

## ITB/SMM/11/2011 - Question and Answers

### Batch 4

1. Since some of the equipment might be export controlled and ITAR regulated, how does OSCE deal with this, since the zone of operations is Ukraine? If the receipt of the export license will require a time delay, will this delay be considered force majeure in terms of the contract?

**Answer: All licences, approval and permissions related to DAP delivery are the responsibility of the Bidder. When confirming the delivery time Bidders should take into account time needed for obtaining export licence since it is not considered as force majeure. In case of any delays in delivery penalties may be applied.**

2. **Reference:** *Annex C Technical Requirements Table item 1.10 & Clarifications Batch 2, Question and Answer 2.* We believe that for the East Ukrainian territory the use of an external INS that is calibrated in laboratory would yield a much more reliable temporary navigation means, in cases where the GPS signal is jammed, when compared to conventional GPS, IMU and magnetometer systems.

**Answer: As indicated in the tender document, our main requirement is that the UAV includes either a fully-fledged Inertial Navigation System or equipment with similar capabilities in order to ensure that we can return the aircraft to the launch location in case of extreme jamming. In case Bidders would like to propose two (2) or more solutions it is possible. In that case the prices for every option should be clearly indicated in the Annex D – price list.**

3. **Reference:** *Annex C Technical Requirements Table item 1.11* kindly confirm that a communication link that is based on either FHSS or OFDM, with good anti-jamming measures, would be deemed as a compliant solution for the subject tender?

**Answer: We would like to confirm that a data link based on FHSS and OFDM will be deemed as a compliant solution for this tender.**