

PACIFIC AVIATION INVESTMENT PROGRAM
TONGA AVIATION INVESTMENT PROJECT
AIR TRAFFIC CONTROL (ATC) EQUIPMENT FOR FUA'AMOTU INTERNATIONAL AIRPORT
CONTRACT REF: TAL/ICBG/A-A42.2

24th January 2019

CLARIFICATION NO.6 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:

Questions	Answers
<p>1. In the tender documents Section A Scope of Supply: LOT 1 – HF Communications, 4.2 Communications Remote Access and Control, it is stated the following: 4.2.17 Operating positions shall have provision for at least two momentary action PTT controls, one of which shall permit 'hands-free' operation. The controls shall be used to control RT transmissions. The same requirement is set in Section 5 Scope of Supply: LOT 2 – VHF Communications. We find this requirement for the Communications Remote Access and Control to be unclear, could you kindly please advise us about this function?</p>	<p>Hands free generally means the use of a foot-switch. Para 4.2.18 clearly indicates how hands-free can be accomplished.</p>
<p>2. With reference to clause 6.2.4 (page 132) of the above-referenced tender, there is a requirement for the cross-site link to be capable of supporting bi-directional data for a variety of systems including Nav aids. Please clarify the requirement to provide Remote Control and Monitoring of the existing DVOR/DME in the new control tower? Is there a requirement to monitor the ADS-B System or is the existing ADS-B system have it's own RCMS? Please clarify the requirement to monitor power.</p>	<p>TAL has responsibility for relocating the existing DVOR/DME monitor. To accomplish this it is anticipated TAL will utilize the cross-site link between the old equipment room and new Tower. See also to PRE BID MEETING PRESENTATION - 11 December 2018 - Slide - Scope of supply overview</p> <p>The ADS-B system has its own LCMS and RCMS. It is anticipated the entire system will be relocated to the new Tower.</p> <p>The plan is to retain the existing power input, generators etc in their existing positions linked to the old Tower then to the new Tower. Power supply status will be monitored in the new Tower</p>
<p>3. The number of copies in addition to the original of the bid are set forth to be 5 hard copies as per ITB 20.1: ITB 20.1 In addition to the original of the bid, the number of copies is: 5x hard copies plus an</p>	<p>The requirement is changed to 2x hard copies plus an electronic copy</p>

<p>electronic copy in an accessible format (MS Word & MS Excel) and a PDF version on USB flash drive submitted together with the Bid)</p> <p>Since there are 4 lots and each lot requires 1 original plus 5 hard copies, if a company is bidding for all 4 lots, it makes a total number of 24 hard copies: - 4 originals - 20 copies</p> <p>Considering an average of at least 1.000 pages per lot, a total number of at least 24.000 pages should be printed out.</p> <p>We kindly request you to consider the acceptance of all 6 copies in electronic format, being ITB 20.1 as follows:</p> <p>ITB 20.1 In addition to the original of the bid, the number of copies is: 6 electronic copies in an accessible format (MS Word & MS Excel) and a PDF version on USB flash drive submitted together with the Bid)</p> <p>In case there is any reason why you can't modify this ITB and all 5 x hard copies are not changeable to 5 x soft copies, could we at least enclose all brochures and manuals in electronic format avoiding printing them?</p>	
<p>4. For the bid bond is it acceptable to issue it from bank in Fiji backed by local bank or branch in Tonga</p>	<p>Please refer to Section I Instructions to Bidders, ITB 19.3 which states that</p> <p>...the bid security shall be a demand guarantee in any of the following forms at the Bidder's option :</p> <ul style="list-style-type: none"> (a) an unconditional guarantee issued by a bank or financial institution (such as an insurance, bonding or surety company); (b) an irrevocable letter of credit; (c) a cashier's or certified check; or (d) another security specified in the BDS, <p>from a reputable source from an eligible country.</p> <p>If the unconditional guarantee is</p>

	<p>issued by a financial institution located outside the Purchaser's Country, <u>the issuing financial institution shall have a correspondent financial institution located in the Purchaser's Country to make it enforceable.</u> ...</p> <p>Therefore, bid bond issued by reputable Fiji bank backed by local bank or branch in Tonga is acceptable.</p>
<p>5. In tender documents Section 3 Generalities: 3.24 Spare Parts, Tools and Test Equipment 3.24.1 The Supplier shall provide the spares they deem necessary to enable the provision of 100% complete operational and commissioned systems over a two-year period.</p> <p>However, in the Bid Data Sheet ITB 11.1 (j) The Bidder shall submit the following additional documents in its bid: For every Lot bid on: d) A priced list of major replacement components, recommended spare parts, and maintenance service for the first two (2) years of exploitation of equipment. At the award of the contract the Purchaser will decide how to proceed with the items included in the list.</p> <p>Also, in the Price Shedule(s) it states the following: The Bidder is requested to provide a priced list of major replacement components, recommended spare parts, and maintenance service for the first two (2) years of exploitation of equipment. It is NOT to be included in the total bid price and is not subject to evaluation.</p> <p>Question – Please confirm that the 2 years spare parts and 2 years maintenance support prices shall not be summed-up for the lot total price.</p>	<p>Clause 3.24.1 is deleted.</p> <p>The spare parts shall be quoted separately in the Price Schedule – Technical Spares and Replacement Components.</p> <p>The Bidder is requested to provide a priced list of major replacement components, recommended spare parts, and maintenance service for the first two (2) years of exploitation of equipment.</p> <p>It is NOT to be included in the total bid price and is not subject to evaluation.</p> <p>Therefore, this is to confirm that the 2 years spare parts and 2 years maintenance support prices shall not be summed-up for the lot total price.</p>
<p>6. In the tender documents, section: 3.19.4 Costs, it is stated the following:</p> <p>3.19.4.1 The Supplier shall identify the value of each FAT training requirement for each system in the bid and pay for, the following costs:</p> <ul style="list-style-type: none"> <input type="checkbox"/> the cost for the travel, accommodation and incidental cost for an agreed number of people to attend each FAT, and associated pre- FAT training for two persons from Tonga. <input type="checkbox"/> any venue or training facility hire required <input type="checkbox"/> all materials costs associated with the training 	<p>FAT: Please refer to Clarification 5 dated January 23, 2019 Q&A # 7 which confirms that the “agreed number of people” from the Purchaser organisation to attend each FAT is two.</p> <p>Flight Strip Printing System is excluded from FAT as FSPS is not part of this tender.</p>

<p>(resources, books, notes, drawings)</p> <p>□ It is anticipated that FAT will be required for the following systems, as a minimum:</p> <ul style="list-style-type: none"> o VHF base station equipment o HF Transceiver system o Flight Strip Printing System o Remote Control and Monitoring System o Crash Alarm <p>Question – How many persons from the Purchaser will be attending the FAT per each lot? We would need to know in order to be able to calculate the required cost.</p> <p>Question - Flight Strip Printing System is not part of the scope any more. Please confirm FAT for this system is not required.</p>	
<p>7. We refer to ITB clause 17.2 (a) - Manufacturer's Authorization can be provided for Lot 1 - HF Communications Equipment and Lot 2 - VHF Communications equipment as these are specialised equipment manufactured for the ATC market. However for Lot 3 - Communications Network and Lot 4 - New Tower Equipment, the equipment is Commercial Off The Shelf (COTS), hence Manufacturer's Authorization may not be readily available from the Original Equipment Manufacturer. Please clarify if Manufacturer's Authorization is still required for Lot 3 and Lot 4.</p>	<p>Any procurement associated with paras 6.3, 6.4, 6.5, 7.1, 7.3 & 7.4 could need manufacturer's authorisation to ensure that only compatible and compliant parts are being used. It would not normally be acceptable for COTS parts to be added to systems specifically designed for the aviation market. This relates to both design assurance and safety assurance. Anyone signing off something that doesn't have such authorisation could be held accountable in the event of a future occurrence.</p> <p>In terms of paras, 6.1 & 6.2, there will remain a requirement for interoperability with ALL other systems using the data network.</p>