

PACIFIC AVIATION INVESTMENT PROGRAM (PAIP)
TONGA AVIATION INVESTMENT PROJECT (TAIP)
DESIGN & SUPERVISION SERVICES: TBU TERMINAL BUILDING IMPROVEMENTS
CONTRACT REF: TAL/FBS/A-A14.1A

31st January 2017

AMENDMENT NO. 3 TO THE BIDDING DOCUMENTS

The PAIP TFSU would like to issue the following Addendum to the bidding documents of the above named tender:

Reference	Original Wording	Amended wording
Section 7. Terms of Reference, 4. Scope	The assignment will be undertaken in two phases as follows:	The assignment is limited to the terminal building only and will be undertaken in two phases as follows:

All other terms and conditions remain unchanged.

CLARIFICATION NO. 2 TO THE BIDDING DOCUMENTS

The PAIP TFSU would like to issue the following clarification in response to questions asked by bidders in relation to the above named tender. The questions and answers are provided below:

Question	Answer
Question No.1 Please confirm email details and any contractual requirements for electronic submission	As per Amendment # 2 and Clarification # 1, electronic submission is not allowed.
Question No.2 The RFP references scope inclusion for the <i>Preparation of decommissioning plan for the existing control tower</i> . Please confirm if this scope item is part of this project.	This is a typo/error. The scope is limited to the terminal building only.
Question No.3 Level of Service (LOS) C is referred to in various parts of the RFP. LOS C has been superseded by IATA's LOS Optimum. Please confirm acceptable guideline application.	IATA LOS Optimum guidelines are acceptable. Effective use of existing space is a key objective of this activity.

<p>Question No.4 A Bill of Quantities has been called up for tendering of construction documentation. Please confirm if the QS is to be appointed by Tonga Airports Ltd</p>	<p>The Bill of Quantities is to be delivered as part of the Consultants design obligations. Independent QS will not be engaged by TAL.</p>
<p>Question No.5 <i>Support the obtaining of all necessary approvals and permits through the provision of documents, answering of queries etc. We interpret this scope item to indicate that the client will submit all provided documentation for building approval and certification and be responsible for either engaging relevant consultants (certifier / planning) or using internal systems to facilitate this process.</i></p>	<p>Submission for consents and approvals will be undertaken by the Client. Support will be expected to ensure design documents etc are suitable and provided for such submissions in this process.</p>
<p>Question No.6 Baggage Handling Extension – reference is made to <i>a previous planned design that will be used as the basis for this extension.</i> Can this documentation and any relevant reporting please be made available</p>	<p>This will be provided to the successful consultant.</p>
<p>Question No.7 Does the client have a preferred procurement methodology for the baggage handling and check-in equipment?</p>	<p>Both aspects are to be included in the relevant construction packages which are bid competitively.</p>
<p>Question No.8 Does the client have a preferred procurement methodology for the building works?</p>	<p>International Competitive Bidding (ICB) under WB guidelines</p>
<p>Question No.9 Has the client’s airport planner provided previous business case reporting on capacity / projections / operational planning and staging? If so is it possible to obtain a copy of such reporting.</p>	<p>This will be provided to the successful consultant.</p>
<p>Question No.10 Does the client have existing geotechnical information? If so can this be provided?</p>	<p>This will be provided to the successful consultant.</p>

<p>Question No.11 Does the client have a current survey in cad form?</p>	<p>As built drawings will be provided in pdf format. Where available, CAD files will be provided to the successful consultant.</p>
<p>Question No.12 Has the client had a services audit carried out to determine if significant power upgrades are required to facilitate the project expansion. If so could we please have a copy of the documentation.</p>	<p>There is some assessment of such in previous design documents, however, this was based on a larger design. The Consultant will be expected to advise on power requirements as part of their design process and any impacts or improvements required.</p>
<p>Question No.13 Please confirm if the client is aware as to whether the site has suitable capacity for water supply and sewerage systems such that they do not require major upgrade beyond the terminal building</p>	<p>The site is served by municipal water supply. There is no municipal wastewater/sewerage system. Sewerage is disposed on site via septic tank facility.</p>
<p>Question No.14 We assume that the terminal extension requires additional external apron pavement works to accommodate the building extension and baggage handling area. Please confirm / clarify</p>	<p>No. There is no additional external apron pavement works. The building extension will require hard stand area and tying into the existing pavement surfaces.</p>
<p>Question No.15 We assume that the scope will include upgrade to the FIDS system</p>	<p>This will be part of the Consultants recommendations during design development.</p>
<p>Question No.16 Please confirm extent of Air conditioning requirement for the terminal redevelopment. Reference is made to Mechanical ventilation in the Departures lounge and offices with additional mechanical ventilation required in the Arrivals Hall. Is there a requirement for an overarching Air conditioning consideration system to override the spaces that are naturally ventilated? Can any further information be provided on the current system?</p>	<p>Air conditioning should be avoided. Preference is for passive/natural ventilation. Mechanical ventilation is currently installed in existing departure and office areas.</p> <p>Mechanical ventilation may be considered in the form of fans where security or other requirements may necessitate closed spaces, however, the building form and layout lends itself to passive air flows to accommodate ventilation in most cases.</p>
<p>Question No.17 It is our understanding that in maintaining a</p>	<p>It is important that the construction works are supervised suitably. On site</p>

<p>day by day contract diary the client is not requesting mandatory daily site attendance. Please confirm.</p>	<p>supervision should be such to provide appropriate monitoring and control of the Contractor. Ideally this will be in the form of an onsite/resident engineer, particularly given that the airport will remain operational during construction.</p>
<p>Question No.18 Our team has the capacity and relevant skill sets to run the project from New Zealand or Australia. Does the client have a preference?</p>	<p>No preference.</p>