

Supply of airborne ISR equipment

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CATEGORIES	QUESTIONS	ANSWERS
1-documentation	Your document Annex 6.6 starts on page 2. Does Page 1 contain any information?	Page 1 of Annex 6.6.Technical Details is a cover page, there is no information.
1-suppliers/subcontractors	Regarding subcontracting, it is expected that subcontractors meet the same eligibility criteria. We understand that subcontractors must provide the following 5 documents: signed NDA, completed-signed anti-corruption question, certificate of non-initiation of judicial recovery procedure, civil liability certificate, certificate of non-presence in the list of sanctions of the EU	Subcontractors must indeed meet the same criteria, in particular non-presence in the EU sanctions list, eligibility of nationality (CML country if applicable to the equipment) and respect of confidentiality obligations (as such an NDA must be signed between you and them prior to any communication of information). However, it is not obligatory to provide us with the documents that you cite at the stage of the offer, it will be up to the selected service provider to guarantee, under its responsibility, this eligibility throughout the duration of the contract and to provide these elements at the signature of the contract (in particular a certificate of nationality of subcontractors).
1-suppliers/subcontractors	We need to have our suppliers (with whom we work under NDA) confirm that their ISR/comms equipment complies with your requirements. Are we authorized to send them an extract of the requirements (only those concerning their equipment) without specifying the "end-user"? The identity of the end-user and the framework (EU assistance measure) will be provided to them in a second step when asking them for a quotation in order to ensure that there is no "export control" restriction.	Yes, you can send them an extract (limited to the requirements that directly concern them) with the precautions mentioned in your question, as long as this transmission is carried out on a strictly confidential basis (NDA) and exclusively for the purposes of developing your offer
2-aircraft	When you talk about motor potential at 2/3, what means do you put in place to check the motor potential? Is there an expertise and/or boroscopy from the engine manufacturer?	Taking into account the time between overhaul
2-aircraft	We never talk about the maximum number of flight hours that the plane must have at the time of delivery to Cotonou. Is a used plane several years old still eligible?	Yes, it is still eligible if the plane is up to date with maintenance but this may be a differentiator
2-aircraft	Are there limits on the number of cycles? Is there a limit regarding the airframe, landing gear, propeller, etc.? at the time of delivery	No limits but this may be a differentiator
2-aircraft	Can the aircraft be delivered without airworthiness monitoring carried out according to EASA rules? Must the proposed aircraft have been subject to an airworthiness monitoring procedure according to European rules and EASA rules?	No, the plane must be certified and monitored by EASA
2-aircraft	Can the aircraft be delivered without some visibility into planned obsolescence?	If they exist they must be described
2-aircraft	Are there any requirements on the aircraft navigation system? Garmin 500? Garmin 1000? Garmin 1000 NXI? Pendulums? Qualities and performance of the autopilot?	The aircraft must be IFR qualified with EFIS but this may be a differentiator
2-aircraft	Transfer of airworthiness monitoring, tred monitoring --> do you have a process?	As of today , there is no pre-defined process
2-aircraft	Does the aircraft need to be EASA certified in a Special Termination Technical Configuration (STC)? Must the work to integrate equipment into the aircraft comply with European standards (STC EASA).	The plane must be certified by EASA; the STC as well
2-aircraft	The desired aircraft type is the Cessna 208 or the Kodiak 100. These 2 types of aircraft are produced in the USA. How should we understand the rule in §5.2 on equipment from CML countries. Does this rule only apply to sensors or communications means?	The aircraft must be an aircraft of the following "type" : C208 Caravan or Kodiak 100 (or similar); this rule in 5.2 is for military equipment the plane remains a civilian aircraft
2-aircraft	Expected performance of the aircraft based on the operational needs of the country? information on the required autonomy, the min / max range required depending on the operational conditions and the configuration? What is the requested play time once the plane is in the area and at what speed, what altitude and in what configuration?	the performance expected is the one of a Caravan or Kodiak 100 or similar "type" of aircraft
3-accessories	Should the equipment offered be new or second-hand? Guarantees? Specific maintenance tools?	New equipment, warranty and MCO until the end of the assistance mesure
3-accessories	Optronic ball, are there minimum performances (DRI criteria, Johnson criteria) to be held against NATO listed targets (tank or man), day and night, at a certain altitude, in certain conditions visibility?	The fields of each optronic sensor have been defined in the specifications
3-accessories	Can you clarify the term 15-inch "range"?	For example Trakka 375, Wescam MX15CMOS, Euroflir 410

3-accessories	What about equipment support over time? Are there any requirements in this area?	warranties + MCO from delivery until the end of the assistance mesure
3-accessories	What is the final configuration of the aircraft desired by the end customer?	Not relevant
3-accessories	Should we plan for the integration and EASA certification of other equipment such as a SAR radar which could be delivered and mounted on the aircraft at a later stage?	As described in the specifications
3-accessories	Mission system, Are there any requirements on the mission console? Are there any requirements on C2 (command & control)? Should we provide reserves for future equipment integrations?	System preferably in French language with reservation for integration of future radar data
3-accessories	Air-to-ground data transmission. The optical range depends on the flight altitude, at what altitude should we calculate the distance to which the system must cover? Is there a minimum distance?	Flight Level 120, distance 200km
3-accessories	Data Transmission Protection: Are there any requirements?	It is up to the the candidate to propose a solution
3-accessories	Ground reception system. Are there any requirements?	It is up to the the candidate to propose a solution
3-accessories	Storage system: Are there any requirements? Duration of storage, type of storage means? Should there be a possibility of destroying recorded data in the event of an emergency?	It is up to the the candidate to propose a solution
3-accessories	How to extract the data once on the ground?	It is up to the the candidate to propose a solution
3-accessories	Can you clarify the requirement for air to ground transmission device. We understand that it is necessary to provide a transmitting device on the aircraft, 2 receiving devices on the ground for 2 command centers and 10 tactical tablets for receiving the video feed near the aircraft. Is it correct ?	Yes, the device must be able to transmit 200km at flight level 120 to the centers and in Line Of Sight to the tablets
4-delivery	Constraints from the ANAC authorities of Benin during the integration/transfer of ownership in Cotonou?	The plane will be registered in Benin by the Beninese authorities following their own reglementation .
4-delivery	For security/discretion reasons, does the plane have to be "resilhouetted", civilian appearance, sensors, etc.?	This is not part of the requirements, the service provider may make proposals
4-delivery	Concerning the export control process for the selected service provider, is the purchaser DCI (which in turn will carry out a transfer process to the FAB) or the FAB?	The European Union has entrusted DCI with the implementation of the measure and DCI organizes the acquisition by the FAB: ownership will pass directly from the selected service provider to the FAB upon signature of the delivery certificate
5-maintenance	Spare parts maintenance kit for 1000 hours of flights. Type of release documents required? In the context of equipment, what type of "release" is requested (new, repair, overhaul, inspection, etc.)? are there any recommendations on the date of the tags? There is no concept of ingredients (fluid, grease, etc.), tools? GSE?	Preventive and curative maintenance must be carried out until the end of the assistance measure. the Maintenance Kit, spare parts, ingredients and tools must be provided, up to 1000 flight hours
5-maintenance	Concerning the MCO of the aircraft and ISR equipment: we understand that the service provider must provide a batch of spares for the aircraft conforming to the detailed specification. This point is very clear. We understand that the service provider must ensure the MCO of ISR sensors until 12/13/2025. Is it correct ?. We understand that the service provider must ensure maintenance (excluding engine, propeller, major avionics) of the aircraft for 5 cycles of 200 hours?	Preventive and curative maintenance of the aircraft must be carried out until the end of the assistance measure (including for the ISR equipement, the engine, the propeller and major avionics) until the end of the asistance measure. The Maintenance Kit, spare parts, ingredients and tools must be provided, up to 1000 flight hours
6-warranty	Transfer of warranty you want (plane, engine, sensors)?	warranty of 1 year minimum (on the Aircraft, the engine, ISR equipment) with transfer of all manufacturer warranties that are longer than 1 year / MCO until the end of the mesure
7-training	Staff training needs. Pilots, mission operators, mechanics. How will the transition go once the plane is in Benin? Should a skills/training transfer period be planned?	Training is not requested in the Specifications
7-training	No requirements for initial training of personnel on the aircraft and its mission system are mentioned: Are there any special requests?	Training is not requested in the Specifications
7-training	Should operational training be provided once the aircraft has been delivered and initial training has been carried out? If so, how long should this operational training take?	Training is not requested in the Specifications
7-training	Do you confirm that the only training service expected is that of "train the trainer" for the 15-inch camera?	We are expecting "train the trainer" training for the optronic sensor and initial training for the mission systems, comint VUHF and the IMSIcatcher.