

**PACIFIC AVIATION INVESTMENT PROGRAM**

**SAMOA AVIATION INVESTMENT PROJECT**

Procurement of Physical Works for Airport Pavements, Drainage and Service Infrastructure, Faleolo International Airport, Samoa

CONTRACT REF: SAA/ICBW/S-A15.4

25<sup>th</sup> July 2017

**AMENDMENT NO.1 TO THE BIDDING DOCUMENTS**

The PAIP TFSU would like to issue the following amendment to the bidding document:

Ref No and bid document page no.	Original Wording	Amended Wording
Section IX. Particular Conditions of Contract 1.1.3.7 Defects Notification Period	36 months	24 months

**CLARIFICATION NO.5 TO THE BIDDING DOCUMENTS**

The PAIP TFSU would like to issue the following clarification in response to question asked by a bidder in relation to the above named tender. The question and answer are provided below:

Ref No and bid document page no.	Bidder's Question	Answer
Drawing No. 51-33789-SK111	Rev B shows the various areas defined for Separable Portion 1 and 2 Stopway 08 is defined in Separable Portion 1 Where is the scope of work to be priced on the Schedule of Prices as it appears to have been omitted?	Please include in SP2 and price under schedule item P3
Schedule of Prices	Item H2 unit is LS with a quantity of 120. Please explain or	This is the consider quantum of AGL units.

	correct.	
	Item I1 unit is LS with a quantity of 3. Please explain or correct.	This is the considered quantum of aircraft stands requiring refuelling systems
	Item H2 unit is LS with a quantity of 5. Please explain or correct.	Item K1 for flood lighting represents the quantum of floodlighting poles.
Defect Liability Period PCC 1.1.3.7, 1.1.6.13&11 – Defect Liability & 11.9 Performance Certificate Section D of the Technical Requirements – 1.1 Delivery of Contract Works Technical Requirements Clause 1.4.2 Page 15	Please explain the different obligations for the Contractor relating to Defect Liability Latent Defect Liability referred to in Clause 11.9 Performance Certificate and also Clarify the Defect Liability Period.  Section D 1.1 specifies 36 months DLP. Clause 1.4.2 Clients Functional Requirements specifies, “ <i>The Contractor shall maintain a Defects Liability Period for a 2-year period from the completion of each Separable Portion</i> ” PCC 1.1.3.7 specifies 36 mths PCC 1.1.6.13 specifies 4 years	In Technical Requirements. Section D 1.1 as well as PCC 1.1.3.7 36 months are replaced with 24 months DLP required from the completion of each Separable Portion. Please refer to Amendment # 1  Regarding PCC 1.1.6.13, it states Latent Defect Period, which is different from the DLP.
Technical Requirements Clause 1.4.1 Separable Portion	Refers to ‘threshold 26 and runway end 26 safety area’. Where is this to be priced in the Schedule of Prices as it appears to have been omitted.	Please include in SP2 and price under schedule item P3.
Technical Requirements Clause 1.5.1 – Equipment Supply	Specifies The contractor is required to purchase two full FOD boss single assemblies. Where are these to be priced in the Schedule of Prices?	Please Refer C1
Technical Requirements 1.12.8 (2) (page 43) Apron Drainage.	The Contractor is to install a slow drain directly in front of the terminal.  It was noted at the site visit a slot drain has been constructed at the front of the terminal. Is this the same slot drain detailed in the Technical Requirements?  Please confirm a slot drain is required to be constructed.  Please provide the As-Build levels for the existing slot drain.	Slot drain can be removed provided the design outputs confirm it has the capacity of the design storm.  No levels exist at present.
Section IV. Bidding Form	Please confirm the scope for the air bridge installation	The pavement Contractor is required to work

Tech 1 Tender Design, Tender Drawings Page 85. Construction details for the installation of the air bridges.	required by the Pavement Contractor.	around the fixed air bridge footings and provide suitable parking installations the aircraft.
	Is there a proposed apron layout available in CAD format? If so can you please provide it.	No there is no proposed apron layout
	Please confirm where the power for the AFL towers is to be sourced. Is this included in the Terminal Building Drawings? Has any AFL infrastructure been allowed for in the terminal construction in the switchroom such as switchboards?	<ul style="list-style-type: none"> <li>All switchboards for the runway lighting is isolated from the terminal building. These are located at 2 sites in PC1 and PC2.</li> <li>AFL electrical sources will remain in the original buildings however in proposed designs, the CCRs will be relocated to PC1.</li> </ul>
Section 1.14.16 Apron Floodlighting (1) page 80. Design, supply, and install lighting on/off control, with capability for remote control from the Air Traffic Control Tower.	Please provide detail on the requirements for remote control from the tower for the apron flood lights, including the communication links.	<ul style="list-style-type: none"> <li>Flood lights will not be remote control switched from the Tower. This will remain in the terminal building however, power supply will be from PC1 – separate from the terminal building.</li> <li>The terminal contractor has provided a link between the terminal and new (under construction) training and admin building) which will eventually link PABX and Internet via cable.</li> </ul>
Section 1.14.6 Apron Floodlighting (1) page 81. Floodlight pole and foundations.	Please confirm if there is a preference for tilt poles or lowering head frames.	Tilt poles are required where the existing cannot be retrofitted.
	Will you be advertising any client side services such as construction monitoring or project/contract management?	The procurement for construction supervision services is underway with the anticipated contract award in September 2017.
Form of Bid Security (Demand Guarantee)	<p>Our guarantors are requesting that an expiry date for the Bid Security be noted. They have advised that they wish the following added to paragraph (b) {additions noted in yellow italics}"</p> <p>" ... or (ii) twenty-eight days after the end of the Bid Validity Period <i>being no later than the -&lt;day&gt; of &lt;month&gt;, &lt;year&gt; unless mutually agreed between the parties.</i>"</p>	The proposed change is acceptable

	Please confirm this change to the Bid Security form is acceptable.	
Technical Requirements Clause 1.12.9: Apron Redevelopment and Widening Page 46.	Does the apron taxiway centreline need to be relocated to the north to allow the Code E access behind Stands 2 and 3 as detailed in the Client's Proposed Solution?	Agreed
Technical Requirements Clause 1.4.4	Please provide the FWD data in excel format.	Excel data is unavailable
Bi d Security	ANZ has provided us with their Bid Security format which is substantially similar to the Form provided in Section IV. Bidding Forms. In accordance with ITB 19.3 we submit for your approval the format proposed by the ANZ for your approval.	The proposed format is acceptable
Technical Requirements Clause 1.14.7 – Runway Grooving	We do not believe it will be possible to achieve the specified frictional requirements or meet acceptable aircraft safety standards without grooving. Can you please confirm that providing grooving in accordance with Clause 1.14.7 is mandatory for this contract?	There is no mandatory requirement for grooving. Contractor to determine if their solution provides suitable frictional and operational safety characteristics, in line with the functional requirements, that would preclude the need for grooving.