

UK-Gatwick: Research consultancy services
OJ S 55/2013 19/03/2013
Contract notice
Services

Directive 2004/18/EC

Section I: Contracting authority

I.1. Name and addresses

Official name: Civil Aviation Authority (CAA)
Postal address: Aviation House, Gatwick Airport South
Town: Gatwick
Postal code: RH6 0YR
Country: United Kingdom
For the attention of: Iain Bamberough
E-mail: iain.bamberough@caa.co.uk
Telephone: +44 1293573825

Internet address(es):

General address of the contracting authority: www.caa.co.uk

Additional information can be obtained from:

the abovementioned address

Specifications and additional documents (including documents for competitive dialogue and a dynamic purchasing system) can be obtained from:

the abovementioned address

Tenders or requests to participate must be submitted: the abovementioned address

I.2. Type of the contracting authority

Body governed by public law

I.3. Main activity

Other: Aviation Regulator

I.4. Contract award on behalf of other contracting authorities

The contracting authority is purchasing on behalf of other contracting authorities: no

Section II: Object of the contract

II.1. Description

II.1.1. Title attributed to the contract by the contracting authority

Pilot Fatigue Measurement Research Project.

II.1.2. Type of contract and place of performance or delivery

Services

Service category No 8: Research and development services

NUTS code

II.1.3. Information about a framework agreement or a dynamic purchasing system

The notice involves a public contract

II.1.4. Information about framework agreement

II.1.5. Short description of the contract or purchase(s)

The CAA has a requirement for a Contractor (experienced in fatigue work) to undertake the following study:

Pilot fatigue is a major safety concern and has been extensively investigated over many years. As a result a number of procedures are in place in the UK (and elsewhere) to manage the associated risks. However, these procedures are based on generalised management techniques, such as controlling hours of work (through rostering systems) rather than measuring the fatigue levels of individual pilots. Fatigue risk assessments generally assume that safety-critical staff arrive for their work without fatigue accumulated from previous activities. The fatigue situation of individual pilots is managed by self-declaration, However, this is not without problems as individuals may feel under pressure to undertake duties that actually should be declined. Being able to objectively measure the fatigue of individuals could potentially offer a significant safety benefit, However, there is no accepted, practical way to do this in an operational context.

This study will address key questions towards a goal of developing methodologies to better manage pilot fatigue through physiological, psychometric or performance measures, or a combination of these. The technology to do this may only now be becoming practicable in an aviation environment and it is therefore timely to investigate the likely effectiveness of such techniques and if practical, consider how they might be used in an operational environment. Commercially available systems that attempt physiological measurement of fatigue tend to either measure some aspect of vision system performance (blink rate, saccadic velocity etc) as an indicator of neurological status (fatigue), or more directly through electroencephalography with scalp electrodes. However, the proposed research is to investigate fundamental techniques, not the effectiveness of commercial equipment which may have proprietary processes not suitable for examination, e.g. software. Thus, basic measurement techniques are to be employed in the study, not commercial equipment. CAA research does not seek to endorse any commercial product, indeed any intellectual property derived from the work may be subject to exploitation agreement for separate commercial development, although it should be stressed that the primary purpose of the proposed study is safety.

It should be noted that only non-invasive (ideally self-administered) techniques that do not require a skilled operator are to be considered in the study. The time taken for the test must be sufficiently short to be operationally practicable. The equipment used should be potentially practical in a working environment i.e. not laboratory-grade equipment. It would be envisaged that the test might be carried out to a defined schedule, allowing for when fatigue might be an issue. It is noted that some of the commercially available technology could potentially be used in-flight but the CAA is predominantly interested in ground-based testing.

Essentially the study is to consider basic measurement techniques – e.g. perhaps a range of eye parameters - (rather than commercially available technology that might embody such techniques) and to relate the results to changes in flying safety performance.

II.1.6. CPV code(s)

73210000 Research consultancy services - MA02

II.1.7. Information about the Government Procurement Agreement (GPA)

II.1.8. Lots

This contract is divided into lots: yes

Tenders may be submitted for one lot only

II.1.9. Information about variants

II.2. Scope of the procurement

II.2.1. Total quantity or scope

II.2.2. Information about options

II.2.3. Information about renewals

II.3. Duration of the contract or time limit for completion

Start 1.9.2013. Completion 31.3.2015

Information about lots

Lot No: 1

Lot title: Pilot Fatigue Measurement Research Project

1) Short description

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2) CPV code(s)

73210000 Research consultancy services - MA02

3) Quantity or scope

4) Indication about different time frame or duration

5) Additional information about lots

Section III: Legal, economic, financial and technical information

III.1. Conditions related to the contract

III.1.1. Deposits and guarantees required

III.1.2. Main financing conditions and payment arrangements and/or reference to the relevant provisions governing them

III.1.3. Legal form to be taken by the group of economic operators to whom the contract is to be awarded

III.1.4. Contract performance conditions

III.2. Conditions for participation

III.2.1. Suitability to pursue the professional activity, including requirements relating to enrolment on professional or trade registers

List and brief description of conditions: Interested parties must quote a copy of the CAA pre-qualification questionnaire from Iain Bamberough at the email address in I.1 quoting the reference 1978. The Questionnaire must be completed and returned to Iain Bamberough at the email address in I.1 by 22.4.2013 at the latest.

III.2.2. Economic and financial ability

List and brief description of conditions: See CAA pre-qualification questionnaire.

III.2.3. Technical and professional ability

List and brief description of conditions:

See CAA pre-qualification questionnaire.

Minimum level(s) of standards possibly required:

The completed CAA pre-qualification questionnaire must demonstrate accreditation to ISO9001 (or equivalent), as well as relevant experience of this research area.

III.2.4. Information about reserved contracts

III.3. Conditions specific to services contracts

III.3.1. Information about a particular profession

III.3.2. Information about staff responsible for the performance of the contract

Section IV: Procedure

IV.1. Type of procedure

IV.1.1. Type of procedure

Restricted

IV.1.2. Information about the limits on the number of candidates to be invited

Envisaged minimum number 6: and Maximum number 8

IV.1.3. Information about reduction of the number of solutions or tenders during negotiation or dialogue

IV.2. Award criteria

IV.2.1. Award criteria

The most economically advantageous tender in terms of Criteria below

1. Price. Weighting 25
2. Quality. Weighting 25
3. Service. Weighting 25
4. Added value. Weighting 25

IV.2.2. Information about electronic auction

An electronic auction will be used: no

IV.3. Administrative information

IV.3.1. File reference number attributed by the contracting authority

1955.

IV.3.2. Previous publication concerning this procedure

IV.3.3. Conditions for obtaining specifications and additional documents or descriptive document

IV.3.4. Time limit for receipt of tenders or requests to participate

22.4.2013

IV.3.5. Estimated date of dispatch of invitations to tender or to participate to selected candidates

13.5.2013

IV.3.6. Languages in which tenders or requests to participate may be submitted

English.

IV.3.7. Minimum time frame during which the tenderer must maintain the tender

IV.3.8. Conditions for opening of tenders

Section VI: Complementary information

VI.1. Information about recurrence

VI.2. Information about European Union funds

VI.3. Additional information

VI.4. Procedures for review

VI.4.1. Review body

VI.4.2. Review procedure

VI.4.3. Service from which information about the review procedure may be obtained

VI.5. Date of dispatch of this notice

14.3.2013