*Appendix No. 1A to the Request for Quotation:*

*Detailed description of the subject matter of the planned contract*

**DETAILED DESCRIPTION OF THE SUBJECT MATTER OF
THE PLANNED CONTRACT (AIRCRAFT)**

1. **Purpose of the subject matter of the contract:**

The subject of the planned contract is the provision of non-scheduled air transport services, with two multi-purpose aircraft and one aircraft for medical operations (MEDEVAC) constant­ly available and ready for air transport, together with the provision of a medical equipment sto­rage service at the airport.

Air transport services shall be provided for the following purposes:

1. passenger and freight transport,
2. medical operations.

The implementation of the subject of the planned contract is covered by the grant project "Development and Maintenance of rescEU Transport and Logistics Capacities in Poland", Project no: 101105145 and follows within the framework of the Union Civil Protection Mechanism (UCPM). The UCPM is a system for coordinating rescue and humanitarian assistance in the event of natural and man-made disasters, the scale and nature of which exceeds the response capacity of the affected country, also due to the country's current struggle against other threats. The main objective of the UCPM is to provide highly specialised assistance to prevent and respond to natural and man-made disasters. The air transport services covered by the planned contract will therefore be carried out under very high time pressure and under difficult conditions. The Contracting Authority does not rule out that the destinations of the air transport will also be in countries of armed conflict.

Bearing in mind the purpose of the subject matter of the contract, determined by the objectives of the Project, the Contracting Authority:

1. requires aircraft to be permanently available and ready for use for air transport from the date of award of the public contract (subject to the period during which the aircraft are ready for use – cf. below) up to and including 30 September 2026,
2. is not in a position to determine whether, and if so, in what timeframe the Contractor will provide air transport services; the Contracting Authority assumes that air transport services will be provided at the following rate: **400 flight hours per aircraft per year**, subject to:
3. that block hours not used in a given year may be used in subsequent years of the awarded contract; the Contracting Authority notes, however, that during the term of the awarded contract, the Contracting Authority may also fail to report updates on the readiness of aircraft for use; the failure to commission the Contractor to provide air transport services during the term of the awarded contract shall not give rise to any claims on the part of the Contractor, including claims for lost profits;
4. the possibility of increasing the number of block hours during the term of the public contract by a further 400 flight hours per aircraft per year (right of option).
5. **General requirements and technical parameters of aircraft:**
6. **Multi-purpose aircraft:**

The Contractor shall maintain two aircraft available and ready for use:

1. for:
2. transport of persons (e.g. as part of consular evacuation, repatriation, deployment of teams and modules of other capabilities),
3. cargo transport,
4. meeting the following requirements (each aircraft):
5. medium-range flight capability without refuelling (Europe + neighbourhood),
6. capacity to carry at least 65 persons (passengers – the number does not include the Contractor's staff) and/or a minimum payload of 19 tonnes,
7. autonomy in terms of logistical/operational support (ensuring adequate logistical support such as loading/unloading, in accordance with the procedures in force at the point of take-off/landing),
8. ability to set off for action no later than **12 hours** after notification of the need to use the aircraft by the Contracting Authority,
9. capability to complete a flight of approx. 4,000 km, with 5 tonnes of payload, without refuelling,
10. possibility, if necessary, to transport special goods in accordance with the relevant international standards; the Contracting Authority allows the transport of, in particular, the following goods: medical products (including vaccines requiring temperature control), organs/organs for transplantation, medical equipment, food (including perishables), small technical equipment, including equipment specific to CBRN risks, electronic equipment (computers etc.), wet cargo (e.g. chemicals), armaments (exclu­ding explosives and ammunition); the Contracting Authority also allows the transport of human corpse and/or animal corpse,
11. with the following minimum and/or maximum technical characteristics (each aircraft):
* length [m]: 39-63
* height [m]: 12-18
* span [m]: 35-61
* hull diameter [m]: 3-6
* maximum take-off weight [kg]: 75,000-255,000
* cruising speed [km/h]: 800-950
* range [km]: 5,500-14,500
* max. fuel [kg]: 20,000-102,000
* service ceiling [m]: 12,000-13,500
1. period of preparation of aircraft for use under the public contract: **3 months.**
2. **Aircraft designed for medical operations:**

The Contractor shall maintain one aircraft available and ready for use:

1. for medical operations and patient transport (MEDEVAC),
2. meeting the following requirements:
3. ability to set off for action no later than **24 hours** after notification of the need to use the aircraft by the Contracting Authority,
4. provide for at least two fixed passenger seating configurations with a maximum number of lying and seated seats:
* possibility of accommodating at least 16 specialised stretchers for the transport of patients/injured persons (according to STANAG-2040 or equivalent) together with medical equipment and the provision of seating for a number of medical personnel appropriate to the type of operation (not fewer than 10 persons),
* capacity to transport no fewer than 6 patients requiring intensive care, together with specialist medical equipment and medical staff (if space is available, additional patients can be accommodated on a stretcher and/or patients in a seated position),

provided that the configurations provided are appropriately certified by the aircraft manufacturer,

1. ability to complete a 6-hour flight without refuelling,
2. possibility of installing dedicated technical equipment and medical equipment on board in order to provide adequate care for different types of patients during the flight, accor­ding to the following specifications:
* medical equipment requiring power/consisting of self-powered components (batte­ries, chargers, etc.) such as: airborne multifunctional stretcher, monitor/defibrillator, syringe pumps, respirator, oxygen concentrator, battery-operated suction machine, chest compression system, fluid incubator, heated IV + disposable, medicine refrige­rator,
* additional medical equipment, only in specific cases: ECMO, non-invasive ventila­tion (NIV) and/or CPAP system, ultrasound, including vascular, abdominal and cardiac probes, BGA portable machine,
* equipment placed as close as possible to the patient (possible use of on-board transport trolleys, also for medical accessories and medicines),
* each station should have access to an oxygen source (preferably a fixed source in steel cylinders located close to the patient),

with the proviso that the Contractor is obliged to verify the medical equipment used on board the aircraft for its technical suitability and safety of use,

1. with the following minimum and/or maximum technical characteristics:
* length [m]: 36-39
* height [m]: 10-11
* span [m]: 28-29
* hull diameter [m]: 3-4
* maximum take-off weight [kg]: 47,000-53,000
* cruising speed [km/h]: 800-900
* reach: [km]: 2,500-5,000
* max. fuel [l]: 12,000-13,000
* service ceiling [m]: 12,000-13,000
1. aircraft for the exclusive use of the Contracting Authority for the entire period of performan­ce of the public procurement contract,
2. period of preparation of the aircraft for use under the public contract: **7 months.**
3. **Requirements common to all aircraft:**

From the Contractor, the Contracting Authority requires:

1. the ability to reconfigure aircraft within 6 hours,
2. the aircraft’s availability on request 24 hours a day,
3. the ability to perform tasks in difficult operational conditions (if necessary),
4. the ability to perform a flight of approximately 4,000 km with 5 tonnes of payload without refuelling,
5. to equip aircraft with appropriate communication equipment (enabling air-to-air and air-to-ground communications for air-to-air capabilities),
6. to hold all necessary certificates (including accreditation by the European Aviation Safety Agency),
7. to have appropriate signage to ensure visibility of EU support in accordance with relevant regulations, including programme regulations specific to the Project.
8. **Other obligations of the Contractor:**

Furthermore, the Contractor is obliged to:

1. provide a coordination (administrative) team to handle the subject matter of the contract (delegating the execution of individual tasks to the relevant organisational units of the carrier, securing all essential elements of the execution of air transport services – obtaining all permits, approvals and authorisations for the execution of the flight on the part of the Contractor),
2. ensure that an adequate team of flight crew is available to operate each flight of each aircraft (pilots + cabin crew),
3. to carry out at least two (2) organisational training sessions, on the airfield, with the partici­pation of representatives of the Contractor, flight crew, representatives of the Contracting Authority and the MEDEVAC medical operations team, aimed at verifying the functioning of the decision-making process and the operational procedure,
4. ensure, from a technical (organisational and equipment) and personnel points of view, that the loading/unloading and required ground handling of each aircraft can be carried out,
5. ensure that a representative of the Contracting Authority is able to attend each flight as required,
6. ensuring full planning (technical, operational and safety preparation) of flights, with advance and on-going communication of all flight information,
7. provide on-board catering, at least in terms of:
* for flights of up to 3 hours:
* for the Contracting Authority’s staff: hot and cold drinks, 2 cups per passenger, a choice of sweet or savoury lunch snacks, 1 per passenger, plus a choice of sweet or savoury mini-snack (nuts, chocolate bars, etc.), 1 per passenger, unlimited quantities of still water;
* for medical staff: as above, in double quantity;
* for flights of 3-6 hours:
* for the Contracting Authority’s staff: cold and hot drinks at 3 cups per passenger, 1 hot meal per passenger (meat or vegetarian choice), a mini sweet or salty snack of choice at 1 per passenger, unlimited quantities of still water;
* for medical staff: as above along with an additional sweet or savoury lunch snack of their choice;
* for flights of more than 6 hours:
* cold and hot drinks 4 cups per passenger, 2 meals (at least one hot meal) per passenger, including meat or vegetarian to choose from, mini sweet or savoury snack of their choice 1 per passenger, unlimited quantities of still water;
* in each case: in addition a supply of food of the type and quantity customarily used by the Contractor;
1. make toilets available to passengers, medical staff, and staff of the Contracting Authority;
2. ensure that passengers are able to take their luggage with them, subject to the need to main­tain flight safety (dimensions, weight of luggage);
3. keep an ongoing maintenance and overhaul of aircraft,
4. adapt the aircraft to the type of operation being performed (reconfiguration).
5. **Responsibility**
6. **The insurance policies:**

The Contracting Authority requires the Contractor to:

* have a public liability insurance,
* ensure that aircraft personnel (pilots) carry liability insurance,
* have personal accident insurance for passengers, including the Contracting Authority's staff and medical personnel,
* have insurance for goods, including special goods, carried on the board of the aircraft.
1. **Damage to aircraft:**

In the event of damage and/or destruction of individual components of the aircraft, including components of its equipment, the Contracting Authority shall be obliged to repair, replace or otherwise remedy the damage caused by the damage and/or destruction of the components of the aircraft, only if the damage and/or destruction of these components is due to the intentional fault of the medical personnel and/or the Contracting Authority’s personnel (intentional act to cause damage).

In other cases, including where the damage to the aircraft by the Contracting Authority’s personnel and/ or medical personnel was intentional, but was necessary to save health and/or life or to ensure the safety of passengers, Contracting Authority’s personnel, medical personnel, flight crew and/or members of the public, the repair of the aircraft shall be charged to the Contractor.