

GLA Helicopter Services 2015 - Question Log - For publication within the public domain

Question No.	Question	Raised by	Date Raised	Response Given	Follow Up Action Required	Open / Closed
1	<p>We have at least one, may be three, [Clients] in [area] UK potentially interested in availing themselves to a winch equipped helicopter for occasional [staff] transfers. Indeed TH I am told already have unrelated contract with the principal [Client]. So there is a line of communication already existing with them. They are looking to have such availability of heli service and like you, are keen to share cost. □</p> <p>□</p> <p>I appreciate that a legal tender process is now embarked upon and you hve already invited innovative suggestions. However before [We] embark on considerable tangible thinking which might be a complete waste of time I thought this should be run past you. If the idea has merit we will then invest time into developing it. An in principal view from you would be appreciated. Indeed you might wish to meet the [Client] with us to discuss ?</p>	Potential Supplier	16.10.13	<p>The Project Board cannot give any in "principal decisions" on any potential commercial matter, this is for the bidder to consider when structuring their bid. As previously stated we are looking for cost effective ways in which our requirements can be addressed via an OJEU Open procedure tendering process which should start in January 2014 approximately and it is for the bidder to come up with any innovative solutions that they think may meet our requirements. Please be aware that at no time have we said the GLAs have a requirement for winning.</p>	None	Closed
2	<p>"It was mentioned that the D size of the helicopter is important but I could not see what the max D value is for the helicopter. Can you point me to where it is?"</p>	Potential Supplier	14.10.13	<p>On the D size, there is no max; it goes back to the ships being D12.5 but the operator being able to land a larger helicopter if he can mitigate the risks to his (and perhaps CAA/IAA's) satisfaction. That's why we took D sizes out of the SOR and put "x m in diameter". Same goes for a few tight landing sites. AUM is different - a flat maximum based on the strength of the structure. SOR para 2.4: The GLA helidecks are not certified by the Helideck Certification Agency because the data is not required by multiple operators. The helidecks will be used only by the Contractor who will bear the responsibility of approving them (and all the other Landing Sites). The vessels are: 1.1.1. NLV Pharos: maximum AUM 3,200 kg, landing area 12.5 m in diameter. 1.1.2. ILV Granuaile: maximum AUM 3,200 kg, landing area 12.5 m in diameter. 1.1.3. THV Galatea: maximum AUM 3,200 kg, landing area 12.5 m in diameter. 1.1.4. THV Patricia: maximum AUM 10,000 kg, landing area 11.9 m in diameter.</p>	None	Closed
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