The date of manufacture and delivery of the helicopter to the location specified by the contracting authority.
   2. The plan for installation and assembly of equipment (if required).
   3. Schedule for acceptance inspections, tests, and handover of documentation, including certificates and accompanying documents.
   4. Schedule for staff training (if included in the tender).
   5. Final deadline for putting the helicopter into operation, taking into account compliance with all requirements and regulatory standards.

The schedule referred to in point 12 shall be drawn up by the tenderer in relative terms, i.e. in days, weeks or months from the date **when the partial contract concluded under the framework agreement enters into force.** The schedule submitted by the tenderer must not exceed the performance deadlines set out in Annex 1.2 to the competition conditions.

The documents requested by the contracting authority in the “Description of the subject-matter of the contract” will become annexes to the framework agreement concluded with the successful tenderer.

**The tenderer undertakes that the helicopter offered, including all installed or supplied equipment forming part of the helicopter, meets or, at the time of signing the framework agreement, will fully meet the initial airworthiness requirements under Regulation (EU) No 748/ 2012 and continuing airworthiness requirements under Regulation (EU) No 1321/2014, as well as all other applicable certification requirements and standards of the European Union Aviation Safety Agency (EASA).**

**At the same time, the tenderer confirms that all components and systems of the helicopter (including power units, avionics, hydraulic systems, structural elements and other equipment) will be certified and maintained (if applicable) in accordance with the applicable regulations, standards and requirements established by the European Union Aviation Safety Agency (EASA) at the time of signing the framework agreement.**

**All equipment offered must be compatible with the helicopter specified in points 1.1 and 1.2 and with each other. For the purposes of this contract award procedure, mutual compatibility of the accessories offered does not mean the simultaneous installation of all items of optional accessories.**

The tenderer is required to clearly state in their tender whether the helicopter offered meets all relevant requirements. This declaration must be supported by specific references to the relevant documents from the submitted documentation (e.g. Type Certificate, Type Certificate Data Sheet, Rotorcraft Flight Manual, Technical Specification, etc.) where the relevant information is located. References must be precise, ideally indicating the chapter number, page, paragraph or other unambiguous location in the document.

If the required information is not contained in any of the submitted documents, the tenderer is obliged to attach another equivalent document containing this information and to provide a precise reference to its content, including the specific location where the information is found (ideally indicating the chapter number, page, paragraph or other unambiguous location in the document).

The tenderer further undertakes to submit all relevant documents demonstrating compliance with the above requirements, including certificates, attestations, test reports and other evidence of compliance with airworthiness regulations and standards.

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| **Required technical configuration of the helicopter** | | | |
|  | **Requirement** |  | **Demonstration of compliance** |
| **1.** | **Helicopter** | **Compliance**  **(yes/no)** | **Reference to the attached document (chapter, page)** |
| **1.1.** | **Basic requirements and characteristics of the helicopter:** | **N/A** | **N/A** |
| **1.1.1** | **Helicopter characteristics:** | **N/A** | **N/A** |
|  | The helicopter must be new (for the purposes of this public procurement, a newly manufactured helicopter shall be considered to be a helicopter with less than 80 flight hours since manufacture, including all parts and components supplied with or installed on it) multi-engine, with equipment that allows for single-pilot and/or two-pilot operation for all intended activities described in point 1.1.4 in accordance with the issued type certificate. |  |  |
| **1.1.2** | **Type certificate:** | N/A | N/A |
|  | At the time of signing the framework agreement, the helicopter must have an unrestricted type certificate and any supplemental type certificates, if applicable, approved by by the European Aviation Safety Agency (EASA) in accordance with Regulation 748/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations. |  |  |
| **1.1.3** | **Helicopter performance class and performance category:** | N/A | N/A |
|  | The helicopter must meet the requirements for operation in performance class 1 and must have a category A certificate in accordance with Commission Regulation (EU) No 965/ 2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 2018/1139 of the European Parliament and of the Council, and in accordance with the procedures of the International Civil Aviation Organization (ICAO), Annex 6, Part III (Annex 6/ III. - Helicopter Operations) to the Convention on International Civil Aviation. |  |  |
| **1.1.4** | **Operating requirements for the helicopter.** | **N/A** | **N/A** |
|  | The helicopter must be capable of performing the following: | N/A | N/A |
|  | Flight Rules: | N/A | N/A |
|  | * flights performed in accordance with visual flight rules (VFR) during the day and at night; |  |  |
|  | * flights performed in accordance with instrument flight rules (IFR). |  |  |

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|  | Operation type: | N/A | N/A |
|  | * special operation in which the aircraft is used for special operations (SPO), |  |  |
|  | * helicopter operations under VFR at night with a night vision imaging system (NVIS); |  |  |
|  | * helicopter hoist operation (HHO). |  |  |
|  | During the helicopter operation, the following is not considered (see point 1.2.2.2): | N/A | For information |
|  | * flights over water at a distance from land corresponding to more than 10 minutes of flight time at normal cruising speed; | N/A | For information |
|  | * helicopter operations under a helicopter offshore operations permit in accordance with Regulation (EU) 965/2012, Annex V, Subpart K (SPA.HOFO) | N/A | For information |
|  | * helicopter operation at an altitude of 10,000 ft – 13,000 ft for more than 30 minutes, | N/A | For information |
|  | * helicopter operation in expected or actual icing conditions | N/A | For information |
|  | therefore the respective equipment of the helicopter is not required (see point 1.2.2.2) | N/A | For information |
| **1.2** | **Required helicopter configuration** | N/A | N/A |
| **1.2.1** | **The cabin configured:** | N/A | N/A |
|  | * transportation of at least 15 persons; |  |  |
|  | * interphone system for the flight crew; |  |  |
|  | * on-board public address (PA) system; |  |  |
|  | * ventilation and heating of the cockpit and passenger compartment; |  |  |
|  | * cabin lighting; |  |  |
|  | * anchor points in the cabin; |  |  |
| **1.2.2** | **Basic requirements for helicopter equipment:** | N/A | N/A |
| 1.2.2.1 | * The helicopter must comply with the requirements for complex helicopter equipment in accordance with Commission Regulation (EU) No 965/2012, Annex VIII (Part-SPO), Subpart D (Instruments, Data, Equipment), Section II (Helicopters) for the intended types of operation, with the exception of that specified in point 1.2.2.2 |  |  |
|  | * The helicopter must comply with the equipment requirements for the intended types of special operations in accordance with Commission Regulation (EU) No 965/2012, Annex V (Part SPA), Subpart H (Operations with night vision imaging systems), point SPA.NVIS. 110 |  |  |
|  | * The helicopter must comply with the equipment requirements for the intended types of special operations in accordance with Commission Regulation (EU) No 965/2012, Annex V (Part SPA), Subpart I (Helicopter hoist operations), point SPA.HHO.110. |  |  |
| 1.2.2.2 | **With regard to the operational requirements specified in point 1.2.2.1 above, equipment is not required in accordance with:** | N/A | N/A |
|  | * SPO.IDE.H.126 - Additional equipment for single-pilot operation under IFR | N/A | For information |
|  | * SPO.IDE.H.132 - Airborne weather detecting equipment — complex motor-powered helicopters | N/A | For information |
|  | * SPO.IDE.H.133 - Additional equipment for operations in icing conditions at night — complex motor-powered helicopters; | N/A | For information |
|  | * SPO.IDE.H.146 Lightweight flight recorder – not intended for use in commercial operations; | N/A | For information |
|  | * SPO.IDE.H.150 Data link recording; | N/A | For information |
|  | * SPO.IDE.H.175 Supplemental oxygen — non-pressurised helicopters; | N/A | For information |
|  | * SPO.IDE.H.197 Life-jackets — complex motor-powered helicopters; | N/A | For information |
|  | * SPO.IDE.H.198 Survival suits — complex motor-powered helicopters; | N/A | For information |
|  | * SPO.IDE.H.199 Life-rafts, survival ELTs and survival equipment on extended overwater flights — complex motor-powered helicopters; | N/A | For information |
|  | * SPO.IDE.H.200 Survival equipment; | N/A | For information |
|  | * SPO.IDE.H.202 Helicopters certified for operating on water — miscellaneous equipment; | N/A | For information |
|  | * SPO.IDE.H.203 All helicopters on flights over water — ditching | N/A | For information |
| **1.2.3** | **Required instrumentation and on-board equipment** | N/A | N/A |
|  | * radio altimeter; |  |  |
|  | * moving map system with the option of displaying streets on a separate display unit; |  |  |
| **1.2.4** | **Equipment for the performance of missions:** | N/A | N/A |
|  | * Cargo hook with a minimum load capacity of 3600 kg and pre-installation for connection to the Bambi Bucket / Bambi Max fire-fighting system with the option of using a wetting agent. The cargo hook must comply with the requirements of Commission Regulation (EU) No 965/2012 in accordance with Annex VIII to that Regulation (Part SPO), Subpart E (Specific Requirements) – Section I / Helicopter external sling load operations (HESLO). |  |  |
|  | * On-board hoist equipment (on-board winch) with a minimum load capacity of 250 kg certified for flights with external human cargo, which must comply with the requirements of Commission Regulation (EU) No. 965/ 2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 2018/1139 of the European Parliament and of the Council for operations under specific permits in accordance with Annex V to that Regulation (Part SPA) – Subpart I / Helicopter hoist operations (HHO); |  |  |
|  | * Step bars for the crew and passengers. |  |  |
|  | * Pre-installation for fast roping and rappelling system on at least one side of the helicopter; |  |  |
|  | * Pre-installation for mounting a searchlight; |  |  |
|  | * Pre-installation for mounting thermal imaging equipment |  |  |
|  | * Pre-installation for mounting operator station in the passenger compartment, including preparation for operator seat with the possibility to record data from the thermal imaging equipment; |  |  |
|  | * Pre-installation for medical transport equipment (EMS) |  |  |
|  | * Ground tools/equipment for handling and moving the helicopter. |  |  |
| **1.3** | **Minimum performance characteristics of the helicopter with regard to the fulfilment of critical missions** | N/A | N/A |
|  | A helicopter specified and equipped in accordance with points 1.1-1.2 must be capable of performing the following critical missions without the possibility of an intermediate landing to refuel with a crew consisting of a pilot and operator (each weighing 85 kg): | N/A | N/A |
|  | * It must be capable of flying to an intervention site 90NM away from the take-off site, perform operations at this location with a load weighing 3100 kg for a minimum of 90 minutes (acceptable tolerance -5%) and then fly a distance of at least 60NM and land with a 20-minute final fuel reserve (conditions: ISA +10 C, take-off and landing altitude 300 m above sea level/flight altitude 600 m above sea level). |  |  |
|  | * It must be capable of transporting 15 persons (each weighing 100 kg) over a distance of 280 NM and landing with a final fuel reserve of 30 minutes (conditions: ISA +10 C, take-off and landing altitude 300 m above sea level / flight altitude 600 m above sea level) |  |  |
|  | * The helicopter must be capable of hovering without the influence of ground effect when using an external sling device and HHO (conditions: ISA, flight altitude 2700 m above sea level) |  |  |

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| **1.4.** | **Documentation** | N/A | N/A |
| 1.4.1. | Technical documentation of the helicopter to the prescribed extent: | N/A | N/A |
|  | * technical documentation for the helicopter and power units, |  |  |
|  | * spare parts catalogue, |  |  |
|  | * electrical diagrams for power supply and instrumentation, |  |  |
|  | * descriptions of special equipment, |  |  |
|  | * technical maintenance and installation manuals, |  |  |
|  | * flight manual, |  |  |
|  | * master minimum equipment list (MMEL), |  |  |
|  | * list of service bulletins and change service, |  |  |
|  | * all documents necessary for registering the helicopter in the Slovak Republic’s aircraft register, |  |  |
|  | * copies of noise certificates, export certificate, type certificate, technical data and radio equipment data, |  |  |
|  | * Software for online monitoring of all service data (Maintenance Data) based on helicopter documentation, which is protected by encryption and a password. |  |  |
|  | * the tenderer is required to submit descriptions and technical data of the engines offered and additional information materials in the tender. |  |  |
|  | * language of the required documentation: English. |  |  |
|  | Requirements for the submission of documentation:   * 2 copies in the case of paper documents * 2 unique accesses in the case of electronic documents   The tenderer acknowledges that the contracting authority is also required to provide the submitted documentation to the National Supervisory Authority in accordance with a special regulation. |  |  |
|  | The price of the helicopter also includes documentation updates, change service, and bulletin delivery for a period of 4 years from the date the helicopter is put into operation (if these documents are updated). |  |  |
| 1.4.2. | The tenderer shall specify in the tender (in the list):   * a complete list of the documentation offered, which will be delivered with the helicopter. * the method of updating the documentation. | N/A | N/A |

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| **1.5** | **Warranty** | N/A | N/A |
| 1.5.1 | The contracting authority requires a warranty of at least 36 months or 2,000 flight hours, whichever comes first, for the helicopter without any additional or optional equipment installed. | N/A | N/A |
| 1.5.2 | The contracting authority requires a warranty of at least 12 months for additional and optional equipment, accessories, tools, ground equipment, and diagnostic equipment. | N/A | N/A |
| 1.5.3 | The tenderer is obliged to state the deadlines for the removal of defects in the subject of performance in the warranty conditions. The minimum requirements of the contracting authority are as follows:   1. a defect leading to AOG status (a defect preventing safe or approved operation of the helicopter):  * start resolving the defect immediately, no later than 24 hours from its notification, * remove the defect or ensure an airworthy state no later than within 15 calendar days, unless the technological process approved by the manufacturer requires a longer period;  1. a defect not leading to AOG status (defect allowing continuation of approved operation subject to the application of approved operational restrictions):  * remove the defect no later than within 30 calendar days; * if during this period, due to the exhaustion of the conditions and time limits for continued operation with non-functional systems or equipment, further operation of the helicopter becomes inadmissible and the helicopter enters AOG status, the regime under point (a) shall apply from the date of occurrence of this status.   Specific procedures and deadlines for removing defects will be regulated in the manufacturer’s warranty conditions and in the partial contract. | N/A | N/A |
| **1.6.** | **Staff training** | N/A | N/A |
|  | The tenderer shall provide training for obtaining type rating for helicopters for: | N/A | N/A |
|  | * at least two type training courses for flight crew in accordance with Regulation (EU) 1178/2011, |  |  |
|  | * at least two type training courses for technical personnel – airframe/engine in accordance with Regulation (EU) 1321/2014, |  |  |
|  | * at least one type training course for technical personnel – avionics in accordance with Regulation (EU) 1321/2014, |  |  |
| **1.7.** | **Technical support at the operating site** | N/A | N/A |
|  | Technical support at the helicopter operating site – one technical representative trained by the manufacturer for the given helicopter type for a period of 40 man-days (minimum 8 hours per day).  Note: The costs associated with accommodation and transport of the dedicated employee shall be borne by the contracting authority. |  |  |

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| **Required technical specifications for optional equipment and services for helicopters of the Ministry of Interior of the Slovak Republic** | | | |
|  | **Requirement** |  | **Demonstration of compliance** |
| **2.** | **Optional equipment and optional services** | **Compliance**  **(yes/no)** | **Reference to the attached document (chapter, page)** |
|  | * The tenderer shall submit a completed itemized budget for additional equipment in accordance with these technical specifications and Annex No. 2 to the tender documentation. | N/A | N/A |
| **2.1.** | **Searchlight** for lighting and marking objects on the ground. | N/A | N/A |
|  | The design must minimise the possibility of mechanical damage to control and power components. It must meet the following requirements: | N/A | N/A |
|  | * the searchlight must have two electrically controllable axes, |  |  |
|  | * minimum luminous intensity of 20 million candelas, |  |  |
|  | * it must have an infrared filter (IR) controlled from the helicopter cabin, |  |  |
|  | * it must be compatible with NVG, |  |  |
|  | * the delivery includes documentation for installation, operation and maintenance |  |  |
|  | * the installation of the searchlight, commissioning and crew training is included in the price of the equipment delivery |  |  |
| **2.2.** | **Electro-optical system / EOS** | N/A | N/A |
|  | The system must be equipped with the following functionalities: | N/A | N/A |
|  | * system of display of basic flight and navigation information, |  |  |
|  | * means for video/audio connection with ground based equipment, |  |  |
|  | * the equipment must be stabilised in four axes |  |  |
|  | * generation III and higher with manual and automatic focusing, |  |  |
|  | The system must contain at least the following electro-optical system modes: | N/A | N/A |
|  | * thermal imager, |  |  |
|  | * daylight, |  |  |
|  | * low light |  |  |
|  | * laser range finder. |  |  |
|  | The thermal imager sensor must meet the following requirements: | N/A | N/A |
|  | * Active sensor with a minimum resolution of 1280 x 720 pixels |  |  |
|  | * image magnification in IR mode at least 10x, |  |  |
|  | The daylight sensor must meet the following requirements: | N/A | N/A |
|  | image magnification must be at least 60x, |  |  |
|  | * Active sensor with a minimum resolution of 1920 x 1080 pixels |  |  |
|  | The daylight sensor must meet the following requirements: | N/A | N/A |
|  | * image magnification must be at least 40x, |  |  |
|  | * active sensor with a minimum resolution of 640 x 480 pixels |  |  |
|  | The laser range finder sensor must meet the following requirements: | N/A | N/A |
|  | * capable of measuring at least 15km, safe for contact with the eye |  |  |
|  | The delivery includes documentation for installation, operation and maintenance |  |  |
|  | The installation of the electro-optical system, commissioning and crew training is included in the price of the equipment |  |  |
| **2.3.** | **Electro-optical system operator station in the passenger compartment.** | N/A | N/A |
|  | Electro-optical system operator station in the passenger compartment must meet the following requirements: | N/A | N/A |
|  | * it must have a modular design that can be easily removed from the helicopter and used depending on the type of activity performed, |  |  |
|  | * cabling and connections must be removable from the helicopter airframe, as well as all external devices, |  |  |
|  | * all installation connections must have a separate electrical bus and a separate switch panel, |  |  |
|  | The electro-optical system operator station must include: | N/A | N/A |
|  | * electro-optical system control panel, |  |  |
|  | * one or two latest-generation multifunctional screens designed to display images from the electro-optical system, |  |  |
|  | * connection to the helicopter’s communication network (communication between crew members) |  |  |
|  | * digital recording devices and their control panels. |  |  |
|  | * Sliding operator seat |  |  |
|  | The multifunctional screens will be designed to display images from the electro-optical system and must meet the following requirements: | N/A | N/A |
|  | * they must be readable in daylight by changing brightness, with colour and grey-scale capabilities, |  |  |
|  | * they must allow viewing of the selected camera image, picture-in-picture |  |  |
|  | * the screen size must be at least 21 inches |  |  |
|  | * they must be suitable for operation with NVG |  |  |
|  | The digital recording device must meet the following requirements: | N/A | N/A |
|  | * it must be intended for use in the helicopter, |  |  |
|  | * it must provide recording of digital video format in minimum HD quality (1080p), |  |  |
|  | * recording storage must be with a recording length of at least 4:00 hours, |  |  |
|  | * the recording device must be capable of recording images from the operator's multifunctional screens, picture-in-picture, of the electro-optical system. |  |  |
|  | The delivery includes documentation for installation, operation and maintenance |  |  |
|  | The installation of the thermal imaging equipment operator station, commissioning and crew training is included in the price of the equipment |  |  |
| **2.4.** | **On-board diagnostic and test equipment:** | N/A | N/A |
|  | Diagnostic equipment and software for data evaluation (CVFDR), which allows data evaluation by the operator, |  |  |
|  | * the diagnostic equipment must include the supply of all necessary adapters and software. To this end, the tenderer shall provide complete lists of the subject sets in the maximum possible configuration, which will at least include the name of the relevant flight and technical data registration component. |  |  |
|  | * The diagnostic and test equipment of this part of the tender documentation must also include the update of the subject documentation necessary for the evaluation of all data during 4 years of operation and the training of the contracting authority’s technical staff to work with the equipment. |  |  |
| **2.5** | **Tools, ground equipment and diagnostic equipment:** | N/A | N/A |
| 2.5.1 | * tools prescribed by the helicopter maintenance manual up to the level of 300 flight hours or until the first higher / comprehensive planned inspection (the contracting authority requires to submit a list of tools prescribed by the manufacturer together with the unit prices of the relevant tools expressed in € exclusive of VAT. The contracting authority reserves the right to include in the scope of performance under the partial contract the tools prescribed by the manufacturer exclusively according to the current needs and budgetary possibilities of the contracting authority. |  |  |
| 2.5.2 | * ground equipment prescribed by the helicopter maintenance manual up to the level of 300 flight hours or until the first higher / comprehensive planned inspection (the contracting authority requires to submit a list of ground equipment prescribed by the manufacturer together with the unit prices of the relevant equipment expressed in € exclusive of VAT. The contracting authority reserves the right to include in the scope of performance under the partial contract the ground equipment prescribed by the manufacturer exclusively according to the current needs and budgetary possibilities of the contracting authority. ) |  |  |
| 2.5.3 | * diagnostic equipment prescribed by the helicopter maintenance manual necessary for helicopter maintenance up to the level of 300 flight hours or until the first higher / comprehensive planned inspection (the contracting authority requires to submit a list of diagnostic equipment prescribed by the maintenance manual together with the unit prices of the relevant diagnostic equipment expressed in € exclusive of VAT. The contracting authority reserves the right to include in the scope of performance under the partial contract the diagnostic equipment prescribed by the maintenance manual exclusively according to the current needs and budgetary possibilities of the contracting authority. ) |  |  |
| **2.6.** | **Other compulsory equipment:** | N/A | N/A |
| 2.6.1 | Fast roping and rappelling system; including assembly: | N/A | N/A |
| 2.6.1.1 | * Removable parts of the fast roping system |  |  |
| 2.6.1.2 | * Removable parts of the rappelling system |  |  |
| 2.6.2 | Wire strike protection | N/A | N/A |
| 2.6.2.1 | * Pre-installation for wire strike protection; including assembly |  |  |
| 2.6.2.2 | * Removable parts for wire strike protection; including assembly |  |  |
| 2.6.3 | Traffic collision avoidance system TCAS or equivalent; including assembly |  |  |
| 2.6.4 | Ground proximity warning system (GPWS/EGPWS/HTAWS); including assembly |  |  |
| 2.6.5 | Weather radar, including assembly |  |  |
| 2.6.6 | Windshield wiper, including assembly |  |  |
| 2.6.7 | Equipment for medical transport of 2 patients (EMS) with quick reconfiguration capability, including assembly (if required) |  |  |
| 2.6.8 | Equipment for medical transport of 3 patients (EMS) with quick reconfiguration capability, including assembly (if required) |  |  |
| 2.6.9 | Fire-extinguishing set Bambi Bucket/Bambi Max. with a minimum capacity of 3000 litres |  |  |

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| **3.** | **Training, personnel providing training and testing** | **Compliance**  **(yes/no)** | **Reference to the attached document (chapter, page)** |
| **3.1** | **For this purpose, the tenderer shall provide a general outline of the following in the tender (in the list):** | N/A | N/A |
|  | * training providers, including the scope of their authorisation approved by the relevant aviation authority, |  |  |
|  | * recommended types of theoretical training, or training of target groups, |  |  |
|  | * recommended types of practical training, full flight simulator, training of the contracting authority’s aviation personnel, |  |  |
|  | * time requirement/type of training, |  |  |
|  | * required periodicity of training/type of training, |  |  |
|  | * preliminary qualification requirements of participants/type of training. |  |  |
|  | * the draft training plan prepared by the tenderer, points (3.2 - 3.7) must be discussed and approved by the contracting authority. The discussion and approval of the submitted draft training plan will take place within 10 working days of its submission. The tenderer may begin the training itself only after the training plan has been approved by the contracting authority. |  |  |
|  | * The tenderer, within the framework of the implemented training will provide each participant with training material in English. |  |  |
| **3.2** | **Flight crew training** beyond the training specified in point 1.6 | N/A | N/A |
| 3.2.1 | Pilot training to obtain a type rating in accordance with Regulation (EU) 1178/2011 (VFR). |  |  |
| 3.2.2 | Extension of the pilot’s type rating according to point 3.2.1 to single/multi-pilot operations in accordance with Regulation (EU) No. 1178/2011 according to the type of training completed. |  |  |
| 3.2.3 | Initial NVIS training for a new helicopter type | N/A | N/A |
| 3.2.3.1 | * Initial NVIS pilot training for a new helicopter type (obtaining qualification for flights in familiar areas) |  |  |
| 3.2.3.2 | * Initial NVIS pilot training for a new helicopter type (extending the qualification for flights in unfamiliar areas) |  |  |
| 3.2.4 | NVIS conversion training for a new helicopter type (including flying in unfamiliar areas) |  |  |
| 3.2.5 | Fire-fighting training |  |  |
| 3.2.6 | Training with helicopter hoist equipment (HHO) | N/A | N/A |
| 3.2.6.1 | * for pilots with no previous experience |  |  |
| 3.2.6.2 | * for pilots with previous experience |  |  |
| 3.2.7 | Training for external sling load operations (HESLO) | N/A | N/A |
| 3.2.7.1 | * for pilots with no previous experience |  |  |
| 3.2.7.2 | * for pilots with previous experience |  |  |
| 3.2.8 | Type Rating Instructor (TRI) training in accordance with Regulation (EU) 1178/2011. | N/A | N/A |
| 3.2.8.1 | * training for obtaining a type rating instructor (TRI) certificate in accordance with Regulation (EU) 1178/2011. |  |  |
| 3.2.8.2 | * training for extending a type rating instructor (TRI) certificate in accordance with Regulation (EU) 1178/2011. |  |  |

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| **3.3** | **Training for technical crew members** | N/A | N/A |
| 3.3.1 | * training with helicopter hoist equipment (HHO) |  |  |
| 3.3.2 | * training for external sling load operations (HESLO) |  |  |
| **3.4** | **Training for the general familiarisation with the type** |  |  |
|  | Training at least at a level equivalent to Part 66 of Regulation (EU) 1321/2014, Appendix III, Level 1 General Familiarisation and provided by an organisation approved under Part 147, the manufacturer or any other organisation accepted by the Slovak Transport Authority (course min. 10 max 15 persons). |  |  |
| **3.5** | **Flight engineer type rating** beyond the training specified in point 1.6 |  |  |
|  | All training in this subsection must be provided in accordance with Regulation (EU) 1321/2014. |  |  |
| 3.5.1 | Type training of technical personnel - airframe / engine |  |  |
| 3.5.2 | Type training of technical personnel - avionics |  |  |
| 3.5.3 | Type training of technical personnel - category C |  |  |

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| **4.** | **Spare parts and maintenance** | **Compliance**  **(yes/no)** | **Reference to the attached document (chapter, page)** |
|  | Support programmes must be designed for aircraft maintained in accordance with Regulation (EU) 1321/2014. |  |  |
| **4.1** | **Spare parts support program based on an hourly rate** for five years of operation with an expected flight time of up to 250 flight hours per year. | N/A | N/A |
|  | The programme must include/cover: | N/A | N/A |
|  | * dynamic components, main and tail rotor blades, equipment included in the basic configuration of the helicopter as well as mission equipment supplied with the helicopter |  |  |
|  | * spare parts for planned and unplanned maintenance operations (events) |  |  |
|  | * supply of non-repairable spare parts, |  |  |
|  | * parts outside the tolerance for release to service |  |  |
|  | * supply of spare parts for those items that have reached the mandatory service life limit, |  |  |
|  | * supply of spare parts for those items that have reached the time between overhauls (TBO), |  |  |
|  | * supply of spare parts for the application of technical bulletins for maintaining airworthiness |  |  |
| **4.2** | **A set of spare parts for the helicopter** | N/A | N/A |
|  | * **A set of spare parts for the helicopter** prescribed by the helicopter maintenance manual up to the level of 300 flight hours or the first higher / complex planned maintenance with an expected flight time of up to 250 flight hours per year. (The contracting authority requires the submission of a list of spare parts prescribed by the maintenance manual with unit prices expressed in € exclusive of VAT. The contracting authority reserves the right to include in the scope of performance under the partial contract the parts prescribed by the maintenance manual exclusively according to the current needs and budgetary possibilities of the contracting authority. ) |  |  |
| **5.** | **Software** | **Compliance**  **(yes/no)** | **Reference to the attached document (chapter, page)** |
| 5.1 | Navigation database covering the EU for a period of 4 years |  |  |
| 5.2 | Map data for a moving map covering the Slovak Republic at street address level updated for a period of 4 years |  |  |

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| **6.** | **Non-compulsory equipment and services, if available** | **Compliance**  **(yes/no)** | **Reference to the attached document (chapter, page)** |
| 6.1 | Engine protection against the ingestion of solid particles (flights in dusty environments), including assembly |  |  |
| 6.2 | Auxiliary internal fuel tanks providing an increase in fuel capacity of at least 10% above the volume of fuel tanks supplied in the basic configuration of the helicopter according to point 1. |  |  |
| 6.3 | Pre-installation for a handheld radio station used by units of the Fire and Rescue Corps and the Mountain Rescue Service. Technical solution including assembly and EASA certification, if required. The pre-installation must contain:   * An external antenna with a frequency range of 100 MHz to 500 MHz. * Electrical power supply to connect the adapter to the handheld radio station, * Possibility of connecting the handheld radio station to the helicopter intercom. |  |  |
| 6.4 | Pre-installation for lightweight removable seats in the passenger compartment |  |  |
| 6.5 | Lightweight removable seats in the passenger compartment (for minimum 10 and maximum 15 passengers) |  |  |
| 6.6 | Autopilot mode allowing automatic transition to and maintenance of hover mode |  |  |
| 6.7 | Training of fire-fighting activities for technical crew members |  |  |