



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

SUPPLEMENTAL / BID BULLETIN NO. 4

**REPLACEMENT OF METEOROLOGICAL EQUIPMENT
 for San Vicente Airport
 (Bid No. 19-005-02)**

06 March 2019

I. The following are the answer to queries of the prospective bidders for the said project.

	REFERENCE	QUESTION	ANSWER
Reference: letter of SMS Global Technologies Inc. dated 28 February 2019	1) DOST-PAGASA Certification of meteorological Sensors and other ancillaries.	1) Please confirm that other meteorological sensors and accessories approved by any world CAA are accepted and can be proposed.	1) The CAAP does not require a specific brand of meteorological sensor as long as the supplied sensors shall be in compliance to Section VII. Technical Specification.
	2) Under Financial Page 6: Solar Photovoltaic System as main power source, 55Ah batteries	2) Please confirm that any batteries (not only 55Ah) compliant with tender specification in point C.5.7 ensuring the 48 hours continuous operation can be proposed.	2) The CAAP requires that the minimum total capacity of the batteries shall be 55Ah and it must withstand 48 hours continuous operation without any incident of power interruption or power loss.
	3) Under Page 46, point 21	3) Due to the requirement of a lot of comprehensive materials to be submitted with technical proposal, we kindly request the distinguished CAAP Bids and Awards Committee for the extension of the deadline for submission of bids for another thirty (30) days.	3) Please refer to bid bulletin No. 1.
	4) Page 77, point A.6	4). When can we conduct site inspection? We plan to participate for the	4) Please refer to Bid Bulletin No. 3.

	<p>5) Technical Page 79, point B.19. The CAAP requires that the supplied meteorological display and meteorological sensors shall be of the same brand/company.</p> <p>6) (blank)</p> <p>7) Page 80, point C.1.1.1.3</p> <p>8) Under Page 80, point C.1.1.1.6. The contractor shall supply an ultrasonic wind sensor that has the capability to be calibrated on-site and interfaced via a RS-485.</p>	<p>other airports and we would like to know if we can conduct site inspection even if we have not yet paid for the cost of the bidding documents?</p> <p>5). There is no such manufacturer who produces meteorological sensors and ICT devices. Please confirm that supplied meteorological sensors, masts, other accessories and ICT devices can be produced by different manufacturers.</p> <p>6). Please confirm that no communication via cables is considered at the airport.</p> <p>7). Please explain why the upside-down ultrasonic sensor is requested due to the fact that it will be installed at 10m high mast on the roof without any obstacles. We recommend to install ultrasonic sensor in "standard" position, especially in airports applications.</p> <p>8). Please clarify what you mean by "to be calibrated on-site". However, there is no any calibration device which can be used for on-site calibration. The standard calibration tool is wind tunnel; calibration is done in</p>	<p>5) The provision stated in the B.19 under Section VII. Technical Specification shall be strictly implemented.</p> <p>6) Please refer to Bid Bulletin No. 3.</p> <p>7) In reference to C.1.1.1.3 of Section VII. Technical Specification it states that "The contractor shall supply an ultrasonic wind speed sensor and wind direction sensor with the capability to be mounted upside down and has an Ingress Protection (IP) 66 or higher protection". The CAAP does not necessary require to install it in an upside-down configuration, but it must have that capability.</p> <p>8) The CAAP intends that the supplied meteorological sensor shall be capable to be maintained, re-configured and re-calibrated on-site based on the calibration test result given by the DOST-PAGASA. Thus, vital accessories stated in</p>
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