

Primary Surveillance Radar procurement, CN ref: 2017/S 111-223967

Pre-Qualification Questionnaire

Clarification Questions

#	Applicant Question	DTVA Response
1	Deadline for clarification questions - is it possible to extend this until 30th June?	We will accept and respond to questions up to and including 30 June.
2	NDA - is it possible to have visibility of your NDA so that I can have our Commercial team to review it and flag any potential issues?	We will issue the NDA to those applicants who submit an Expression of Interest and compliant PQQ response such that NDAs can be in place before we issue the Invitation to Tender.
3	You outline that the PQQ is to establish the most appropriate technical solution and not most economically advantageous tender. The scoring matrix outlines a 35% mark for questions 12 and 13. Is there a split on this between financial and schedule that you are able to share with me?	Please refer to paragraph 1.8.3 of the PQQ. The focus of the PQQ is qualification, not to identify the most appropriate technical solution. Q12 will carry 25%, Q13 will carry 10% of marks in the PQQ evaluation.
4	Radar tower - is this a new installation or is their existing infrastructure?	For continuity of radar services, we anticipate a new radar will be installed in a new location on a new tower.
5	Can Durham Tees confirm the generic requirements for the PSR: - 1m2 RCS (S-Band) - 90% Pd - FL200? - 42.5Nm?	Please refer to paragraph 1.4 of the PQQ. Coverage to 42.5Nm is essential, coverage to 60Nm is desirable. Coverage at FL200 is essential, coverage to FL250 is desirable. Pd and RCS will be required to comply with UK CAA Air Traffic Services Safety Requirements (CAP670) and other UK and EU regulation applicable to the Solution in its operating environment at the time of entering service. These requirements will be further specified in the ITT. Applicants should outline in their responses to Q2, Q3 and Q12 what Solution options they could offer to balance capability for desirable coverage with other performance and cost factors.

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6	Can Durham Tees clarify if CAP670 is the main performance document to be used for SARG approval?	See response to question 5 above. In general yes, along with Eurocontrol Surveillance Standards, however suppliers are reminded that that CAP670 requires performance requirements to be specified locally as part of the Safety Case assurance process. These requirements will be further specified in the ITT.
7	Can Durham Tees clarify how they intend to deal with windfarms outside 42.5Nm? Up to 60Nm?	Please refer to paragraph 1.4 of the PQQ.  Coverage to 42.5Nm is essential, coverage to 60Nm is desirable.  Applicants should propose how they will mitigate wind turbines within the instrumented range of their Solution to minimise operational impact on the Airport's ATC.
8	Can Durham Tees clarify how they intend to proceed for future windfarm development?	The wind farm environment in which the Solution will be implemented is described in paragraph 1.3.  The Solution shall mitigate the known existing and planned wind turbines.  Applicants should specify:  - any limitations on Solution capability to mitigate additional wind turbines in their responses to Q4 and Q5 of the PQQ, and  - the processes required/support provided to mitigate future wind turbines in their responses to Q10 and Q11.
9	Can Durham Tees clarify the number of surveillance systems they intend to integrate into the existing RDP?  - WAM - SSR? - Other sensors?	The technical environment in which the Solution will be implemented is described in paragraphs 1.3 and 1.4 of the PQQ.  An upgraded/replacement Surveillance Data Processor/RDP is being implemented as part of the project but is outside the scope of this procurement.  The new PSR will integrate with a secondary surveillance data feed, currently provided by NATS SSR Onward Routed Radar Data.  Applicants may provide information on WAM, SSR and SDP/RDP solutions that would provide benefits to the Airport in the context of this project.

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10	<p>Can Durham Tees clarify its intention regarding ATC data Display</p> <ul style="list-style-type: none"> <li>- Use of plot extracted data – tracks (not raw video)</li> <li>- Use of plots position or smoothed position?</li> <li>- Aircraft position data coming first from PSR sensor or SSR sensor or data fusion?</li> <li>- Use of speed vector? From PSR sensor or SSR sensor?</li> </ul>	<p>The technical environment in which the radar will be implemented is described in paragraphs 1.4 of the PQQ. The Solution is to provide primary position in ASTERIX format to support integration. Further requirements will be provided in the ITT.</p> <p>Applicants should specify in their response to Q2 or Q3 what service delivery points they could offer and whether particular processing or integration techniques have been used to mitigate wind farms that may influence the Airport's SDP/RDP solution.</p>
11	<p>Can Durham Tees clarify if SRA service is to be provided with the PSR?</p>	<p>Yes, current SRA operations will continue.</p>
12	<p>Can Durham Tees clarify how many Permanent Echoes are expected to be used: 1, 2 or 3?</p>	<p>Three permanent echoes is desirable, however the supplier should specify how they will ensure accuracy and integrity of the PSR.</p>
13	<p>Can Durham Tees confirm the scope of this tender and in particular the following items:</p> <ul style="list-style-type: none"> <li>- No Data fusion system?</li> <li>- No ATC display system / RDP?</li> <li>- No live performance monitoring?</li> <li>- No dedicated support contract?</li> <li>- No SSR co-mounted on PSR?</li> <li>- No use of third party radar and/or WAM to be integrated?</li> </ul>	<p>Please refer to paragraph 1.4 of the PQQ.</p> <p>Live performance monitoring is essential through an RCMS (or equivalent). A support contract is expected in conjunction with warranties.</p> <p>An upgraded/replacement Surveillance Data Processor/RDP (or Data fusion system) which will integrate the Solution's data feed with third party SSR data (or equivalent) is being implemented as part of the project but is outside the scope of this procurement.</p> <p>Applicants may provide information on WAM, SSR and SDP/RDP solutions that would provide benefits to the Airport in the context of this project.</p>
14	<p>SARG approval is expected by Winter 2018, does it mean Durham Tees consider approval until 21st March 2019?</p>	<p>Please refer to paragraph 1.4 of the PQQ.</p> <p>It is desirable that the Solution will complete transition into operational use with SARG and airport approval/sign-off in place in 2018.</p>

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15	Can Durham Tees confirm the current ATC display accept ASTERIX 34/48 and that any changes required on ATC display interface is out of scope?	<p>The technical environment in which the radar will be implemented is described in paragraphs 1.4 of the PQQ.</p> <p>The Solution is to provide primary position in ASTERIX format to support integration. Further requirements will be provided in the ITT.</p> <p>An upgraded/replacement Surveillance Data Processor/RDP is being implemented as part of the project but is outside the scope of this procurement.</p> <p>Applicants should specify in their response to Q2 or Q3 which ASTERIX formats they can output.</p>
16	Can Durham Tees confirm if a weather channel is expected on [the Solution]? If yes , is that intended to use ASTERIX Category 8?	<p>The Airport's requirements will be stated in the ITT; it is currently anticipated that there is no requirement for a weather channel.</p> <p>Applicants should indicate their system's capability and any specific benefits thereof in the context of the Airports operating environment in their response to Q2, Q3 and Q12.</p>
17	Please confirm if the £2.5m budget includes the provision of the new tower and is the anticipated successful bidder to provide this with all civils?	<p>Please refer to paragraph 1.4 of the PQQ.</p> <p>The £2.5m budget includes a new tower but not the civils. Provision of the radar tower by the Applicant is desirable.</p> <p>Applicants offering services to provide all civils should make this clear in their submission.</p>