Subject: Mobilisation Notice for RPAS operations in Iceland

Dear [Redacted],

The European Maritime Safety Agency (EMSA) received from the Icelandic Coast Guard a request for an RPAS service on 17 November 2017 requesting multipurpose maritime surveillance operations. It was not possible to allocate any of the EMSA RPAS contractors for the requested timeframe and therefore the request was put on hold.

After the signature of the FWC EMSA/OP/1/2018 on 27 September 2018 with a new RPAS service provider (CEIIA), dialogue between EMSA and the Icelandic Coast Guard resumed and operational details were further updated within the official request forms. EMSA confirms that it can provide the RPAS service for maritime surveillance operations in Iceland as requested.

The deployment must still be defined further, but it is tentatively planned for three months, flights tentatively starting in May 2019, but with the objective to bring the start forward if possible. The start of the operations is however subject to the preparatory actions listed below, in particular to Icelandic Aviation Authorities issuing the permit to fly and any relevant air space authorisation.

The area of operation is the Icelandic Exclusive Economic Zone and within [Redacted] from shore and the deployment site will be selected after conducting a site survey.

Based on recent discussions with your staff on the operational needs and requirements, EMSA has identified and mobilised CEIIA as the appropriate RPAS service provider for the deployment. CEIIA has already received a Mobilisation Alert and a Specific Contract for the preparation of the operation, which is the official start of the preparation of the deployment, including the process to obtain the permit to fly and the site survey.

Responsibilities of the Icelandic authorities as users include the following:

1. Processing the "Permit to Fly" for the operations (to be requested by the RPAS contractor and to be issued by the Icelandic Aviation Authority); EMSA is fully available to support the process to obtain
the "Permit to Fly" and will act as coordinator between the National Aviation authorities and the contractor. Please note that for that purpose EASA has offered its support to the Icelandic National Aviation authority.

2. Providing the logistical requirements (this includes costs for airport fees, office space, storage facilities, utilities including water, electricity, etc.).

3. Providing communications on site (phone line, internet, etc.). The internet connection should allow an upload with at least 1 Mbps.

4. If applicable, facilitating the importation of RPAS equipment by the RPAS contractor necessary for the operation or entry of the staff and equipment in the facilities offered for the operation.

5. Full coordination and command of the operations (person fully available to follow the operations and to direct the RPAS contractor when needed.). This could be done remotely if it is not possible on-site and could also be handed over to the contractor with clear instructions on what alerts should be raised. EMSA will be there in the beginning of the operations but not the entire operation.

6. Providing feedback on the operations to EMSA and reporting on number of flight hours and services performed by the contractor.

Once the Permit to Fly is obtained and all preparatory activities completed, EMSA will cover the costs of the following aspects regarding this operation via another Specific Contract with the contractor:

- Mobilisation fees;
- Transport of the RPAS and additional equipment;
- On-site activities of the contractor including the staff costs;
- Flight operations (flight hours, fuel, communication costs between the RPA and the GCS, etc.).

Timeline for the deployment in Iceland:

- The deployment of the RPAS service will start when the permit to fly and relevant air space authorisations are issued, but not before one month after the mobilisation alert.
- For the transport and set-up of the equipment to the selected airport the contractor is given a maximum of 2 weeks to start the operations/flights.
- The month deployment will include flights with possible night operations. A weekly flight schedule with daily planning of flight hours will be agreed with the contractor and with your services.

EMSA will monitor the implementation of the operation to ensure that the flight hours defined in the contract with the RPAS service provider are respected or extended if required by your authorities.

A site visit to two potential operational sites has been planned to take place in week 50 to confirm all the necessary logistical requirements for the deployment.

Information on the RPAS selected:

An RPAS with the following characteristics was selected for the service:

- Aircraft type: Hermes 900;
- [ ] MTOW;
- [ ] Endurance up to [ ];
- [ ] maximum speed of [ ];
- Equipped with
- The system can operate in RLOS (Radio Line of Sight) and BRLOS (Beyond Radio Line of Sight) via satellite communication for far range operations.

Data ownership, confidentiality, access:

- The data will be provided to Iceland directly by EMSA's contractor (CEIIA) via the EMSA RPAS Data Center.
- The data will be treated confidentially according to the contract between EMSA and the contractor;
- Access to the data will only be given to EMSA and the contractor staff (for system monitoring and support or system operation) as well as to those Icelandic authorities indicated by the Icelandic Coast Guard.
- The data will not be redistributed to anyone, without prior approval of the Icelandic Coast Guard.

Please note that the ultimate responsibility for safe operations with the RPAS is with the contractor.

Operational point of contact at EMSA:

Any communication regarding this operation should be addressed to RPAS_operations@emsa.europa.eu. The Service Managers responsible are:

email:
email:

It would be very much appreciated if you could confirm in writing within 15 days of this letter the agreement of the Icelandic Coast Guard on the above conditions for the RPAS operation in Iceland.

We look forward to providing successful RPAS services to your country.

Yours sincerely,

[Signature]

Maritime Surveillance
Dear Sirs,

EMSA- European Maritime Safety Agency
Att. [REDACTED]

Praça Europa, nº 4,
Cais do Sodré,
1249-206 Lisboa,
Portugal

Matosinhos, 11th of December 2018
(RC11122018 registado c/AR)

Dear [REDACTED],

We hereby send you two originals of the Specific Contract nr 2, with reference to Contract 2018/EMSA/OP/1/2018, already signed by our Board Members.

We kindly ask you to please sign them and resend us one of the originals.

Kind regards,

CEiiA

Dear [Name],

EMSA is pleased to provide you with the signed original of the Specific Contract No 2 for Mobilization alert and preparation- RPAS services in Iceland implementing Framework contract No, 2018/EMSA/OP/01/2018.

Please be informed that pursuant to its Article III.2.1 the Agreement shall enter into force on the date it was signed by the last party.

In light of the above mentioned points, EMSA would like to thank your organisation for your efforts so far and we are looking forward to co-operating with you on this interesting project during the coming period.

Yours sincerely,

[Signature]

Head of Unit
Maritime Surveillance

Enclosure:
- Specific Contract No 2
- Form 002
SPECIFIC CONTRACT No 2
for Mobilization alert and preparation - Module 1
implementing Framework contract No 2018/EMS/OP/1/2018

The European Maritime Safety Agency (hereinafter referred to as 'EMSA'), with its seat at Praça Europa 4,
1249-206 Lisbon, Portugal, VAT registration no.: 507 685 326 represented by [Name], Head of Maritime Surveillance,
on the one part,

and

CEIIA-Centro de Engenharia e Desenvolvimento (Associação)
A. Dom Afonso Henriques, 1825
4450-017 Matosinhos
Portugal
VAT PT504689878

(herinafter referred to as "the contractor"), represented by [Name], Board Member

on the other part,
HAVE AGREED

ARTICLE III.1 - SUBJECT MATTER

III.1.1 This specific contract implements Framework Contract (FWC) No 2018/EMSA/OP/1/2018 signed by EMSA and the contractor on 27 September 2018.

III.1.2 In accordance with the provisions set out in the FWC and in this specific contract and their annexes, which form an integral part of it, the contractor must provide the services foreseen under Module 1 for the preparation of RPAS operations in Iceland as per annexed Form 002 and in accordance to the Tender Specifications (see Annex I to the FWC).

ARTICLE III.2 - ENTRY INTO FORCE AND DURATION

III.2.1 This specific contract shall enter into force on the date on which it is signed by the last party.

III.2.2 The provision of the services starts from the date of entry into force of this specific contract.

III.2.3 The provision of the services must not exceed six months. The parties may extend the duration by written agreement before it elapses and before expiry of the FWC. At the latest the provisions of the services will end on the date of entry in force of the specific contract for Transportation, On-site Set-up, On-site Activities and Flight Operations/Missions in Iceland.

ARTICLE III.3 - PRICE

III.3.1 The maximum price payable under this specific contract is EUR [REDACTED] including all services to be provided.

III.3.2 Reimbursement of expenses is not applicable to this specific contract.

ARTICLE III.4 – PAYMENT MODALITIES

Payment of the balance

1. At the end of the period of provision of the services, the contractor (or leader in the case of a joint tender) may claim the payment of the balance in accordance with Article II.21.6.

The contractor (or leader in the case of a joint tender) must send an invoice in paper format for payment of the balance due under this specific contract, as provided for in the tender specifications and accompanied by the following:

- a list of all pre-existing rights to the results or parts of the results or a declaration stating that there are no such pre-existing rights, as provided for in Article II.13.4;
- relevant Permit to Fly;
- report related to the site survey, relevant final progress report and deliverables referenced in tender specifications or specific contract.

2. The contracting authority must approve the submitted documents and requested deliverables and pay within 60 days from receipt of the invoice.

3. If the contracting authority has observations to make, it must send them to the contractor (or leader in the case of a joint tender) and suspend the time limit for payment in accordance with Article II.21.7. The contractor (or leader in the case of a joint tender) has 10 days to submit additional information or corrections or a new version of the documents or deliverables if the contracting authority requires it. The contracting
authority must give its approval and pay within the remainder of the time-limit indicated in point 2 unless it rejects partially or fully the submitted final report.

4. Partial acceptance is also possible. If this is the case, then the payment percentage will be in line with the percentage accepted. The outstanding amount will be then paid when the outstanding development is accepted by EMSA.

ARTICLE III.5 PERFORMANCE GUARANTEE

Performance guarantee is not applicable to this specific contract.

ARTICLE III.6 - EXPLOITATION OF THE RESULTS

Not applicable.

ARTICLE III.7 - RETENTION MONEY GUARANTEE

Retention money guarantee is not applicable to this specific contract.

ANNEX: Form 002-RPAS OPERATIONAL SERVICE OUTLINE

SIGNATURES

For the contractor, CEIIA

[Name]

Board Member

signature: [Signature]

Done at: [Place]

Date: 30/12/2018

For EMSA,

[Name]

Head of Maritime Surveillance

signature: [Signature]

Done at Lisbon

Date: 12/12/2018

For the contractor, CEIIA

[Name]

Board Member

signature: [Signature]

Done at: [Place]

Date: 10/12/2018

In duplicate in English

Page 3 of 3
FORM 002- RPAS OPERATIONAL SERVICE OUTLINE

Please complete the following form, including the details of your mandated authority (under an EU or EFTA Member State), in order to request Remotely Piloted Aircrafts (RPAs) Services.

Please note instructions on how to fill in this form are found at the end of this document.

Completed forms are to be signed and submitted to EMSA using the address: RPAS Operations@emsa.europa.eu

2. Objectives
- Maritime Safety, Security, and Search and Rescue
- Marine Environmental Protection
- General Law Enforcement
- Fisheries Control
- Maritime Border Patrol

3. Requesting Organisation
Name of organisation: Icelandic Coast Guard
Country: Iceland

4. Detailed service description
A goal of the Icelandic Coast Guard (ICG) is to create a surface picture as accurate as possible at any given moment to ensure maritime safety and security and to support law enforcement inside its area of responsibility. The ICG is responsible for the surveillance of the Exclusive Economic Zone of Iceland, an area of 754,000 km², and for the coordination of rescue assets within the Icelandic Search and Rescue Region, an area of 1.9 million km². The area of interest is the Icelandic Exclusive Economic Zone and within 200 miles from shore.

The RPAS service is requested to complement maritime surveillance and pollution detection and monitoring. More detailed the service should include:
- Vessel detection
- Vessel activity detection
- Marine Pollution detection (if configurable)

The technical equipment requested to perform the task, is a harsh-environment-capable and long range RPA (UAV) with

Data analysis and alerting/notification is requested near real time.
<table>
<thead>
<tr>
<th>Deployment site</th>
</tr>
</thead>
<tbody>
<tr>
<td>ICAO Airport name (if available)</td>
</tr>
<tr>
<td>Coordinates</td>
</tr>
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<tr>
<td>Airstrip dimensions</td>
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<tr>
<td>Airstrip heading</td>
</tr>
<tr>
<td>Airstrip surface</td>
</tr>
<tr>
<td>Distance to the coast</td>
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<tr>
<td>Services available</td>
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</tr>
<tr>
<td>Area</td>
</tr>
<tr>
<td>Additional remarks</td>
</tr>
</tbody>
</table>
### 6.1. Area of Interest

<table>
<thead>
<tr>
<th>Coordinates of the area of interest</th>
<th>Long.:</th>
<th>Lat.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 NW</td>
<td></td>
<td></td>
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<tr>
<td>2 NW</td>
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<tr>
<td>3 SW</td>
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</tr>
<tr>
<td>4 SE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Must take into consideration any restrictions and limitations by NAA and ANSP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ANSP: Air Navigation Service Providers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAA: National Aviation Authorities</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Flight levels in the Area of Interest:  
- Max.:  
- Min.:  

### 6.2. Corridor

<table>
<thead>
<tr>
<th>Coordinates of the transit corridor (if needed)</th>
<th>Long.:</th>
<th>Lat.:</th>
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<tbody>
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</table>

Flight levels in the corridor:  
- Max.:  
- Min.:  

### 6.3. Safety

- Safety distance surrounding the area of interest (zoter)  
- Prohibited Areas inside the Aol (if need)  
- Annexed (coordinates)  

Limitations  

### 6.4. Additional Information

<table>
<thead>
<tr>
<th>Grafical representation of Aol</th>
<th>Annexed (map, aerial picture)</th>
</tr>
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<tbody>
<tr>
<td>Additional remarks</td>
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### Deployment Parameters

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Details</th>
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<tbody>
<tr>
<td>Deployment start date</td>
<td>TBD – BIVM from May, BIOG from June</td>
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<tr>
<td>Deployment final date (or approx. duration of operations)</td>
<td>2-3 months, TBD</td>
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<td>Number of days of operations per week</td>
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<tr>
<td>Foreseen flight hours per day</td>
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<tr>
<td>Expected night operations</td>
<td>If yes, max. flight hours per day</td>
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<tr>
<td>Adicional remarks</td>
<td>Night operations to be conditioned by permit from NAA and ANSP.</td>
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### All space definition and requirements

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<tr>
<th>Parameter</th>
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<th>No □</th>
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<tbody>
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<td>Segregated Airspace</td>
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<td>Local ATS Unit</td>
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<td>ATS Communication Telephone</td>
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<tr>
<td>Radio comm</td>
<td>Yes □</td>
<td>No □</td>
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<tr>
<td></td>
<td>If yes, frequency</td>
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<tr>
<td>Flight information service</td>
<td>Yes □</td>
<td>No □</td>
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<td>Transponder</td>
<td>Yes □</td>
<td>No □</td>
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<td></td>
<td>If yes, type</td>
<td></td>
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<td>Adicional remarks</td>
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Date:

Signature:

Name, title:

*The requested starting date and final date are both pending clearance from relevant authorities as well as further dialogue with EMSA.*
## Appendix A: List of contacts

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Name</th>
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Appendix B: File (map) and/or additional information on deployment site
Appendix C: File (map) and/or additional information on Area of Interest
Appendix D: Coordinates of Prohibited Areas
Appendix E: Alternative recovery area

<table>
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<tr>
<th>ICAO Airport name (if available)</th>
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<tbody>
<tr>
<td>Coordinates</td>
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<tr>
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<td>Length:</td>
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<tr>
<td>Airstrip surface</td>
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<tr>
<td>Additional remarks</td>
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</table>
Instructions to fill in Form 002

\[\text{\textsuperscript{1} Filled in by EMSA: Name provided by EMSA identifying the deployment}\]

\[\text{\textsuperscript{2} Filled in by EMSA: Information from Form 001}\]

\[\text{\textsuperscript{3} Filled in by EMSA: Information from Form 001}\]

\[\text{\textsuperscript{4} Filled in by EMSA: Information from Form 001}\]

\[\text{\textsuperscript{5} In case the deployment site is not for a fixed wing aircraft but an area for a VTOL and/or Launched RPAS fill in following fields:}\]

\[\begin{itemize}
  \item Coordinates
  \item Distance to the coast
  \item Services
  \item A map
  \item Under remarks: Square meters,
\end{itemize}\]

\[\text{\textsuperscript{6} This section must be filled in taking into consideration the restrictions and limitations imposed by the NAA and the ANSP}\]

\[\text{\textsuperscript{7} This section defines the second approach to the main parameters that define the service but incorporating the restrictions and/or limitations imposed by the NAA and the ANSP}\]

\[\text{\textsuperscript{8} This section shall be filled in by the ANSP}\]

\[\text{\textsuperscript{9} Fill in this section in case there is a need to establish an alternative recovery area}\]
Annexes

BIEG_1.1-1_AD_CH
ART_20_JUL_2018.pdf

BIVM_1.1-1_AGMC_18_AUG_2017.pdf

http://ealog.samvongustofa.is/09-Nov-2018-NA/

http://kortasia.lmi.is/ (Activate Atlas layer to see topographic chart)
Subject: RPAS operations in Iceland- SC3 - Implementing Framework Contract 2018/EMSA/OP/1/2018

Dear Mr. [Redacted]


I would be grateful if you or your authorised representative could date and sign both copies of this Specific Contract. All pages of this Specific Contract must be initialed by the authorised representative signing the contract.

The 2 signed copies of this Specific Contract should be sent by email to [Redacted] (cc: RPAS_contracts@emsa.europa.eu) and originals by courier to the following address:

European Maritime Safety Agency
Attn: [Redacted]
Head of Unit C.3
Praça Europa 4 1249-206 Lisboa Portugal

Please note that the service hereby requested in Iceland does not include the SATCOM service, which is being contracted directly by EMSA with SES. EMSA’s RPAS team will further provide to you the information on the technical coordination of this service.

Yours sincerely,

[Redacted]

Executive Director

Enclosure: 2 copies of the Specific Contract No 3
## PROGRAM: EMSA – RPAS

### TITLE: Site Survey - Iceland

#### REFERENCE NUMBER: 09.02.05.02.SCI-001

<table>
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<tr>
<th>NAME</th>
<th>SIGNATURE</th>
<th>DATE</th>
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<td></td>
<td>Issued electronically</td>
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<tr>
<td>Checked:</td>
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</tr>
<tr>
<td>Approval:</td>
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</tbody>
</table>

Digital signature by [Name]

Date: 2018-12-31 09:26:10Z
DIVULGATION

<table>
<thead>
<tr>
<th>Name:</th>
<th>Function or Area:</th>
</tr>
</thead>
<tbody>
<tr>
<td>From:</td>
<td>[Redacted] Head of RPAS Operation Business Unit</td>
</tr>
<tr>
<td>To:</td>
<td>EMSA</td>
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<tr>
<td>CC:</td>
<td>[Redacted]</td>
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</table>

REVISION CONTROL LIST

<table>
<thead>
<tr>
<th>Revision</th>
<th>Description of Changes</th>
<th>Date</th>
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<tbody>
<tr>
<td>0.0</td>
<td>First version</td>
<td>31-12-2019</td>
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CONTENTS

1. INTRODUCTION ................................................................. 4
2. SCOPE .................................................................................. 4
3. REFERENCES ......................................................................... 4
4. SITE SURVEY PLAN .............................................................. 4
5. SITE SURVEY EXECUTION ....................................................... 4
6. MEETINGS ........................................................................... 4
7. ATTENDEES ......................................................................... 5
8. SITE SURVEY RESULTS ........................................................... 6
9. ACTIONS, ACTIVITIES AND DECISIONS .............................. 7
10. ATTACHMENTS ................................................................. 7
1. INTRODUCTION
Following the signature of the Specific Contract regarding the Mobilization Alert, the Site Survey is one of the tasks to be performed to identify the best site to support on-site activities and the correspondent flight operations, thus complying with "Long endurance and long range RPAS Site Survey activity", a requirement of Tender no. EMSA/OP/01/2018.

2. SCOPE
This document comprises all activities planned for Site Survey provided and agreed with EMSA and the Icelandic Cost Guard (ICG) and shall address the request from the Icelandic Cost Guard and detailed in FORM 002, ref.1 document.

3. REFERENCES
[1] – FORM 002 – RPAS OPERATIONAL SERVICE OUTLINE

4. SITE SURVEY PLAN
The following was planned for this site survey:

- 1st day (11th of December) – visit to the sites BIEG an BIVM
- 2nd day (12th of December) – meetings with ICG, Icelandic Transport Authority, Isavia, Telecommunication Authority, Data Protection Authority and Customs

The detailed agenda as of Attachment A.

5. SITE SURVEY EXECUTION
Due to weather conditions the planned visits and meetings were changed as follows:

- 1st day – it was only possible to visit BIVM Airport
- 2nd day:
  - Meeting with ICG, Icelandic Transport Authority, Customs (during the visit to BIEG Airport) and Isavia
  - Visit to BIEG Airport

During the visit to the Sites the requirements were checked and registered in the proper check list (Attachment B).

6. MEETINGS
First the ICG presented several maps and areas of interest where the flight operations will occur in most of the time.

<table>
<thead>
<tr>
<th>Unit</th>
<th>RPAS Operations</th>
<th>Category</th>
<th>Operational</th>
<th>Language</th>
<th>EN</th>
</tr>
</thead>
<tbody>
<tr>
<td>MI009.2.03</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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CEiiA and Elbit made a brief presentation (Attachment C), with the following items:

- Introduction
- About CEiiA
- About Elbit Systems
- The Project / request
  - FORM 2 Request
  - Organization
  - Timeline
  - Operational Concept
  - Information Scheme
  - What will be operated
  - Permit to Fly

During these presentations, the participants in the meeting exposed their concerns, doubts and expectations that were properly addressed. The relevant information as follows:

- For the Icelandic Authorities, this will be considered a State Mission, having the Icelandic Coast Guard as the main point of contact;
- All the communications between the contracts and Icelandic Authorities shall be made through the ICG;
- For the flight operations, there will be NOTAMs issued;
- The RPAS shall not interfere with the normal aviation flights and a permanent contact between GCS and ATC is mandatory;
- There will be someone from the ICG (client) available during the flight operations;

7. ATTENDEES
On CEiiA’s side:

- [Name]
- [Name]
- [Name]

From Elbit:

- [Name] (ILS)
- [Name] (Program manager)

From EMSA:

- [Name]
- [Name]

From Icelandic Coast Guard:

<table>
<thead>
<tr>
<th>Unit</th>
<th>RPAS Operations</th>
<th>Category</th>
<th>Operational</th>
<th>Language</th>
<th>EN</th>
</tr>
</thead>
<tbody>
<tr>
<td>M009.2.03</td>
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</tbody>
</table>

All rights reserved to CEiiA
Icelandic Transport authority:

ISAVIA

Customs

8. SITE SURVEY RESULTS

The ICG took CEIIA’s and Elbit’s personnel by Helicopter and by Plain for the survey on Vestmannaeyjar Airport and Egilsstaðir Airport, respectively.

<table>
<thead>
<tr>
<th>Vestmannaeyjar (11/12/2018)</th>
<th>Egilsstaðir Airport (12/12/2018)</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Vestmannaeyjar" /></td>
<td><img src="image2" alt="Egilsstaðir Airport" /></td>
</tr>
</tbody>
</table>

Comparing both Sites visited we can conclude that BiVM doesn’t fulfil the minimum requirements to receive the system, namely because of the following:

- The cannot be used due to unsuitable runway slop;
- Towing from hangar to runway could not be done as is, the towing path needs to be improved;
- The Site has strong wind in most of the time, that could jeopardize the missions if it exceeds the limit;
- The Hangar only opens , which is less than the requirement .
- There’s no dock on the Island, must be transported from the main land.
BIEG Airport Site fulfil most of the requirements and is only needed some minor arrangements, namely:

- Internet connection from airport building to the Ground Control Station;
- Provide electricity to the GCS:
  - Required
  - 
  - Note: if there's no power line available than 

- Prepare the accommodation/(de)briefing room with the following items:
  - 1 bed (individual)
  - 1 sofa
  - 1 meeting table (6 chairs)
  - 1 TV
  - 1 magnetic board (1,5 x 1m)

9. ACTIONS, ACTIVITIES AND DECISIONS
The following actions / activities / decisions were identified:

- ICG and the authorities will identify the areas of interest, establishing the areas, minimum heights, corridors for a safety set of flights
- ICG will make a collection of mission requirements, namely cases and/or items, situations, suspicious activities, and other characteristics and/or behaviors;
- The Icelandic Authorities will send a set of documentations that will be needed to register the drone and the pilots, and thus obtain the correspondent Permit to Fly;
- CEiiA will share draft documents of the RPAS Passport and others to be checked by the Icelandic Authorities and see if they fulfil all the needs.

After the Site Survey EMSA and the Icelandic Authorities establish the following:

- The Flight Operations shall be performed from 15th of April and 15th of July;
- The Site will be Egilsstaðir Airport;
- The meeting with the telecommunication Authority shall be scheduled as soon as possible.

10. ATTACHMENTS
[A] – Detailed Agenda

[B] - Site Survey Checklist.xls

[C] – CEiiA and Elbit Presentation
Attachment A

Detailed Agenda

06.12.2018

EMSA RPAS Site Survey (BIVM/BIEG) and Planning Meeting,
11-12 December 2018
Draft Agenda

Tuesday, 11 December 2018
Agenda is weather dependent and sequence of BIVM/BIEG might change

0820: Arrival of EMSA representatives and Contractors at ICG Flight Department
https://goo.gl/maps/ETfPWxmyY3

0900: TF-SIF departure from BIRK to BIEG

1000: Arrival BIEG

1030-1230: Site Survey at BIEG (Hangar owner, and Airport Director, Isavia)
Survey: Hangar, upon surface, available offices, site for control centre,
internet connection possibilities, operational hours, fuelling facilities, power,
ATS

1230-1300: Lunch (Brought sandwiches)

1330: Departure from BIEG to BIVM (if weather allows)

1430: Arrival BIVM

1500-1630: Site Survey BIVM (Atlantsflug and Isavia)
Survey: Hangar, upon surface, available offices, site for control centre,
internet connection possibilities, operational hours, fuelling facilities, power,
ATS

1700: Departure from BIVM to BIRK

1730: Arrival BIRK

Wednesday, 12 December 2018

0900: Arrival ICG HQ, Slógafirði 14

0900-1645: Meeting: EMSA, Contractors, ICG, Icelandic Transport Authority, Isavia

1100-1300: Lunch

1315-1500: Meeting: EMSA, Contractors, ICG, Telecommunication Authority, Data
Protection Authority, Customs.

1500-1600: Closing Meeting: EMSA, Contractors, ICG, others if necessary.
Attachment B

Site Survey

1. "Vestmannaeyjar" island site:
   1.1. The Site Survey was performed at the 11/12/2018
   1.2. Site location:
      1.2.1. Coordinate - 63°25'30" N / 20°16'46" W
      1.2.2. The airfield located on an island without a land connection to the main land
      1.2.3. Nearby the air field there is a small town (around 5,000 residents)
   1.3. Airfield parameters:
      1.3.1. ICAO ID – BIYM
      1.3.2. Runway:
         1.3.2.1. Two Runways at the airfield – 03/21 and 12/30
         1.3.2.2. 03/21:
            A. True Bering – 018.54 / 198.55
            B. Dimensions 1160°45 –
            C. Runway altitude – 300 ft (approximately)
            D. Runway strength – Asphalt (stabilized) –
            E. Runway slope – 1.7 degrees –
            F. For safety reasons, (after that, both the
closer the runway).
         1.1.1.1. 12/30 –
            A. True Bering – 110.28/ 290.30
            B. Dimensions –
            C. Runway altitude – 300 ft (approximately)
            D. Runway strength – Asphalt (stabilized) –
            E. Runway slope – 5.8 degrees –
         1.1.1.2. GCS location:
            A. As showed at picture 2
            B. Electricity –
            C. Internet –
            D. The GDT Line Of Site to the length of the runway.
1.1.1.3. Hanger:

A. **Hangar standardization:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Requirement</th>
<th>Result</th>
<th>Pass/Fail</th>
<th>Corrective Action Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Length</td>
<td></td>
<td>+</td>
<td></td>
<td>See fig 2.1-a</td>
</tr>
<tr>
<td>2</td>
<td>Width (preferable)</td>
<td></td>
<td>/</td>
<td></td>
<td>See fig 2.1-a</td>
</tr>
<tr>
<td>3</td>
<td>Height</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Doors opening</td>
<td></td>
<td>-</td>
<td></td>
<td>CUSTOMER (see UAV dimension)</td>
</tr>
<tr>
<td>5</td>
<td>Door lock</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Access to taxi</td>
<td>from the door line</td>
<td>-</td>
<td>-</td>
<td>the activity by CUSTOMER.</td>
</tr>
<tr>
<td>7</td>
<td>Ventilation windows</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Electricity (4 places)</td>
<td></td>
<td>-</td>
<td></td>
<td>activity by CUSTOMER.</td>
</tr>
<tr>
<td>9</td>
<td>Static Grounding points</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Lights</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>External flood lights</td>
<td></td>
<td>-</td>
<td></td>
<td>CUSTOMER.</td>
</tr>
<tr>
<td>12</td>
<td>Air Pressure</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Water supply</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>WC facilities</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Fire extinguishers (2 type)</td>
<td></td>
<td>-</td>
<td></td>
<td>activity by CUSTOMER.</td>
</tr>
</tbody>
</table>

B. **Hangar dimension:**

<table>
<thead>
<tr>
<th>Unit</th>
<th>RPAS Operations</th>
<th>Category</th>
<th>Operational</th>
<th>Language</th>
<th>EN</th>
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<tbody>
<tr>
<td>Mi009.2.03</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
C. UAV dimension:

D. UAV Parking at the Hangar:
1.1.1.4. Apron:

A. Engine start up point as showed at picture 5

B. Start-up point need a 3-phase power outlets (3*32A), it can be taken from the hangar next to the start-up point.

C. Aaron standardization:

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Requirement</th>
<th>Result</th>
<th>Corrective Action Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Electricity (red)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Grounding points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Distance from runway</td>
<td>-</td>
<td>About</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Area - length &amp; width</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Lighting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Accessibility</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Fire extinguishers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Clear LOS from GDT to engine start point</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Picture 5
B. **UAV dimension:**

![Diagram of UAV dimensions]

2.3.2.4. Apron:

A. Engine start up point as showed at picture 9

B. Start-up point need a 3-phase power outlets (3*32A), it can be taken from the hangar next to the start-up point.

![Picture 9 with labels: start-up point, hangar]

C. **Apron standardization:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Requirement</th>
<th>Result</th>
<th>Root</th>
<th>CA Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Electricity (</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>[Unclear]</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Grounding points</td>
<td></td>
<td>[X]</td>
<td>[X]</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Distance from runway</td>
<td></td>
<td>[X]</td>
<td>[X]</td>
<td>[X]</td>
</tr>
<tr>
<td>4</td>
<td>Area- length &amp; width</td>
<td></td>
<td>[X]</td>
<td>[X]</td>
<td>[X]</td>
</tr>
</tbody>
</table>

---

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2.3.2.3. Hangar:

A. **Hangar standardization:**

<table>
<thead>
<tr>
<th>No</th>
<th>Description</th>
<th>Requirement</th>
<th>Result</th>
<th>M/S Call</th>
<th>Corrective Action Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Length</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Width</td>
<td>preferably</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Height</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Doors opening</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Door lock</td>
<td></td>
<td></td>
<td></td>
<td>CUSTOMER,</td>
</tr>
<tr>
<td>6</td>
<td>Access to taxi</td>
<td>from the door line</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Ventilation windows</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Electricity (4 places)</td>
<td></td>
<td></td>
<td></td>
<td>Must be prepared before the activity by CUSTOMER.</td>
</tr>
<tr>
<td>9</td>
<td>Static Grounding points</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Lights</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>External flood lights</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Air pressure</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Water supply</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>WC facilities</td>
<td></td>
<td></td>
<td></td>
<td>Can be used in the near building</td>
</tr>
<tr>
<td>15</td>
<td>Fire extinguishers (2 type lithium + electrical)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Unit: RPAS Operations Category: Operational Language: EN
1.1.1.5. Taxi and Line-up:
   A. 30 Line up:
      Taxi from Start-up point to the runway through the nearby linking, turn left on center line
      to 30 start runway. At start runway point conduct a 180 turn
   B. 12 Line up:
      Taxi from Start-up point to the runway through the nearby linking,
      turn right at center line to 12 start runway. At start runway point conduct a 180 turn
      Crossing runway 12/30 while taxi to takeoff position.

1.1.1.6. Field load an Air density:
   A. At the designated period time for the deployment the expected Field load is a few
      commercial flight (less than 5) a day.
   B. The Ariel traffic around the airport is expected to be low

   A. At April and May there is about 30% days without a flight condition due a wind
      limitation
   B. At June and July there is a few days without a flight condition due a wind limitation

1.2. Logistics:
   1.2.1. Logistic gap:
      1.2.1.1. [Redacted] available at the airport, there will be need to bring a
              (recommended) or
      1.2.1.2. [Redacted] available at the site, there will be need to bring an oil to the
              site.

1.2.2. On site facilities:
   1.2.2.1. Briefing room – exists at the offices building
   1.2.2.2. Spare parts storage – container will be used as a storage
   1.2.2.3. AV available and refrigerator
   1.2.2.4. GSE storage room – exists need a lot of renovation
   1.2.2.5. Toils room – exists need a lot of renovation
   1.2.2.6. Rest room – exists

1.3. Security:
   1.3.1. [Redacted]
   1.3.2. [Redacted]
2. "Egilsstadir" site:

2.1. The Site Survey was performed at the 12/12/2018

2.2. Site location:

2.2.1. Coordinate - 65°38′29″ N / 23°32′46″ W

2.2.2. The airfield located between two ridge

2.2.3. Nearby the airfield there is a small town (around 3,000 residents)

2.3. Airfield parameters:

2.3.1. ICAO ID – BIBD

2.3.2. Runway:

2.3.2.1. True Bearing – 047/227

A. Dimensions 1800'45"  
B. Runway altitude – 20 ft (approximately)
C. Runway Strength – Asphalt (stabilized)
D. Runway slope – 0.6 degrees  
E. For safety reasons, (after that, both the runway from the runway).

2.3.2.2. GCS location:

A. As showed at picture 7
B. Electricity must be brought to the GCS location
C. Internet access must be brought to the GCS location
D. The GDT locate on a small hill in order to have a clear Line Of Site to the length of the runway.

<table>
<thead>
<tr>
<th>Unit</th>
<th>RPAS Operations</th>
<th>Category</th>
<th>Operational</th>
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<tbody>
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</tr>
</tbody>
</table>

MI009.2.03

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2.3.2.5. Taxi and Line-up:
   A. From apron (start-up point) taxi to start runway for 04
   B. For 22 – Taxi on the runway and turn 180

2.3.2.6. Field load an Air density:
   A. At the designated period time for the deployment the expected Field load is a few commercial flights per day.
   B. The Ariel traffic around the airport is expected to be low

2.3.2.7. Weather History (2017/2018):
   A. At April and May there is about 25% days without a flight condition due a wind limitation
   B. At June and July there is a few days without a flight condition due a wind limitation

2.4. Logistics:
   2.4.1. Fuel and oil:
      2.4.1.1. There is an AVGAS 100LL
      2.4.1.2. There will be need to provide a Pegasus Mobile 1 oil to the site.
   2.4.2. On site facilities:
      2.4.2.1. Briefing room – exists at the offices building
      2.4.2.2. Spare parts storage – container will be used as a storage
      2.4.2.3. AV available and refrigerator
      2.4.2.4. GSE storage room – exists
      2.4.2.5. Toils room – exists
      2.4.2.6. Rest room – exists

2.5. Security:
Subject: Provision of signed contract -RPAS operations in Iceland- SC3 - Implementing Framework Contract 2018/EMSA/OP/1/2018

Dear [Name],

EMSA is pleased to provide you with the signed original of the Specific Contract No 3 for RPAS operations in Iceland implementing Framework contract No.2018/EMSA/OP/1/2018.

Please be informed that pursuant to its Article III.2.1 the Agreement shall enter into force on the date it was signed by the last party.

In light of the above mentioned points, EMSA would like to thank your organisation for your efforts so far and we are looking forward to co-operating with you on this interesting project during the coming period.

Yours sincerely,

Executive Director

Enclosure:
- Specific Contract No 3
- Form 002
SPECIFIC CONTRACT No 3

for Transportation, On-site Set-up, On site Activities and Flight Operations/missions

ICELAND

implementing Framework contract No 2018/EMSA/OP/1/2018

The European Maritime Safety Agency (hereinafter referred to as ‘EMSA’), with its seat at Praca Europa 4, 1249-206 Lisbon, Portugal, VAT registration no.: 507 685 326 represented by Executive Director,

on the one part,

and

CEIIA-Centro de Engenharia e Desenvolvimento (Associação)
A. Dom Afonso Henriques, 1825
4450-017 Matosinhos
Portugal
VAT PT504689878

(hereinafter referred to as "the contractor"), represented by , Board
Member and , Board Member

on the other part,
HAVE AGREED

ARTICLE III.1 - SUBJECT MATTER

III.1.1 This specific contract implements Framework Contract (FWC) No 2018/EMS/OP/1/2018 signed by EMSA and the contractor on 27 September 2018.

III.1.2 In accordance with the provisions set out in the FWC and in this specific contract and their annexes, which form an integral part of it, the contractor must provide the following services: Mobilisation, On-site Set-up, On-site activities and Flight Operations/missions in the framework of the request for RPAS services in Iceland as per attached form 002.

III.1.3 As described under subparagraph 4.1.4.9 of Appendix I to the Tender Specifications (Annex I to the FWC), SATCOM services will not be part of this specific contract and will be contracted directly by EMSA for supporting the operation.

ARTICLE III.2 - ENTRY INTO FORCE AND DURATION

III.2.1 This specific contract shall enter into force on the date on which it is signed by the last party.

III.2.2 The provision of the services starts from the date of entry into force of this specific contract.

III.2.3 The provision of the services must not exceed 85 days. The parties may extend the duration by written agreement before it elapses and before expiry of the FWC.

ARTICLE III.3 - PRICE

III.3.1 The maximum price payable under this specific contract is EUR [REDACTED], including all services to be provided.

III.3.2 EMSA shall reimburse logistical on-site costs (such as airport fees, office space, storage facilities, utilities including water, electricity, internet at the ground control station) directly linked to the RPAS operation requirements and directly contracted by the contractor, subject to prior agreement of EMSA, and upon the production of the original invoice proving actual costs by the contractor, up to a maximum ceiling of EUR 50,000 (fifty thousand).”

ARTICLE III.4 - PAYMENT MODALITIES

III.4.1 General Considerations for all payments

1. For each hour requested by the user in the flight plan schedule and not flown due to reasons falling under the responsibility of the contractor, the following percentage will be reduced from the on-site costs: 1/(to be completed with the initial planned number of hours as per user request).

2. In case the contractor is not able to meet the total minimum amount of flight hours per quarter specified in the flight plan(s) during the deployment, the on-site costs will be reduced proportionally. For that purpose, the number of hours not flown per quarter will be compared to the initially planned number of hours for this operation, i.e. [(to be completed with the initially planned number of hours) / (e.g. 100 not flown hours out of 500 planned hours for the quarter, means 20% reduction in on-site costs for this quarter).]

III.4.2 Interim payments
1. Every calendar month, the contractor (or leader in the case of a joint tender) shall submit an invoice for an interim payment corresponding to the value of the services delivered during the relevant period in accordance with Article II.21.6.

The contractor (or leader in the case of a joint tender) must send an invoice in paper format for the interim payment as provided for in the tender specifications, accompanied by the following:

- relevant mobilisation and/or service reports as provided for in the Tender Specifications, Section 8; detailed cost breakdown per services rendered.

2. The contracting authority must approve any submitted documents or deliverables and pay within 60 days from receipt of the invoice.

3. If the contracting authority has observations to make, it must send them to the contractor (or leader in the case of a joint tender) and suspend the time limit for payment in accordance with Article II.21.7. The contractor (or leader in case of a joint tender) has 10 days to submit additional information or corrections or a new version of the documents if the contracting authority requires it. The contracting authority must give its approval and pay within the remainder of the time-limit indicated in point 2 unless it rejects partially or fully the submitted documents or deliverables.

4. With regard to the payment of the last month of the year, EMSA may at its own discretion request the contractor to submit the invoice before expiration of the relevant calendar month and may at its own discretion decide to pay the last calendar month of the year before expiration of the relevant calendar month. Any necessary adjustment to the payment made for the last calendar month, if requested by EMSA, will be made in the invoice covering the first calendar month of the following year.

III.4.2 Payment of the balance

1. At the end of the period of provision of the services, the contractor (or leader in the case of a joint tender) may claim the payment of the balance in accordance with Article II.21.6.

The contractor (or leader in the case of a joint tender) must send an invoice in paper format for payment of the balance due under this specific contract, as provided for in the tender specifications and accompanied by the following:

- relevant final mobilisation and/or service reports;
- detailed cost breakdown per services rendered.

2. The contracting authority must approve the submitted mobilisation and/or service report and pay within 60 days from receipt of the invoice.

3. If the contracting authority has observations to make, it must send them to the contractor (or leader in the case of a joint tender) and suspend the time limit for payment in accordance with Article II.21.7. The contractor (or leader in case of a joint tender) has 10 days to submit additional information or corrections or a new version of the documents if the contracting authority requires it. The contracting authority must give its approval and pay within the remainder of the time-limit indicated in point 2 unless it rejects partially or fully the submitted documents or deliverables.

4. Partial acceptance of the services is also possible. If this is the case, then the payment percentage will be in line with the percentage of the services provided.
ARTICLE III.5 PERFORMANCE GUARANTEE

Performance guarantee is not applicable to this specific contract.

ARTICLE III.6 - EXPLOITATION OF THE RESULTS

If the results are not fully created for the purpose of the contract this should be clearly pointed out by the contractor. Information should be provided about the scope of pre-existing materials, their source and when and how the rights to these materials have been or will be acquired.

In the contract all quotations or information originating from other sources and to which third parties may claim rights have to be clearly marked (source publication including date and place, creator, number, full title etc.) in a way allowing easy identification.

ARTICLE III.7 - RETENTION MONEY GUARANTEE

Retention money guarantee is not applicable to this specific contract.

ANNEXES: FORM 002

SIGNATURES

For the contractor, CEIIA

Board Member
signature: 

Done at: 
Date: 11/03/2019

For EMSA

Executive Director,
signature:

Date: 15 MAR. 2019

For the contractor, CEIIA

Board Member
signature: 

Done at: 
Date: 11/03/2019

In duplicate in English

Page 4 of 4
Subject: Provision of signed amendment to SC3 - RPAS operations in Iceland

Ref.: Framework Contract 2018/EMSA/OP/1/2018

Dear Mr [Redacted]

EMSA is pleased to provide you with the signed original of the Amendment No.1 to the Specific Contract No 3 for RPAS operations in Iceland implementing Framework contract No.2018/EMSA/OP/1/2018.

Please be informed that pursuant to its Article III.2.1 the Agreement shall enter into force on the date it was signed by the last party.

EMSA would like to thank your organisation for your efforts so far in providing meaningful services to Iceland.

Yours sincerely

[Signature]

Executive Director

Enclosure:
• Amendment No.1 to Specific Contract No. 3
CONTRACT AMENDMENT No. 1

Contract number: Specific Contract No3 implementing FWC 2018/EMS/OP/01/2018

The European Maritime Safety Agency, with its seat at Praça Europa 4, 1249-206 Lisbon, Portugal, VAT registration no.: 507 685 326, which is represented by [Executive Director], hereinafter referred to as "EMSA",

on the one part, and

CEIIA-Centro de Engenharia e Desenvolvimento (Associação)
A. Dom Afonso Henriques, 1825
4450-017 Matosinhos
Portugal
VAT PT504869878

(hereinafter referred to as "the contractor"), represented by [Board Member] and [Board Member], Board Member

on the other part,

Having regard to Specific Contract No3 implementing Framework Contract No 2018/EMS/OP/01/2016 signed between EMSA and the contractor on 15 March 2019 ("the Contract"),

Hereby agree on the following:

Article 1

Article III.2.2 is replaced as follows: "The provision of the services shall commence at the latest on 8 April 2019 or on the date of entry into force of this specific contract if the date of entry into force is later than 8 April 2019."

Article 2

Article III.2.3 is replaced as follows: "The maximum time for transportation and on-site set-up shall not exceed 2 (two) weeks. The completion of the transportation and on-site set-up shall be communicated to EMSA and accepted in written by email or letter.

On-site activities and flight operations/missions shall start as of the date of the acceptance of the transportation and on-site set-up and will have a maximum duration of 85 days.

The parties may extend the duration by written agreement before it elapses and before expiry of the FWC."
Article 3

Article III.4.1 General Considerations for all payments is replaced as follows:

"During the deployment, if the contractor is not able to perform the total amount of flight hours requested for a month, the on-site costs will be reduced accordingly. For that purpose a payment factor (Σ flown hours / Σ requested hours) will be defined per month and will be applied on days of the relevant month where the flown hours are less than the requested hours and if the reduction of flown hours is the responsibility of the contractor".

Article 4

All the other provisions of the Contract shall remain unaltered and shall continue to apply.

The present amendment shall form an integral part of the Contract and it shall enter into force after signature by the last contracting party.

SIGNATURES

For the contractor, CEIIA

Leão

Board Member

signature:

Done at: 

Date: 28.05.2019

For EMSA,

Executive Director

signature:

Done at Lisbon

Date: 07 JUN 2019

For the contractor, CEIIA

Board Member

signature:

Done at: 

Date: 28.05.2019

In duplicate in English
Senior Board Adviser
CEIIA-Centro de Engenharia e Desenvolvimento
(Associação)
A. Dom Afonso Henriques, 1825
4450-017 Matosinhos
Portugal

By registered mail and email
emsac.3.0.dir(2019)5146858

Lisbon, 17 JUL 2019

Subject: Provision of signed amendment No 2 to SC3 - RPAS operations in Iceland

Ref.: Framework Contract 2018/EMSA/OP/1/2018

Dear Mr [redacted]

EMSA is pleased to provide you with the signed original of the Amendment No.2 to the Specific Contract No 3 for RPAS operations in Iceland implementing Framework contract No.2018/EMSA/OP/1/2018.

Please be informed that pursuant to its Article 2 the Amendment shall enter into force on the date it was signed by the last party.

EMSA would like to thank your organisation for your efforts so far in providing meaningful services to Iceland.

Yours sincerely

[signature]

Executive Director

Enclosure:
- Amendment No.2 to Specific Contract No. 3
CONTRACT AMENDMENT No. 2

Contract number: Specific Contract No3 implementing FWC 2018/EMSA/OP/01/2018

The European Maritime Safety Agency, with its seat at Praca Europa 4, 1249-206 Lisbon, Portugal, VAT registration no.: 507 685 326, which is represented by [Executive Director], hereinafter referred to as "EMSA", on the one part, and

CEIA-Centro de Engenharia e Desenvolvimento (Associação)
A. Dom Afonso Henriques, 1825
4450-017 Matosinhos
Portugal
VAT PT504689878

(hereinafter referred to as "the contractor"), represented by [Board Member], [Board Member] on the other part,

Having regard to Specific Contract No3 implementing Framework Contract No 2018/EMSA/OP/01/2018 signed between EMSA and the contractor on 15 March 2019 ("the Contract"),

Hereby agree on the following:

Article 1

Article III.2.3 is replaced as follows: "The maximum time for transportation and on-site set-up shall not exceed 2 (two) weeks. The completion of the transportation and on-site set-up shall be communicated to EMSA and accepted in written by email or letter.

On-site activities and flight operations/missions shall start as of the date of the acceptance of the transportation and on-site set-up and will have a maximum duration of 96 days.

The parties may extend the duration by written agreement before it elapses and before expiry of the FWC".

Article 2

All the other provisions of the Contract shall remain unaltered and shall continue to apply.

The present amendment shall form an integral part of the Contract and it shall enter into force after signature by the last contracting party.
SIGNATURES

For the contractor, CEIIA

Board Member

signature: 

Done at: 

Date: 2019

In duplicate in English

For EMSA,

Executive Director

signature: 

Done at Lisbon

Date: 17 JUL 2019
Subject: Provision of signed amendment No 3 to SC3 - RPAS operations in Iceland

Ref.: Framework Contract 2018/EMSA/OP/1/2018

Dear Mr. [Redacted]

EMSA is pleased to provide you with the signed original of the Amendment No.3 to the Specific Contract No.3 for RPAS operations in Iceland implementing Framework contract No.2018/EMSA/OP/1/2018.

Please be informed that pursuant to its Article 2 the Amendment shall enter into force on the date it was signed by the last party.

EMSA would like to thank your organisation for your efforts so far in providing meaningful services to Iceland.

Yours sincerely,

[Signature]

Executive Director

Enclosure:
- Amendment No.3 to Specific Contract No.3
CONTRACT AMENDMENT No. 3

Contract number: Specific Contract No3 implementing FWC 2018/EMS/OP/01/2018

The European Maritime Safety Agency, with its seat at Praça Europa 4, 1249-206 Lisbon, Portugal, VAT registration no.: 507 685 326, which is represented by [name redacted] Executive Director, hereinafter referred to as "EMSA",

on the one part, and

CEIIA-Centro de Engenharia e Desenvolvimento (Associação)
A. Dom Afonso Henriques, 1825
4450-017 Matosinhos
Portugal
VAT PT504689678

(hereinafter referred to as "the contractor"), represented by [name redacted] Board Member and [name redacted] Board Member

on the other part,

Having regard to Specific Contract No3 implementing Framework Contract No 2018/EMS/OP/01/2016 signed between EMSA and the contractor on 15 March 2019 ("the Contract"),

Hereby agree on the following:

Article 1

Article III.2.3 is replaced as follows: "The maximum time for transportation and on-site set-up shall not exceed 2 (two) weeks. The completion of the transportation and on-site set-up shall be communicated to EMSA and accepted in written by email or letter.

On-site activities and flight operations/missions shall start as of the date of the acceptance of the transportation and on-site set-up and will have a maximum duration of 119 days.

The parties may extend the duration by written agreement before it elapses and before expiry of the FWC".

Article 2

Article III.3.1 is replaced as follows: "The maximum price payable under this specific contract is [redacted], including all services to be provided.

Article 3

All the other provisions of the Contract shall remain unaltered and shall continue to apply.
The present amendment shall form an integral part of the Contract and it shall enter into force after signature by the last contracting party.

SIGNATURES

For the contractor, CEIIA

[Signature]

Board Member

Done at: [Location]

Date: 20/07/2019

For EMSA,

[Signature]

Executive Director

Done at Lisbon

Date: 26 Jul 2019

For the contractor, CEIIA

[Signature]

Board Member

Done at: [Location]

Date: 26/07/2019

In duplicate in English