

PHILIPPINE BIDDING DOCUMENTS

Procurement for the

**LEASE OF FLIGHT INSPECTION SYSTEM AND AIRCRAFT FOR
CAAP-FICG FLIGHT OPERATIONS MISSION NATIONWIDE 2024 –
RADIO NAVIGATIONAL AIDS CHECK**

Government of the Republic of the Philippines

BID NO. 24-022- 05 BRAVO

**Sixth Edition
July 2020**

Preface

These Philippine Bidding Documents (PBDs) for the procurement of Goods through Competitive Bidding have been prepared by the Government of the Philippines for use by any branch, constitutional commission or office, agency, department, bureau, office, or instrumentality of the Government of the Philippines, National Government Agencies, including Government-Owned and/or Controlled Corporations, Government Financing Institutions, State Universities and Colleges, and Local Government Unit. The procedures and practices presented in this document have been developed through broad experience, and are for mandatory use in projects that are financed in whole or in part by the Government of the Philippines or any foreign government/foreign or international financing institution in accordance with the provisions of the 2016 revised Implementing Rules and Regulations of Republic Act No. 9184.

The Bidding Documents shall clearly and adequately define, among others: (i) the objectives, scope, and expected outputs and/or results of the proposed contract or Framework Agreement, as the case may be; (ii) the eligibility requirements of Bidders; (iii) the expected contract or Framework Agreement duration, the estimated quantity in the case of procurement of goods, delivery schedule and/or time frame; and (iv) the obligations, duties, and/or functions of the winning bidder.

Care should be taken to check the relevance of the provisions of the PBDs against the requirements of the specific Goods to be procured. If duplication of a subject is inevitable in other sections of the document prepared by the Procuring Entity, care must be exercised to avoid contradictions between clauses dealing with the same matter.

Moreover, each section is prepared with notes intended only as information for the Procuring Entity or the person drafting the Bidding Documents. They shall not be included in the final documents. The following general directions should be observed when using the documents:

- a. All the documents listed in the Table of Contents are normally required for the procurement of Goods. However, they should be adapted as necessary to the circumstances of the particular Procurement Project.
- b. Specific details, such as the “*name of the Procuring Entity*” and “*address for bid submission*,” should be furnished in the Instructions to Bidders, Bid Data Sheet, and Special Conditions of Contract. The final documents should contain neither blank spaces nor options.
- c. This Preface and the footnotes or notes in italics included in the Invitation to Bid, Bid Data Sheet, General Conditions of Contract, Special Conditions of Contract, Schedule of Requirements, and Specifications are not part of the text of the final document, although they contain instructions that the Procuring Entity should strictly follow.

- d. The cover should be modified as required to identify the Bidding Documents as to the Procurement Project, Project Identification Number, and Procuring Entity, in addition to the date of issue.
- e. Modifications for specific Procurement Project details should be provided in the Special Conditions of Contract as amendments to the Conditions of Contract. For easy completion, whenever reference has to be made to specific clauses in the Bid Data Sheet or Special Conditions of Contract, these terms shall be printed in bold typeface on Sections I (Instructions to Bidders) and III (General Conditions of Contract), respectively.
- f. For guidelines on the use of Bidding Forms and the procurement of Foreign-Assisted Projects, these will be covered by a separate issuance of the Government Procurement Policy Board.

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Glossary of Acronyms, Terms, and Abbreviations

ABC – Approved Budget for the Contract.

BAC – Bids and Awards Committee.

Bid – A signed offer or proposal to undertake a contract submitted by a bidder in response to and in consonance with the requirements of the bidding documents. Also referred to as *Proposal* and *Tender*. (2016 revised IRR, Section 5[c])

Bidder – Refers to a contractor, manufacturer, supplier, distributor and/or consultant who submits a bid in response to the requirements of the Bidding Documents. (2016 revised IRR, Section 5[d])

Bidding Documents – The documents issued by the Procuring Entity as the bases for bids, furnishing all information necessary for a prospective bidder to prepare a bid for the Goods, Infrastructure Projects, and/or Consulting Services required by the Procuring Entity. (2016 revised IRR, Section 5[e])

BIR – Bureau of Internal Revenue.

BSP – Bangko Sentral ng Pilipinas.

Consulting Services – Refer to services for Infrastructure Projects and other types of projects or activities of the GOP requiring adequate external technical and professional expertise that are beyond the capability and/or capacity of the GOP to undertake such as, but not limited to: (i) advisory and review services; (ii) pre-investment or feasibility studies; (iii) design; (iv) construction supervision; (v) management and related services; and (vi) other technical services or special studies. (2016 revised IRR, Section 5[i])

CDA - Cooperative Development Authority.

Contract – Refers to the agreement entered into between the Procuring Entity and the Supplier or Manufacturer or Distributor or Service Provider for procurement of Goods and Services; Contractor for Procurement of Infrastructure Projects; or Consultant or Consulting Firm for Procurement of Consulting Services; as the case may be, as recorded in the Contract Form signed by the parties, including all attachments and appendices thereto and all documents incorporated by reference therein.

CIF – Cost Insurance and Freight.

CIP – Carriage and Insurance Paid.

CPI – Consumer Price Index.

DDP – Refers to the quoted price of the Goods, which means “delivered duty paid.”

DTI – Department of Trade and Industry.

EXW – Ex works.

FCA – “Free Carrier” shipping point.

FOB – “Free on Board” shipping point.

Foreign-funded Procurement or Foreign-Assisted Project– Refers to procurement whose funding source is from a foreign government, foreign or international financing institution as specified in the Treaty or International or Executive Agreement. (2016 revised IRR, Section 5[b]).

Framework Agreement – Refers to a written agreement between a procuring entity and a supplier or service provider that identifies the terms and conditions, under which specific purchases, otherwise known as “Call-Offs,” are made for the duration of the agreement. It is in the nature of an option contract between the procuring entity and the bidder(s) granting the procuring entity the option to either place an order for any of the goods or services identified in the Framework Agreement List or not buy at all, within a minimum period of one (1) year to a maximum period of three (3) years. (GPPB Resolution No. 27-2019)

GFI – Government Financial Institution.

GOCC – Government-owned and/or –controlled corporation.

Goods – Refer to all items, supplies, materials and general support services, except Consulting Services and Infrastructure Projects, which may be needed in the transaction of public businesses or in the pursuit of any government undertaking, project or activity, whether in the nature of equipment, furniture, stationery, materials for construction, or personal property of any kind, including non-personal or contractual services such as the repair and maintenance of equipment and furniture, as well as trucking, hauling, janitorial, security, and related or analogous services, as well as procurement of materials and supplies provided by the Procuring Entity for such services. The term “related” or “analogous services” shall include, but is not limited to, lease or purchase of office space, media advertisements, health maintenance services, and other services essential to the operation of the Procuring Entity. (2016 revised IRR, Section 5[r])

GOP – Government of the Philippines.

GPPB – Government Procurement Policy Board.

INCOTERMS – International Commercial Terms.

Infrastructure Projects – Include the construction, improvement, rehabilitation, demolition, repair, restoration or maintenance of roads and bridges, railways, airports, seaports, communication facilities, civil works components of information technology projects, irrigation, flood control and drainage, water supply, sanitation, sewerage and solid waste management systems, shore protection, energy/power and electrification facilities, national

buildings, school buildings, hospital buildings, and other related construction projects of the government. Also referred to as *civil works or works*. (2016 revised IRR, Section 5[u])

LGUs – Local Government Units.

NFCC – Net Financial Contracting Capacity.

NGA – National Government Agency.

PhilGEPS - Philippine Government Electronic Procurement System.

Procurement Project – refers to a specific or identified procurement covering goods, infrastructure project or consulting services. A Procurement Project shall be described, detailed, and scheduled in the Project Procurement Management Plan prepared by the agency which shall be consolidated in the procuring entity's Annual Procurement Plan. (GPPB Circular No. 06-2019 dated 17 July 2019)

PSA – Philippine Statistics Authority.

SEC – Securities and Exchange Commission.

SLCC – Single Largest Completed Contract.

Supplier – refers to a citizen, or any corporate body or commercial company duly organized and registered under the laws where it is established, habitually established in business and engaged in the manufacture or sale of the merchandise or performance of the general services covered by his bid. (Item 3.8 of GPPB Resolution No. 13-2019, dated 23 May 2019). Supplier as used in these Bidding Documents may likewise refer to a distributor, manufacturer, contractor, or consultant.

UN – United Nations.

Section I. Invitation to Bid



**INVITATION TO BID FOR
“LEASE OF FLIGHT INSPECTION SYSTEM AND AIRCRAFT FOR
CAAP-FICG FLIGHT OPERATIONS MISSION NATIONWIDE 2024 –
RADIO NAVIGATIONAL AIDS CHECK”**

1. The Civil Aviation Authority of the Philippines, through its Corporate Operating Budget 2024 intends to apply the sum of **Fifty-five Million Six Hundred and Eighty Thousand Pesos (P55,680,000.00)** being the ABC to payments under the contract for the **“LEASE OF FLIGHT INSPECTION SYSTEM AND AIRCRAFT FOR CAAP-FICG FLIGHT OPERATIONS MISSION NATIONWIDE 2024 – RADIO NAVIGATIONAL AIDS CHECK -BID NO. 24-022-05 BRAVO.** Bids received in excess of the ABC shall be automatically rejected at bid opening.
2. The Civil Aviation Authority of the Philippines now invites bids for the above Procurement Project. Delivery of the Goods is required for the conduct of flight inspection of radio navigational aids over a period of at least one (1) year, subject to availability of the funds. Bidders should have completed, within the last ten (10) years from the date of submission and receipt of bids, a contract similar to the Project. The description of an eligible bidder is contained in the Bidding Documents, particularly, in Section II (Instructions to Bidders).
3. Bidding will be conducted through open competitive bidding procedures using a non-discretionary *“pass/fail”* criterion as specified in the 2016 revised Implementing Rules and Regulations (IRR) of Republic Act (RA) No. 9184.

Bidding is open to all interested bidders, whether local or foreign, subject to the conditions for eligibility provided in the 2016 revised IRR of RA No. 9184.

4. Prospective Bidders may obtain further information from Civil Aviation Authority of the Philippines and inspect the Bidding Documents at the address given below during office hours.
5. A complete set of Bidding Documents may be acquired by interested Bidders on **03 May 2024 until deadline of submission of bid** from the given address and website(s) below *and upon payment of the applicable fee for the Bidding Documents, pursuant to the latest Guidelines issued by the GPPB, in the amount of **Php 56,000.00 (inclusive of 12% VAT)**.* The Procuring Entity shall allow the bidder to present its proof of payment for the fees through email.

[NOTE: For lot procurement, the maximum fee for the Bidding Documents for each lot shall be based on its ABC, in accordance with the Guidelines issued by the GPPB;

provided that the total fees for the Bidding Documents of all lots shall not exceed the maximum fee prescribed in the Guidelines for the sum of the ABC of all lots.]

5. The Civil Aviation Authority of the Philippines will hold a Pre-Bid Conference¹ on **13 May 2024 @ 9:30 AM** through video conferencing or webcasting via Google Meet Application, which shall be open to prospective bidders.
6. Bids must be duly received by the BAC Secretariat through manual submission at the office address indicated below, on or before **27 May 2024 @ 9:30 AM**. Late bids shall not be accepted.
7. All Bids must be accompanied by a bid security in any of the acceptable forms and in the amount stated in **ITB** Clause 14.
8. Bid opening shall be on **27 May 2024 @ 9:30 AM** at the given address below. Bids will be opened in the presence of the bidders' representatives who choose to attend the activity.
9. The Civil Aviation Authority of the Philippines reserves the right to reject any and all bids, declare a failure of bidding, or not award the contract at any time prior to contract award in accordance with Sections 35.6 and 41 of the 2016 revised IRR of RA No. 9184, without thereby incurring any liability to the affected bidder or bidders.
10. For further information, please refer to:

ENGR. LEANDRO R. VARQUEZ
Head, BAC Secretariat
BAC Office
3rd Floor Supply, Procurement Building, CAAP Compound,
MIA Road corner Ninoy Aquino Avenue, 1300 Pasay City
E-mail address: bac@caap.gov.ph
Telephone No.: (02) 8246-4988 loc.2236
www.caap.gov.ph
11. Bidding Documents may also be downloaded free of charge from the website of the Philippine Government Electronic Procurement System (PhilGEPS) and the website of the Procuring Entity, provided that bidders shall pay the applicable fee for the Bidding Documents not later than the submission of their bids.

ATTY. DANJUN G. LUCAS
Chairman
Bids and Awards Committee (BAC) "Bravo"

¹

Section II. Instructions to Bidders

1. Scope of Bid

The Procuring Entity, Civil Aviation Authority of the Philippines (CAAP) wishes to receive Bids for the **LEASE OF FLIGHT INSPECTION SYSTEM AND AIRCRAFT FOR CAAP-FICG FLIGHT OPERATIONS MISSION NATIONWIDE 2024 – RADIO NAVIGATIONAL AIDS CHECK**, with identification number **BID NO. 24-022-05 BRAVO**.

The Procurement Project (referred to herein as “Project”) is for the conduct of Flight Inspection of Radio Navigational Aids and Associated ATM IFPs, the details of which are described in Section VII (Technical Specifications).

2. Funding Information

2.1. The GOP through the source of funding as indicated below for FY2024 in the amount of Fifty-five Million Six Hundred and Eighty Thousand Pesos (P55,680,000.00).

2.2. The source of funding is the CAAP (GOCC) Corporate Operating Budget 2024.

3. Bidding Requirements

The Bidding for the Project shall be governed by all the provisions of RA No. 9184 and its 2016 revised IRR, including its Generic Procurement Manuals and associated policies, rules and regulations as the primary source thereof, while the herein clauses shall serve as the secondary source thereof.

Any amendments made to the IRR and other GPPB issuances shall be applicable only to the ongoing posting, advertisement, or **IB** by the BAC through the issuance of a supplemental or bid bulletin.

The Bidder, by the act of submitting its Bid, shall be deemed to have verified and accepted the general requirements of this Project, including other factors that may affect the cost, duration and execution or implementation of the contract, project, or work and examine all instructions, forms, terms, and project requirements in the Bidding Documents.

4. Corrupt, Fraudulent, Collusive, and Coercive Practices

The Procuring Entity, as well as the Bidders and Suppliers, shall observe the highest standard of ethics during the procurement and execution of the contract. They or through an agent shall not engage in corrupt, fraudulent, collusive, coercive, and obstructive practices defined under Annex “I” of the 2016 revised IRR of RA No. 9184 or other integrity violations in competing for the Project.

5. Eligible Bidders

5.1. Only Bids of Bidders found to be legally, technically, and financially capable will be evaluated.

- 5.2. Foreign ownership limited to those allowed under the rules may participate in this Project.
- 5.3. Pursuant to Section 23.4.1.3 of the 2016 revised IRR of RA No.9184, the Bidder shall have an SLCC that is at least one (1) contract similar to the Project the value of which, adjusted to current prices using the PSA's CPI. For the procurement of Expendable Supplies, the Bidder must have completed a single contract that is similar to this Project, equivalent to at least twenty-five percent (25%) of the ABC.
- 5.4. The Bidders shall comply with the eligibility criteria under Section 23.4.1 of the 2016 IRR of RA No. 9184.

6. Origin of Goods

There is no restriction on the origin of goods other than those prohibited by a decision of the UN Security Council taken under Chapter VII of the Charter of the UN, subject to Domestic Preference requirements under **ITB** Clause 18.

7. Subcontracts

- 7.1. Subcontracting is not allowed.
- 7.2. Subcontracting of any portion of the Project does not relieve the Supplier of any liability or obligation under the Contract. The Supplier will be responsible for the acts, defaults, and negligence of any subcontractor, its agents, servants, or workmen as fully as if these were the Supplier's own acts, defaults, or negligence, or those of its agents, servants, or workmen.

8. Pre-Bid Conference

The Procuring Entity will hold a pre-bid conference for this Project on the specified date and time and either at its physical address **13 May 2024 @ 9:30 AM** through video conferencing or webcasting via Google Meet Application as indicated in paragraph 6 of the **IB**.

9. Clarification and Amendment of Bidding Documents

Prospective bidders may request for clarification on and/or interpretation of any part of the Bidding Documents. Such requests must be in writing and received by the Procuring Entity, either at its given address or through electronic mail indicated in the **IB**, at least ten (10) calendar days before the deadline set for the submission and receipt of Bids.

10. Documents comprising the Bid: Eligibility and Technical Components

- 10.1. The first envelope shall contain the eligibility and technical documents of the Bid as specified in **Section VIII (Checklist of Technical and Financial Documents)**.

- 10.2. The Bidder's SLCC as indicated in **ITB** Clause 5.3 should have been completed within the last ten (10) years from the date of submission and receipt of bids.
- 10.3. If the eligibility requirements or statements, the bids, and all other documents for submission to the BAC are in foreign language other than English, it must be accompanied by a translation in English, which shall be authenticated by the appropriate Philippine foreign service establishment, post, or the equivalent office having jurisdiction over the foreign bidder's affairs in the Philippines. Similar to the required authentication above, for Contracting Parties to the Apostille Convention, only the translated documents shall be authenticated through an apostille pursuant to GPPB Resolution No. 13-2019 dated 23 May 2019. The English translation shall govern, for purposes of interpretation of the bid.

11. Documents comprising the Bid: Financial Component

- 11.1. The second bid envelope shall contain the financial documents for the Bid as specified in **Section VIII (Checklist of Technical and Financial Documents)**.
- 11.2. If the Bidder claims preference as a Domestic Bidder or Domestic Entity, a certification issued by DTI shall be provided by the Bidder in accordance with Section 43.1.3 of the 2016 revised IRR of RA No. 9184.
- 11.3. Any bid exceeding the ABC indicated in paragraph 1 of the **IB** shall not be accepted.
- 11.4. For Foreign-funded Procurement, a ceiling may be applied to bid prices provided the conditions are met under Section 31.2 of the 2016 revised IRR of RA No. 9184.

12. Bid Prices

- 12.1. Prices indicated on the Price Schedule shall be entered separately in the following manner:
 - a. For Goods offered from within the Procuring Entity's country:
 - i. The price of the Goods quoted EXW (ex-works, ex-factory, ex-warehouse, ex-showroom, or off-the-shelf, as applicable);
 - ii. The cost of all customs duties and sales and other taxes already paid or payable;
 - iii. The cost of transportation, insurance, and other costs incidental to delivery of the Goods to their final destination; and
 - iv. The price of other (incidental) services, if any, listed in the **BDS**.
 - b. For Goods offered from abroad:

- i. Unless otherwise stated in the **BDS**, the price of the Goods shall be quoted delivered duty paid (DDP) with the place of destination in the Philippines as specified in the **BDS**. In quoting the price, the Bidder shall be free to use transportation through carriers registered in any eligible country. Similarly, the Bidder may obtain insurance services from any eligible source country.
- ii. The price of other (incidental) services, if any, as listed in the **BDS**.

13. Bid and Payment Currencies

- 13.1. For Goods that the Bidder will supply from outside the Philippines, the bid prices may be quoted in the local currency or tradeable currency accepted by the BSP at the discretion of the Bidder. However, for purposes of bid evaluation, Bids denominated in foreign currencies, shall be converted to Philippine currency based on the exchange rate as published in the BSP reference rate bulletin on the day of the bid opening.
- 13.2. Payment of the contract price shall be made in Philippine Pesos.

14. Bid Security

- 14.1. The Bidder shall submit a Bid Securing Declaration² or any form of Bid Security in the amount indicated in the **BDS**, which shall be not less than the percentage of the ABC in accordance with the schedule in the **BDS**.
- 14.2. The Bid and bid security shall be valid until 120 calendar days from the opening of bids. Any Bid not accompanied by an acceptable bid security shall be rejected by the Procuring Entity as non-responsive.

15. Sealing and Marking of Bids

Each Bidder shall submit one copy of the first and second components of its Bid.

The Procuring Entity may request additional hard copies and/or electronic copies of the Bid. However, failure of the Bidders to comply with the said request shall not be a ground for disqualification.

If the Procuring Entity allows the submission of bids through online submission or any other electronic means, the Bidder shall submit an electronic copy of its Bid, which must be digitally signed. An electronic copy that cannot be opened or is corrupted shall be considered non-responsive and, thus, automatically disqualified.

16. Deadline for Submission of Bids

- 16.1. The Bidders shall submit on the specified date and time and either at its physical address or through online submission as indicated in paragraph 7 of the **IB**.

17. Opening and Preliminary Examination of Bids

- 17.1. The BAC shall open the Bids in public at the time, on the date, and at the place specified in paragraph 9 of the **IB**. The Bidders' representatives who are present shall sign a register evidencing their attendance. In case videoconferencing, webcasting or other similar technologies will be used, attendance of participants shall likewise be recorded by the BAC Secretariat.

In case the Bids cannot be opened as scheduled due to justifiable reasons, the rescheduling requirements under Section 29 of the 2016 revised IRR of RA No. 9184 shall prevail.

- 17.2. The preliminary examination of bids shall be governed by Section 30 of the 2016 revised IRR of RA No. 9184.

18. Domestic Preference

- 18.1. The Procuring Entity will grant a margin of preference for the purpose of comparison of Bids in accordance with Section 43.1.2 of the 2016 revised IRR of RA No. 9184.

19. Detailed Evaluation and Comparison of Bids

- 19.1. The Procuring Entity's BAC shall immediately conduct a detailed evaluation of all Bids rated "*passed*," using non-discretionary pass/fail criteria. The BAC shall consider the conditions in the evaluation of Bids under Section 32.2 of the 2016 revised IRR of RA No. 9184.
- 19.2. If the Project allows partial bids, bidders may submit a proposal on any of the lots or items, and evaluation will be undertaken on a per lot or item basis, as the case maybe. In this case, the Bid Security as required by **ITB** Clause 14 shall be submitted for each lot or item separately.
- 19.3. The descriptions of the lots or items shall be indicated in **Section VII (Technical Specifications)**, although the ABCs of these lots or items are indicated in the **BDS** for purposes of the NFCC computation pursuant to Section 23.4.2.6 of the 2016 revised IRR of RA No. 9184. The NFCC must be sufficient for the total of the ABCs for all the lots or items participated in by the prospective Bidder.
- 19.4. The Project shall be awarded as one contract.
- 19.5. Except for bidders submitting a committed Line of Credit from a Universal or Commercial Bank in lieu of its NFCC computation, all Bids must include the NFCC computation pursuant to Section 23.4.1.4 of the 2016 revised IRR of RA No. 9184, which must be sufficient for the total of the ABCs for all the lots or items participated in by the prospective Bidder. For bidders submitting the

committed Line of Credit, it must be at least equal to ten percent (10%) of the ABCs for all the lots or items participated in by the prospective Bidder.

20. Post-Qualification

- 20.1. [Include if Framework Agreement will be used:] For multi-year Framework Agreement, all bidders initially determined to be eligible and financially compliant shall be subject to initial post-qualification. The BAC shall then recommend the execution of a Framework Agreement among all eligible, technically and financially compliant bidders and the Procuring Entity and shall be issued by HoPE a Notice to Execute Framework Agreement. The determination of the Lowest Calculated Bid (LCB) shall not be performed by the BAC until a Mini-Competition is conducted among the bidders who executed a Framework Agreement. When a Call for Mini-Competition is made, the BAC shall allow the bidders to submit their best financial proposals on such pre-scheduled date, time and place to determine the bidder with the LCB.
- 20.2. Within a non-extendible period of five (5) calendar days from receipt by the Bidder of the notice from the BAC that it submitted the Lowest Calculated Bid, the Bidder shall submit its latest income and business tax returns filed and paid through the BIR Electronic Filing and Payment System (eFPS) and other appropriate licenses and permits required by law and stated in the BDS.

21. Signing of the Contract

- 21.1. The documents required in Section 37.2 of the 2016 revised IRR of RA No. 9184 shall form part of the Contract. Additional Contract documents are indicated in the **BDS**.

Section III. Bid Data Sheet

Bid Data Sheet

ITB Clause	
5.3	<p>For this purpose, contracts similar to the Project shall be:</p> <ul style="list-style-type: none"> a. the lease or charter of aircraft to a government entity. b. completed within a ten (10) year period prior to the deadline for the submission and receipt of bids.
7.1	Sub-contracting is not allowed.
12	The price of the Goods shall be quoted DDP in the Philippines or the applicable International Commercial Terms (INCOTERMS) for this Project.
14.1	<p>The bid security shall be in the form of a Bid Securing Declaration, or any of the following forms and amounts:</p> <ul style="list-style-type: none"> a. The amount of not less than One Million One Hundred Thirteen Thousand Six Hundred Pesos (P1,113,600.00) [<i>equivalent to two percent (2%) of ABC</i>], if bid security is in cash, cashier's/manager's check, bank draft/guarantee or irrevocable letter of credit; or b. The amount of not less than Two Million Seven Hundred Eighty Four Thousand Pesos (P2,784,000.00) [<i>equivalent to five percent (5%) of ABC</i>] if bid security is in Surety Bond.
19.3	N/A
20.2	<p>The Bidder with the Lowest Calculated Bid (LCB), which complies with and responds to all requirements and conditions, is required to submit:</p> <ul style="list-style-type: none"> (a) The most recent income and business tax returns filed through the Electronic Filing and Payment System (EFPS); (b) Business licenses and permits as mandated by law (Registration Certificate, Mayor's Permit, & Tax Clearance); (c) The most recent Audited Financial Statements; (d) Proof of completion of the SLCC as identified in the Statement of SLCC, which should be a verifiable copy of any of the following documents: <ul style="list-style-type: none"> i. Contract/s or Purchase Order/s; ii. Corresponding Sales Invoice/s; iii. Official Receipt/Cash Receipt/Collection Receipt; and/or iv. Certificate of Completion. <p>Failure to submit any of the post-qualification requirements on time, or a finding against the veracity thereof, will result in the bidder's disqualification</p>

	for the award. If a finding against the veracity of any of the submitted documents is made, it will lead to the forfeiture of the Bid Security in accordance with Section 69 of the IRR of RA 9184.
21.2	The CAAP-approved Technical Specifications (Terms of Reference) for the LEASE OF FLIGHT INSPECTION SYSTEM AND AIRCRAFT FOR CAAP-FICG FLIGHT OPERATIONS MISSION NATIONWIDE 2024 – RADIO NAVIGATIONAL AIDS CHECK shall be an integral and inseparable part of the contract.

Section IV. General Conditions of Contract

General Conditions of Contract

1. Scope of Contract

This Contract shall include all such items, although not specifically mentioned, that can be reasonably inferred as being required for its completion as if such items were expressly mentioned herein. All the provisions of RA No. 9184 and its 2016 revised IRR, including the Generic Procurement Manual, and associated issuances, constitute the primary source for the terms and conditions of the Contract, and thus, applicable in contract implementation. Herein clauses shall serve as the secondary source for the terms and conditions of the Contract.

This is without prejudice to Sections 74.1 and 74.2 of the 2016 revised IRR of RA No. 9184 allowing the GPPB to amend the IRR, which shall be applied to all procurement activities, the advertisement, posting, or invitation of which were issued after the effectivity of the said amendment.

Additional requirements for the completion of this Contract shall be provided in the **Special Conditions of Contract (SCC)**.

2. Advance Payment and Terms of Payment

2.1. Advance payment of the contract amount is provided under Annex “D” of the revised 2016 IRR of RA No. 9184.

2.2. The Procuring Entity is allowed to determine the terms of payment on the partial or staggered delivery of the Goods procured, provided such partial payment shall correspond to the value of the goods delivered and accepted in accordance with prevailing accounting and auditing rules and regulations. The terms of payment are indicated in the **SCC**.

3. Performance Security

Within ten (10) calendar days from receipt of the Notice of Award by the Bidder from the Procuring Entity but in no case later than the signing of the Contract by both parties, the successful Bidder shall furnish the performance security in any of the forms prescribed in Section 39 of the 2016 revised IRR of RA No. 9184.

4. Inspection and Tests

The Procuring Entity or its representative shall have the right to inspect and/or to test the Goods to confirm their conformity to the Project specifications at no extra cost to the Procuring Entity in accordance with the Generic Procurement Manual. In addition to tests in the **SCC, Section VII (Technical Specifications)** shall specify what inspections and/or tests the Procuring Entity requires, and where they are to be conducted. The Procuring Entity shall notify the Supplier in writing, in a timely manner, of the identity of any representatives retained for these purposes.

All reasonable facilities and assistance for the inspection and testing of Goods, including access to drawings and production data, shall be provided by the Supplier to the authorized inspectors at no charge to the Procuring Entity.

5. Warranty

- 5.1 In order to assure that manufacturing defects shall be corrected by the Supplier, a warranty shall be required from the Supplier as provided under Section 62.1 of the 2016 revised IRR of RA No. 9184.
- 5.2 The Procuring Entity shall promptly notify the Supplier in writing of any claims arising under this warranty. Upon receipt of such notice, the Supplier shall, repair or replace the defective Goods or parts thereof without cost to the Procuring Entity, pursuant to the Generic Procurement Manual.

6. Liability of the Supplier

The Supplier's liability under this Contract shall be as provided by the laws of the Republic of the Philippines.

If the Supplier is a joint venture, all partners to the joint venture shall be jointly and severally liable to the Procuring Entity.

Section V. Special Conditions of Contract

Special Conditions of Contract

GCC Clause	
1	<p>Delivery and Documents –</p> <p>For purposes of the Contract, “EXW,” “FOB,” “FCA,” “CIF,” “CIP,” “DDP” and other trade terms used to describe the obligations of the parties shall have the meanings assigned to them by the current edition of INCOTERMS published by the International Chamber of Commerce, Paris. The Delivery terms of this Contract shall be as follows:</p> <p>The delivery terms applicable to the Contract are DDP delivered in the Philippines. In accordance with INCOTERMS.”</p> <p><i>The Contract shall be valid for a period of at least one (1) year from the date of issuance of the Notice to Proceed, and subject to the availability of funds for the project.</i></p> <p><i>Delivery shall be made by the Service Provider in accordance with the Annual Flight Inspection Schedule for Radio Navigational Aids facilities in the Technical Specifications (as adjusted to the actual start of contract), and to be confirmed through: (1) a monthly schedule approved by the CAAP, and (2) a weekly coordination memorandum containing the flight route plan, which shall be timely submitted by the CAAP-FICG to the Service Provider.</i></p> <p><i>Due to the impact on public safety that is involved in this project, the Service Provider must accommodate the first flight inspection mission within fifteen (15) days from receipt of the Notice to Proceed. No deferment or extension of time to comply shall be allowed. The CAAP reserves the right to cancel the contract due to any delay in the delivery of services.</i></p> <p><i>The minimum major equipment requirements are the following: 1. One (1) Flight Inspection System; One (1) Aircraft Platform; and One (1) Ground Reference System. The primary and any substitute aircraft, shall be clearly identified, and its utilization and cost shall be specified in the Contract.</i></p> <p><i>Where applicable, the Service Provider shall ensure in all its documents, agreements, or contract for the acquisition of a Flight Inspection System (FIS), that the equipment shall be available for use by the CAAP fifteen (15) days after the issuance of a Notice to Proceed. Otherwise, the Lease Contract shall be cancelled and the Performance Security shall be forfeited in favor of the CAAP.</i></p> <p><i>The Service Provider shall ensure in all its ownership documents, agreements or contracts, certificates of registration and airworthiness certificates, and</i></p>

insurance policies, that all aircraft shall be available for use by the CAAP fifteen days after the issuance of a Notice to Proceed. Otherwise, the Lease Contract shall be cancelled and the Performance Security shall be forfeited in favor of the CAAP.

“The delivery terms applicable to this Contract are delivered in the Philippines. Risk and title will pass from the Supplier to the Procuring Entity upon receipt and final acceptance of the Goods at their final destination.”

Delivery of the Goods shall be made by the Supplier in accordance with the terms specified in Section VI (Schedule of Requirements).

For purposes of this Clause the Procuring Entity’s Representative at the Project Site is the Chief Flight Inspector, Flight Inspection & Calibration Group.

Incidental Services –

The Supplier is required to provide all of the following services, including additional services, if any, specified in Section VI. Schedule of Requirements:

- a. performance or supervision of on-site assembly of the supplied Goods;
- b. furnishing of tools required for assembly and/or maintenance of the supplied Goods;
- c. furnishing of a detailed operations and maintenance manual for each appropriate unit of the supplied Goods;
- d. performance or supervision or maintenance and/or repair of the supplied Goods, provided that this service shall not relieve the Supplier of any warranty obligations under this Contract; and

- e. training of the Procuring Entity’s personnel, at the appropriate institution and/or on-site, in assembly, start-up, operation, maintenance, and/or repair of the supplied Goods.

The Contract price for the Goods shall include the prices charged by the Supplier for incidental services and shall not exceed the prevailing rates charged to other parties by the Supplier for similar services.

Spare Parts –

The Supplier is required to provide all of the following materials, notifications, and information pertaining to spare parts manufactured or distributed by the Supplier:

1. All such spare parts to be purchased by the Supplier for the satisfactory operation of the supplied goods/ equipment, provided that this election

	<p>shall not relieve the Supplier of any warranty obligations under this Contract; and</p> <p>2. in the event of termination of production of the spare parts, a replacement of the supplied goods/ equipment for the satisfactory continuation of the contract.</p> <p>The spare parts and other components required and the costs thereof are included in the contract price.</p> <p>The Supplier shall carry sufficient inventories to assure ex-stock supply of consumable spare parts or components for the Goods for a period of the contract.</p> <p>Spare parts or components shall be supplied as promptly as possible, but in any case, without disruption of the contract.</p>
	<p>Transportation –</p> <p>Where the Supplier is required under Contract to deliver the Goods CIF, CIP, or DDP, transport of the Goods to the port of destination or such other named place of destination in the Philippines, shall be arranged and paid for by the Supplier, and the cost thereof shall be included in the Contract Price.</p> <p>Where the Supplier is required under this Contract to transport the Goods to a specified place of destination within the Philippines, defined as the Project Site, transport to such place of destination in the Philippines, including insurance and storage, shall be arranged by the Supplier, and related costs shall be included in the contract price.</p>
	<p>The Procuring Entity accepts no liability for the damage of Goods during transit other than those prescribed by INCOTERMS for DDP deliveries. In the case of Goods supplied from within the Philippines or supplied by domestic Suppliers risk and title will not be deemed to have passed to the Procuring Entity until their receipt and final acceptance at the final destination.</p> <p>Intellectual Property Rights –</p> <p>The Supplier shall indemnify the Procuring Entity against all third-party claims of infringement of patent, trademark, or industrial design rights arising from use of the Goods or any part thereof.</p>
2.2	<p><i>The terms of payment shall be as provided in the CAAP-approved Technical Specifications (Terms of Reference) and the subsequent contract for the project.</i></p> <p><i>The lease cost in terms of the hourly rate for the Flight Inspection System and Aircraft Platform, as indicated in the bid price, shall be incorporated in the contract. This shall be the basis of the computation of payment for actual flight time used by the CAAP-FICG.</i></p>

	<p><i>The provision on retention money may be waived by the CAAP where all deliveries have been satisfactorily complied with.</i></p>
4	<p><i>The TWG shall verify the capability and availability of the Flight Inspection System (FIS) and all its associated equipment within the post-qualification period.</i></p> <p><i>Where applicable, the Bidder shall ensure in their acquisition of an FIS that the equipment shall be available for use by the CAAP fifteen (15) days after the issuance of a Notice to Proceed. Otherwise, the Lease Contract shall be cancelled by the CAAP and the Performance Security shall be forfeited in the CAAP's favor.</i></p> <p><i>The TWG shall verify the capability and availability of the Aircraft and all its navigational equipment within the post qualification period. The primary and all substitute aircraft must be identified in the Bid. The Bidder shall ensure in all its ownership documents, agreements or contracts, certificates of registration and airworthiness certificates, and insurance policies, that all aircraft shall be available for use by the CAAP fifteen (15) days after the issuance of a Notice to Proceed. Otherwise, the Lease Contract shall be cancelled by the CAAP and the Performance Security shall be forfeited in the CAAP's favor.</i></p> <p><i>Furthermore, equipment inspections and tests on the FIS and the FMS shall be conducted before each flight inspection mission. The aircraft shall be prepositioned at the CAAP Hangar for such purpose. Aircraft pre-flight inspections shall be conducted in accordance with PCAR and aircraft manufacturer specifications. If a discrepancy affecting any flight inspection mission is found, the Service Provider shall have a maximum of two (2) days to resolve any issues or provide a replacement aircraft, without incurring any delay.</i></p>
6	<p>In case of delay in the provision of the aircraft and FIS, Section 68 of the RA 9184 IRR shall be applied, where the amount of the liquidated damages shall be at least equal to one-tenth of one percent (0.001) of the cost of the unperformed flight mission for every day of delay in the provision of aircraft. If the delay reaches forty-five (45) days, the CAAP may rescind the contract and impose appropriate sanctions on the Service Provider, over and above the liquidated damages due to be paid.</p>

Section VI. Schedule of Requirements

Schedule of Requirements

The delivery schedule expressed as weeks/months stipulates hereafter a delivery date which is the date of delivery to the project site.

Item Number	Description	Quantity	Delivered, Weeks/Months
1	Flight Inspection System On-Board an Aircraft Platform, with the associated Ground Reference Equipment	1 Lot	15 Days After Issuance of NTP
2	Aircraft Pilot Training	2 Lots	30 Days After Issuance of NTP
3	Flight Inspection System Training	2 Lots	30 Days After Issuance of NTP
4	Quarterly FIS Calibration	4 Lots	After Every 90 Days
5	FMS Update	4 Lots	After Every 90 Days

Section VII. Technical Specifications

TECHNICAL SPECIFICATIONS (Terms of Reference)

for the

Lease of Flight Inspection System and Aircraft
for
CAAP-FICG Flight Operations Mission Nationwide 2024
Radio Navigational Aids Check

Prepared by the:

***Flight Inspection and Calibration Group
Civil Aviation Authority of the Philippines***

1. TITLE & PURPOSE.

This document shall be known as the “**TECHNICAL SPECIFICATIONS (Terms of Reference)**” for the *Project: Lease of Flight Inspection System and Aircraft for CAAP-FICG Flight Operations Mission Nationwide 2024 – Radio Navigational Aids Check*. It details the CAAP’s purpose for the Lease, the scope of the work, the specific requirements for the flight inspection aircraft, and the essential capability of the flight inspection system equipment. This document shall be an integral and permanent part of the contract of lease.

2. INTRODUCTION.

The Civil Aviation Authority of the Philippines bears the country’s obligation to provide **air navigation services** to international civil aviation, arising from our State’s concurrence to the *Convention on International Civil Aviation (the Chicago Convention) of 1944*, particularly to its Article 28. This conformity is embodied in the present Civil Aviation Authority Law (*Republic Act 9497*), in Chapter 7, Section 35, Paragraphs (b) & (g), stating among the duties and responsibilities of the Director General of the CAAP, the following:

- (b) To designate and establish civil airways, to acquire, control, operate and maintain along such airways, navigation facilities and to chart such airways and arrange for their publication including the aeronautical charts or maps required by the international aeronautical agencies...;
- (g) To inspect, classify and rate any air navigation facilities and aerodromes available for the use of aircraft as to its suitability for such use and to issue a certificate for such...;

In the pursuance of such directive, the same chapter grants to the CAAP Director General the prerogatives in Paragraphs (k), (o) & (p), stating:

- (k) To acquire and operate such aircraft as may be necessary to execute the duties and functions of the Authority prescribed in this Act;
- (o) To participate actively... in the development of international standardization of practices... important to safe, expeditious, and easy navigation, and to implement as far as practicable the international standards, recommended practices and policies...;

(p) To exercise and perform its powers and duties under this Act consistent with any obligation assumed by the Republic of the Philippines in any treaty, convention or agreement on civil aviation matters and bilateral aviation agreements with the United States of America through the Federal Aviation Administration.

3. FLIGHT INSPECTION MANDATE.

As the CAAP provides air navigation services in our flight information region (FIR), it also has the obligation to ensure the safety of these aviation services through *the airborne inspection and calibration of Communication, Navigation and Surveillance (CNS) systems and facilities*; the *validation, and certification* of associated *Air Traffic Management (ATM) systems and services*; and the regular evaluation of *airspace and aerodromes* nationwide.

This mandate is vested in the **Flight Inspection and Calibration Group (FICG)** by:

- a. The *Republic Act 9497* (Civil Aviation Authority Act, Chapter 7, Section 35) and its *Implementing Rules and Regulations (IRR)*;
- b. The *Philippines' Civil Air Regulations for Air Navigation Services (CARANS)*, Part 10: Regulatory Requirements for CNS-ATM services;
- c. The ICAO Annex 10 - Aeronautical Telecommunications; Annex 14 – Aerodromes; Annex 6 -. Operation of Aircraft; ICAO Document 8071 – Manual on Testing of Radio Navigational Aids, ICAO Document 8168 - Procedures for ANS – Operations, ICAO Document 9906 -QA Manual for Flight Procedures Design, ICAO Document 9613 – Performance Based Navigation Manual); and,
- d. The *US Federal Aviation Administration Order 8200.1* (Standard Flight Inspection Manual), and *US FAA Order 8200.8* (Flight Inspection Program Standards).

Accordingly, the CAAP-FICG guarantees the safety of air navigation services and ensures the operational reliability of radio navigation facilities, instrument landing systems, radar surveillance facilities, visual aids facilities, runway infrastructure; airport lightings, precision approach path indicators, and all instrument flight procedures of the entire Philippine airway systems through *regular flight inspection*, in accordance with local laws, industry standards and international treaties.

The mandate requires the necessary use of *suitably equipped* and *technologically capable SPECIAL-MISSION AIRCRAFT*, for the CAAP to carry out its inspection functions, and foster safety in civil aviation

4. FLIGHT INSPECTION AUTHORITY.

The CAAP Flight Inspection and Calibration Group (FICG), is authorized to:

- 4.1. Perform flight inspections of all **communication, navigation, and surveillance (CNS)** systems in the Philippines, to determine that such systems meet the specifications contained in applicable regulations, international standards/ orders, and aviation industry documents/ manuals;
- 4.2. Validate the safety of all the Philippine airways, flight routes, instrument departure and arrival procedures, instrument approach procedures, and other **air traffic management (ATM) systems**, prior to promulgation and operational use;
- 4.3. Perform inspection and safety assessment of **all aerodromes and aeronautical services used in flight operations**; verify topographic and obstruction data, and other references used for aviation;
- 4.4. Certify CNS-ATM systems, based on the result of the flight inspection, and issue NOTAMs subject to flight inspection findings;
- 4.5. Operate such aircraft as may be appropriate for CAAP-FICG missions;
- 4.6. Execute any flight maneuvers necessary for the FICG's flight inspection and flight validation mandate;

5. FLIGHT INSPECTION RESPONSIBILITY.

The CAAP flight inspection crew is responsible for:

- 5.1. The commissioning, periodic and/or special flight inspection and calibration of CNS systems, in accordance with ICAO Document 8071 (Manual on Testing of Radio Navigational Aids), the US Federal Aviation Administration Order 8200.1 (Standard Flight Inspection Manual), and US FAA Order 8200.8 (Flight Inspection Program Standards);
- 5.2. The preliminary and periodic flight validation and evaluation of ATM systems and Instrument Flight Procedures (IFPs), based on ICAO Document 8168 (Procedures for ANS – Operations), ICAO Document 9906 (QA Manual for Flight Procedures Design), and ICAO Document 9613 (Performance Based Navigation Manual);
- 5.3. Organizing flight inspection activities with CAAP ANS, ATS, ADMS and Airport personnel for its safe and efficient conduct;

- 5.4. Analyzing flight inspection data to determine the adequacy of aviation and aeronautical systems to meet its required functions and enable a status classification to be assigned;
- 5.5. Certifying the safe utilization of navaids and IFPs based on the flight inspection data, prior to their promulgation;
- 5.6. Reporting flight inspection results and status to the appropriate authority and providing the technical details for AIPs and NOTAMs;
- 5.7. Reporting hazards and similar conditions identified during flight inspections.

6. PROGRAM OBJECTIVE:

- 6.1. The objective of this program/ project is the *Lease of Flight Inspection System and Aircraft for CAAP-FICG Flight Operations Mission Nationwide 2024, for the Flight Inspection of Radio Navigational Aids and Associated ATM IFPs, Using an Aircraft with a Flight Inspection System, Flight Management System and Radio Altimeter System;*
- 6.2. The program follows the mandate of the CAAP in Chapter 7, Section 35, Paragraphs (k) of the *Republic Act 9497* (Civil Aviation Authority Act), stated in **§ 3.** above;
- 6.3. The Lease shall be dedicated to flight operation missions for the inspectorate responsibilities of the CAAP-FICG stated in **§ 5** above, and such other flight activities that the Director General may determine to be essential to the safety of air navigation service provision;
- 6.4. The special-mission aircraft refer to the combination of the aircraft, as a platform, **and** the corresponding On-board Flight Inspection System (FIS), the Ground/ Position Reference System (GRS), and the Flight Validation Equipment (FVE). The incorporation of FIS, GRS and FVE makes the aircraft suitable and technologically capable for CAAP-FICG inspection activities;

7. PROGRAM SCOPE OF WORK and GENERAL CONDITIONS:

- 7.1. The CAAP shall Lease one primary aircraft for the CAAP-FICG radio navigational aids flight inspection operations;

- 7.2. The primary aircraft intended for radio navigational aids flight inspection, shall be a multi-engine platform mounted with a flight inspection system;
- 7.3. The present budget in the *2024 Project Procurement Management Plan (PPMP)* of the CAAP-FICG for the project shall cover the **lease** for AT LEAST **One Hundred Ninety-Two (192) Hours of block time** for an *Aircraft equipped with a Flight Inspection System (FIS)* for the *flight inspection of radio nav aids*;
- 7.4. Block time shall refer to *“the instant the aircraft starts taxiing on its own power from its parking point to take-off, to the moment it comes to a final stop on its own power after landing from flight, for parking*;
- 7.5. The total aircraft utilization time for any type of aircraft may be adjusted by the CAAP, but shall be limited within the budget or funds allocated for the whole project;
- 7.6. The Flight Inspection Aircraft is an airborne laboratory, to be operated by CAAP-FICG Flight Inspection Pilots and Flight Inspection Engineers, consistent with the authority granted to the FICG, and in compliance with their responsibility, stated in sections **§ 4.** and **§ 5.**, above.
- 7.7. The FICG Chief Flight Inspector, or the most senior flight inspector on-board, shall **direct** the flight inspection mission at all times;
- 7.8. The aircraft shall be flown to the airports and air navigation facilities in the appended table *“FICG Flight Inspection Program – **Part 1. Annual Flight Inspection Schedule**”* (*N.B.: This schedule is for general planning purposes and identification of facilities only. Final schedules shall be communicated on a monthly notice to the service provider*);
- 7.9. The aircraft type, facility to be inspected, scope of flight, and flight time allotted for each leg of the flight inspection mission, are contained in the appended table *“FICG Flight Inspection Program – **Part 2. Flight Time Allotment**”* (*N.B. This schedule is for the determination of the maximum flight time allotted for each leg or activity. The payable flight time shall be the actual block time consumed in each segment/ leg*);
- 7.10. Due to the wide differences in cruise speeds of flight inspection aircraft available at present, the **ferry time** provided in the flight time allotment shall be the maximum time payable by the CAAP for these flight legs. Excess ferry flight

- time of slow-flying aircraft offered by any supplier/service provider, shall not be payable, and therefore, waived;
- 7.11. The Flight Inspection Aircraft shall be used to calibrate radio navigation (D/VOR, DME, NDB, LLZ/ GS/ILS & GNSS) facilities, to set/ measure their prescribed physical and scientific parameters;
 - 7.12. The Flight Inspection Aircraft shall be used to validate instrument flight procedures (instrument departure, instrument arrival, approach and missed-approach procedures, landing and taxi), visual procedures, air traffic control areas/ zones, and all en-route airways;
 - 7.13. As flight inspections are conducted, the aircraft shall be operated at unusual altitudes and attitudes; used to measure critical clearances from obstacles; used to identify and evaluate airport obstruction surfaces; used to check aerodrome areas; used to verify other topographic data and obstruction information for accuracy and navigational usefulness; and used to ensure that all airspace used in civil aviation is safe for aircraft flight;
 - 7.14. Flight inspection aircraft operations should be within the capability of the aircraft service provider;
 - 7.15. All flight crew, flight inspectors, and passengers, in an official flight inspection mission, shall be covered by an appropriate life and/or accident insurance that is acceptable to the CAAP-FICG;
 - 7.16. All maintenance and operating costs shall be at the expense of the service provider, including labor (of non-CAAP personnel), trainings (of all personnel involved in flight operations), spare parts, fuel, oil, and lubricants, as well as aerodrome operational charges, where applicable;
 - 7.17. The aircraft service provider shall ensure the availability and provision of all the logistical requirements in any and all flight operation mission;
 - 7.18. Aircraft pre-flight maintenance inspections, including aircraft airworthiness release, shall be the responsibility of the service provider, and conducted in accordance with PCAR and aircraft manufacturer's maintenance specifications;
 - 7.19. The FIS operability, its maintenance and repair shall be the responsibility of the service provider. However, equipment inspections and tests on the FIS and the FMS shall be conducted by the CAAP-FICG before each flight inspection mission to ensure suitability of the necessary systems for the flight check. The aircraft shall be prepositioned at the CAAP Hangar for such purpose;

- 7.20. The aircraft service provider shall provide the necessary qualification trainings for the CAAP flight crew for each aircraft type, in compliance with Philippine CARs on personnel licensing and operation of the aircraft, and more importantly, in accordance with the aircraft manufacturer's requirements and insurance policy conditions;
- 7.21. The aircraft service provider shall provide the necessary operational trainings for the CAAP flight inspection engineers operating the Flight Inspection System (FIS), in accordance with inspector competency in ICAO Document 8071 Par. 1.12.4.a. (flight inspection) and 9906 Vol. 6, Par. 1.1.3 (flight validation);
- 7.22. All training expenditures shall be borne by the service provider and at no cost to the government, including, when necessary, the travelling and subsistence expenses of the trainees, which shall adhere to government policies and guidelines for such activities;
- 7.23. The aircraft must be able to accommodate at least two (2) Flight Inspection Pilots, three (3) Flight Inspectors-Engineers, and the ground reference system as cargo, during ferry or transit flights of the inspection/validation mission;
- 7.24. In the event that the primary aircraft becomes unavailable or unusable, a replacement aircraft of the same of capabilities for the mission shall be provided by the aircraft service provider within a reasonable period of time, without missing out on the flight inspection schedule;
- 7.25. The aircraft service provider, as the aircraft operator, shall comply with the requirements of the Philippine Civil Aviation Regulations at all times.

8. SPECIFIC AIRCRAFT OPERATION AND EQUIPMENT REQUIREMENTS FOR CAAP-FICG FLIGHT OPERATION MISSION.

- 8.1. Aircraft Requirements for the Flight Inspection of Radio Navigational Aids, and Flight Validation of Conventional Instrument Flight Procedures (IFPs):
 - 8.1.1. A primary aircraft shall be used for radio navigational aids flight inspection;
 - 8.1.2. It shall be a multi-engine platform with an integrated flight inspection system;
 - 8.1.3. The aircraft shall be capable of extensive flight at as low as 1000 feet above mean sea level or 500 feet height above near-aerodrome terrain;

- 8.1.4. The aircraft shall be capable of demanding climbs and descents, high-performance maneuvers required for flight inspection, and repeated missed approaches and low passes at 50 feet over the runway threshold;
 - 8.1.5. The aircraft shall be especially equipped with a Flight Inspection System, provided with independent communication and navigation antennas/sensors, electric power supplies/ sources, and autonomous position reference systems;
 - 8.1.6. The aircraft shall have a Flight Management System coupled to the Auto-Flight System, with regularly updated database and programmable with temporary user waypoints; an approved RADAR altimeter; and an approved GNSS Receiver (TSO'd to C129 or equivalent specifications);
 - 8.1.7. The aircraft shall be equipped with Pilot (cockpit) - Engineer (cabin) communication and Pilot-FIS signal interface;
 - 8.1.8. The aircraft must be capable of an endurance of at least 3.0 hours flight inspection time, between refueling;
 - 8.1.9. The aircraft environmental control and air conditioning should be acceptable to the CAAP-FICG as being adequate for flight crew and electronic equipment operating in low-altitude as well as high-altitude flight operations;
- 8.2. Requirements for the On-board automatic Flight Inspection System (FIS):
- 8.2.1. The aircraft shall be equipped with an automatic Flight Inspection System (FIS) acceptable to the CAAP-FICG to meet flight inspection standards;
 - 8.2.2. The FIS shall be capable of evaluating the radiated signal in the calibration of the following radio navigational equipment:
 - 8.2.2.1. Instrument Landing System Category I (ILS I);
 - 8.2.2.2. Doppler and Conventional VHF Omnidirectional Range (VOR), including multi-station Alignment Check;
 - 8.2.2.3. Distance Measuring Equipment (DME) with multi-facility capability for DME-DME RNAV Check;
 - 8.2.2.4. Non-Directional Beacon (NDB);
 - 8.2.3. The FIS shall be equipped with an independent multiple mode receiver capable of multiple-navigation/facility tuning;

- 8.2.4. The FIS shall be capable of automatic differential positioning for measuring relative distances, bearings and vertical glide slope angles;
- 8.2.5. The FIS shall be capable of recording GPS parameters and tracks for Instrument Flight Procedures validation;
- 8.2.6. All data from the flight inspection system shall be stored in a digital medium and be accessible at any time for review, analysis, and printing;
- 8.2.7. The FIS shall have a set of contemporary test instruments for evaluating radiated signals-in-space, such as a multi-channel oscilloscope, a digital spectrum analyzer and a printer;
- 8.2.8. The FIS shall have a position-fixing reference system based on either ground reference equipment, aircraft inertial reference equipment, differential global positioning system (DGPS), theodolite-tracking radio-telemetry system or any combination thereof;
- 8.2.9. The FIS may be removable and can be easily installed on any replacement aircraft, if warranted;
- 8.2.10. The FIS shall have a programmed quarterly calibration and a periodic update of the application software based on the manufacturer's program, that is acceptable to the CAAP-FICG;

8.3. Requirements For the Flight Crew:

- 8.3.1. The flight crew shall consist of at least two (2) CAAP Flight Inspection Pilots, having been duly trained and rated in the aircraft type, at least one (1) of whom shall manipulate the aircraft flight controls, steer the aircraft movement/positioning, directly execute flight inspection run profiles and flight sequence, adhere to air traffic control instructions, facilitate ATC clearances, and perform such other maneuvers required for the flight inspection mission;
- 8.3.2. The on-board flight inspection crew during calibration/ validation shall consist of at least two (2) CAAP Flight Inspector-Engineers for the operation of the FIS, accumulation of data, interpretation and analysis of measured parameters and corrective feedback to the facility. (*N.B.: one (1) other Flight Inspector-Engineer is in the ground facility to direct the adjustments and operate the Ground Reference Station*);

- 8.3.3. Only duly trained CAAP Flight Inspector-Engineers shall operate the Flight Inspection system during any mission;
- 8.3.4. The aircraft service provider shall, whenever deemed necessary, provide the qualified flight crew, other than the CAAP Flight Inspection Pilots, for all flight mission;
- 8.3.5. The aircraft crew (Pilot In-command, Co-Pilot, Flight Inspectors, Aircraft Mechanic) shall comply with all Philippine Civil Aviation Regulations requirements;

9. DELIVERY OF SERVICES AND COMPONENTS.

- 9.1. The Flight Inspection System and Aircraft shall be available for flight check mission, fifteen (15) days after the issuance of the Notice to Proceed (NTP);
- 9.2. All flights under this contract shall be coordinated between the CAAP-FICG and the service provider, through formal communication of written or electronic mail request;
- 9.3. The delivery of the primary aircraft, or its substitute where necessary, and the delivery of the associated flight inspection/ validation equipment, shall generally be made in accordance with a *Monthly Flight Inspection Calendar* approved by the CAAP-FICG (*the Monthly Flight Inspection Calendar is a preliminary schedule that identifies the airports to be checked, as well as the aircraft/ equipment requirements for such mission*);
- 9.4. The aircraft service provider shall be notified of the monthly schedule through a memorandum communicated by the CAAP-FICG at least fifteen (15) days before the start of the month covering such schedule.
- 9.5. In all eventuality, the finalized mission schedule shall be confirmed thru a weekly coordination memo (via electronic mail), at least four (4) days before the flight for flight planning and logistical coordination;
- 9.6. Due to the significance of this project to public safety, the aircraft service provider shall accommodate the flight inspection mission within fifteen (15) days from notification, without legally **incurring delay**;
- 9.7. Any party can terminate or call off a flight inspection mission based on airworthiness issues or unsuitability of the aircraft for the flight inspection mission;

- 9.8. All pilot or flight crew trainings shall be completed within ninety (90) days from the issuance of the Notice to Proceed (NTP);
- 9.9. All inspector-engineer trainings shall be completed within ninety (90) days from the issuance of the Notice to Proceed (NTP);
- 9.10. Quarterly FIS calibration shall be first done within 90 days from the first flight inspection mission;
- 9.11. Quarterly FMS database update shall be strictly observed;
- 9.12. All repairs and unscheduled works on the FIS, GRS of FVE shall be completed within one (1) month of any notification by the Flight Inspectors to the service provider, without legally **incurring delay**;

10. AIRCRAFT UTILIZATION FLEXIBILITY.

- 10.1 The Annual Flight Inspection Schedule for the project is affected by various factors, such as inclement weather conditions, equipment outage, establishment of new facilities, decommissioning of unused systems, change in nav aids status, and aircraft unavailability. All schedules may be adjusted at any time by the CAAP-FICG through the *Monthly Flight Inspection Calendar* communique;
- 10.2 Furthermore, destination airports, areas to be flown, and facilities to be checked may be changed at any time by the CAAP-FICG, to exploit and make the most of flights already coordinated;
- 10.3 The allotted flight time for each of the radio nav aids inspection flights, visual aids calibration flights, aerodrome inspection flights, IFP validation flights, ferry flights and local flights, may be adjusted by the FICG, for prioritization of flight checks and efficient application of aircraft time. However, the total utilization shall be limited to the budget or funds allocated for the whole project;
- 10.4 Other changes may also be made by the CAAP-FICG based on the operational status of CNS-ATM facilities, the priority and urgency of the aerodrome to be checked (i.e., international airports have priority due to economic and social impact), and the date that facilities fall due for inspection;
- 10.5 Due to the various aircraft options and wide differences in cruise speeds of flight inspection aircraft available at present, the FERRY TIME in all flight schedules, as well as the FACILITY INSPECTION TIME provided in the “CAAP-FICG Flight Inspection Program – *Part 2. Flight Time Allotment,*” shall be the **maximum time payable by the CAAP** in the implementation of this project/

contract. Excess time in the ferry flights/ RADAR checks of slow-flying aircraft shall not be payable, and therefore, waived. On the other hand, only the actual block time in these flights shall be payable for faster-flying aircraft;

- 10.6 The flight time consumed for nav aids facility inspections, procedure validation and equipment calibration, shall be paid on actual block time;

11. CONTRACT PERIOD and TERMINATION.

- 11.1. The lease contract shall be valid for a period of one (1) year, commencing on the day of issuance of the Notice to Proceed
- 11.2. In the exigency of public service, the contract may extend beyond the contract period, if the total allotted block time has not yet been fully utilized, or if the total funding allotted for the contract has not yet been fully consumed;
- 11.3. The contract may be terminated by mutual agreement of both parties, or when the allotted funds have been exhausted before the completion of the contract period, or otherwise in accordance with the government procurement laws applicable;
- 11.4. Where public safety is compromised due to the unavailability of any of the flight inspection equipment/aircraft to conduct vital flight check one (1) month after notification by the CAAP-FICG to the service provider of any defect, the contract may be autonomously suspended by the CAAP, and a replacement service provider be sought thereafter.

12. CONTRACT BUDGET.

- 12.1. The total budget of the contract shall be at the maximum amount of P55,680,000.00 based on the CAAP Project Plan.
- 12.2. Should the winning service provider's contract be suspended or terminated, and, in the interest of flight safety and public service, a substitute provider be engaged by the CAAP, payments to the substitute shall be taken from the contract funding approved for the principal provider, subject to the applicable government processes and procedures.

13. CONTRACT COSTS.

- 13.1. The cost rate of the aircraft to be leased shall be specific to the type of aircraft and equipment provided, and its price shall be so stated in the lease contract as

Pesos Cost per Hour of Block Time for each and every aircraft variant/ configuration (*aircraft variant/ configuration is prescribed in § 7.2 above; Block Time is defined in § 7.4 above*);

- 13.2. For inspections **NOT** requiring specialized equipment (i.e., the FIS, or the GRS or the Differential Positioning System), the cost of the aircraft utilization shall be reduced proportionately and stated in the contract;
- 13.3. Intervening flights not attributable as flight inspection activities, such as “return to base for urgent repairs”, maintenance test flights, aircraft repositioning for sheltering, location preference for “remain-overnight” flights, or other prevailing flights initiated by the service provider, shall not be payable by the CAAP, even if it occurs in the middle of a multi-leg flight inspection mission;
- 13.4. In all cases, the total project cost shall be limited to fit within the budget or funds allocated for the whole project;

14. TERMS OF PAYMENT.

- 14.1. Payable aircraft utilization time shall be the actual block time consumed in each segment/ leg of a flight inspection mission, at the rate offered by the winning service provider for each aircraft variant, as determined in the government procurement/ bidding process;
- 14.2. Progress payments may be made, subject to the provisions of the Procurement Law (RA 9184), and at the prerogative of the CAAP, to cover the partial costs equivalent to the consumed aircraft block time or the cumulative value of the work already delivered;
- 14.3. The Service Provider shall submit a statement of service rendered or progress billing, and the corresponding request for progress payment, showing the amount that it considers itself to be entitled for the billing period;
- 14.4. The Service Provider shall submit a copy of the Operational Flight Plan and Daily Flight Report duly signed by the service provider’s Pilot and certified by the CAAP Flight Inspection Pilot as verification of block time consumed/ utilized;
- 14.5. Progress payments are subject to retention money of ten percent (10%) of each payment to ensure the timely delivery of services, continuous equipment capability and compliance with other contractual requirements;

- 14.6. Retention shall be imposed until fifty percent (50%) of the value of work, as determined by the CAAP, are completed; after which, if the work is being satisfactorily done and on schedule, no additional retention shall be made;
- 14.7. The total "retention money" shall be due for release upon completion, full delivery and final acceptance of the Lease Project, as provided in the RA 9184.

Prepared and submitted by:

(original signed)

Capt. ROBERTO ANDRES A. MORICO
Chief, Flight Inspection & Calibration Group

Recommending Approval:

(original signed)

CAPTAIN EDGARDO G. DIAZ
Deputy Director General for Operations

APPROVED:

(original signed)

CAPTAIN MANUEL ANTONIO L. TAMAYO
DIRECTOR GENERAL



Republic of the Philippines
**CIVIL AVIATION AUTHORITY
OF THE PHILIPPINES**



CAAP-FICG
FLIGHT INSPECTION PROGRAM
(Radio Navigational Aids Flight Activities in Highlight)

Annual Flight Inspection Schedule
Type of Facility and Airport Location
Required Type of Flight Inspection Equipment and Aircraft
Flight Time Allotment Per Facility Activity
and
Summary of Estimated Cost

Equipment: TURBOPROP with GNSS and Tracking System

VISUAL AIDS	14:00	17:00	8:00	10:00	9:00	7:00	0:00	2:00	6:00	8:00	21:00	8:00	9:00
Balesin													
EI Nido													
Semirara													
Basa Air Base													
Pamalican													
Lallo													
San Fernando													
Rio Tuba													
MONTHLY FLYING HOURS													
NavAids FIS Ferry Time	14:00	17:00	8:00	10:00	9:00	7:00	0:00	2:00	6:00	8:00	21:00	8:00	9:00
NavAids FIS Local Flt Time	13:00	12:30	19:00	22:30	16:00	12:00	0:00	7:00	8:00	25:00	14:30	10:30	19:30
Sub Total (NavAids FIS)	27:00	29:30	27:00	32:30	25:00	19:00	0:00	9:00	14:00	46:00	22:30	19:30	
RADAR FIS Ferry Time	2:00	4:00	8:00	4:00	0:00	4:00	0:00	3:00	0:00	0:00	0:00	0:00	0:00
RADAR FIS Local Flt Time	4:00	4:00	6:00	6:00	0:00	8:00	4:00	4:00	7:00	0:00	0:00	0:00	0:00
Sub Total (RADAR FIS)	6:00	8:00	12:00	10:00	0:00	12:00	4:00	7:00	7:00	0:00	0:00	0:00	0:00
A/C TPROP Ferry Time	13:00	10:00	16:00	2:00	12:00	1:00	31:00	20:00	8:00	11:00	12:00	11:00	7:00
A/C TPROP Local Flt Time	22:00	12:00	28:00	5:00	15:00	18:00	45:00	20:00	15:00	9:00	22:00	22:00	12:00
Sub Total (A/C TPROP)	35:00	22:00	44:00	7:00	27:00	19:00	76:00	40:00	23:00	21:00	33:00	33:00	19:00
A/C for Airport Inspection	8:00	8:00	8:00	8:00	8:00	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00

TOTAL FLYING TIME	NavAids FIS	RADAR FIS	Visual Aids Turboprop	Airport Inspection
Ideal Total for Full Year	271:00 Hrs	49:00 Hrs	366:00 Hrs	70:00 Hrs
Partial Total for 9 Months	229:00 Hrs	49:00 Hrs	293:00 Hrs	70:00 Hrs
Adjusted Total for PPIAP 2024 Budget	192:00 Hrs	48:00 Hrs	280:00 Hrs	56:00 Hrs

NOTE: ABOVE SCHEDULE MAY CHANGE DUE TO OPERATIONAL STATUS OF FACILITIES, PREVAILING WEATHER CONDITIONS, & AIRCRAFT AVAILABILITY.



CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
Flight Inspection & Calibration Group (FIGG) FLIGHT INSPECTION PROGRAM

PART 2. Flight Time Allotment (Hours/Airport/Facility)

STATION	Allotted Flight Time per Facility: VOR - 1hr per TX DME - 30mins RADAR - 4hrs				Allotted Flight Time per Facility: ILS 1st Check of 2 2 hrs per runway				Allotted Flight Time per Facility: ILS 2nd Check of 2 2 hrs per runway				Allotted Flight Time per Facility: PAPI - 2 hrs per side per RWY			
	Ferry Time (AC w/ AFIS)	Facility Inspection	IFP Ft Validation	Local Traffic Delay	Ferry Time (AC w/ AFIS)	Facility Inspection	IFP Ft Validation	Local Traffic Delay	Ferry Time (Let w/ AFIS)	Facility Inspection	IFP Ft Validation	Local Traffic Delay	Ferry Time (Turboprop)	Facility Inspection	IFP Ft Validation	Local Traffic Delay
NAVAIDS																
Bacolod	2:00	1:30	1:00		2:00	2:00	1:00	1:00	2:00	2:00	2:00	1:00				
Clark	1:00	1:30	1:00		1:00	4:00	1:00	2:00	1:00	4:00	1:00	2:00				
Davao	3:00	1:30	1:00		3:00	4:00	1:00	2:00	3:00	4:00	1:00	2:00				
Gensan	4:00	1:30	1:00		4:00	2:00	1:00	1:00	4:00	2:00	1:00	1:00				
Iloilo	2:00	1:30	1:00		2:00	2:00	1:00	1:00	2:00	2:00	1:00	1:00				
Laguindingan	3:00	1:30	1:00		3:00	2:00	1:00	1:00	3:00	2:00	1:00	1:00				
Mactan	3:00	1:30	2:00		2:00	4:00	1:00	2:00	2:00	4:00	2:00	2:00				
Manila		1:30	2:00			4:00	1:00	2:00		4:00	1:00	2:00				
Panglao	3:00	1:30	1:00		3:00	2:00	1:00	1:00	3:00	2:00	1:00	1:00				
Puerto Princesa	3:00	1:30	1:00		3:00	2:00	1:00	1:00	3:00	2:00	1:00	1:00				
Laoag	2:00	1:30	1:00													
Subic	1:00	1:30	1:00													
Zamboanga	4:00	1:30	1:00													
Cotabato	3:00	1:30														
Cabanatuan	1:00	1:30														
Cauayan	2:00	1:30														
Tuguegarao	2:00	0:30														
Butuan	3:00	1:30														
Tacloban	3:00	1:30														
Bicol	2:00	1:30														
Naga	2:00	1:30														
San Jose	2:00	1:30														
Caticlan	2:00	1:30														
Kalibo	2:00	1:30														
Roxas	2:00	1:30														
Dumaguete	2:00	1:00														
Basco	3:00	0:30														
Jomalig	1:00	0:30														
Masbate	2:00	0:30														
RADAR																
Clark APP	1:00	4:00														
Puerto Princesa																
Davao																
Mactan AAP	3:00	4:00														



Republic of the Philippines
**CIVIL AVIATION AUTHORITY
OF THE PHILIPPINES**



FLIGHT INSPECTION RUN PROFILES

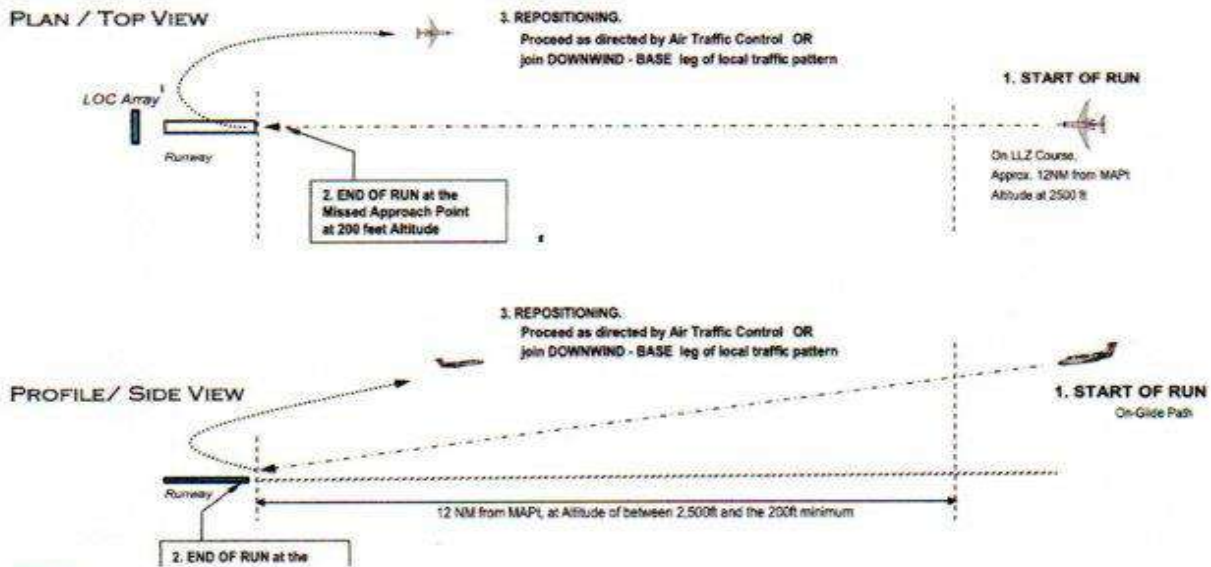
Aircraft Maneuvers

FICG FLIGHT INSPECTION RUN PROFILE – ILS & DVOR/DME

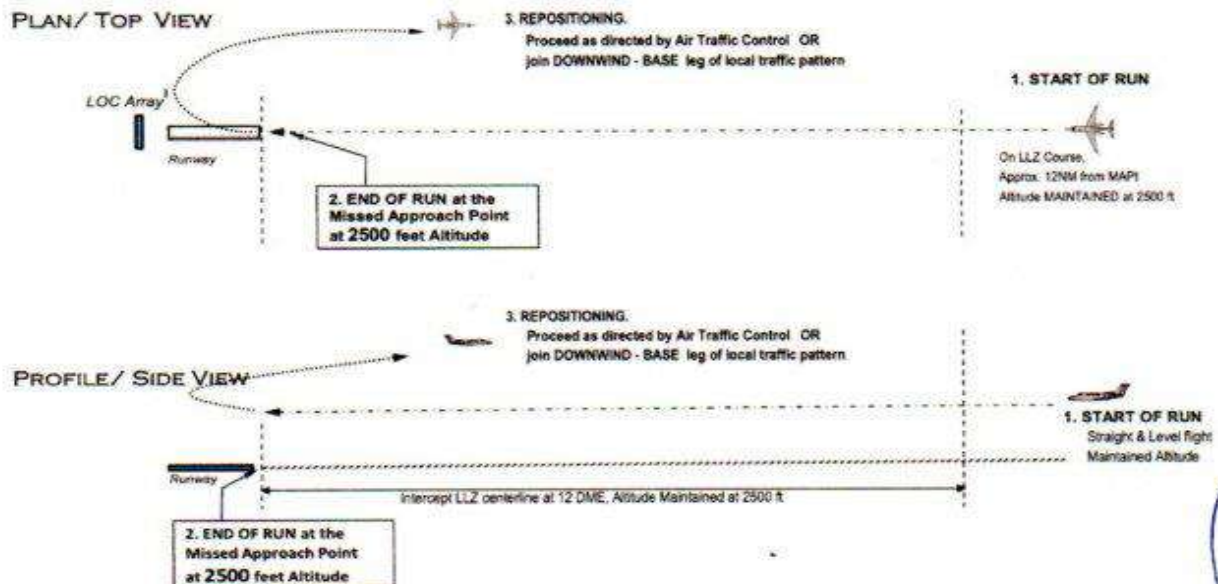
Run 0 **INITIALIZATION . Aircraft Holding on Runway Threshold**



Run 1 **NORMAL Approach (On LLZ Course and GP Slope) from 12 NM Flying Inbound along Final Approach Course.**



Run 2 **LEVEL Approach (On-LLZ Course/Level Flight) from 12 NM Flying Inbound along Final Approach Course.**

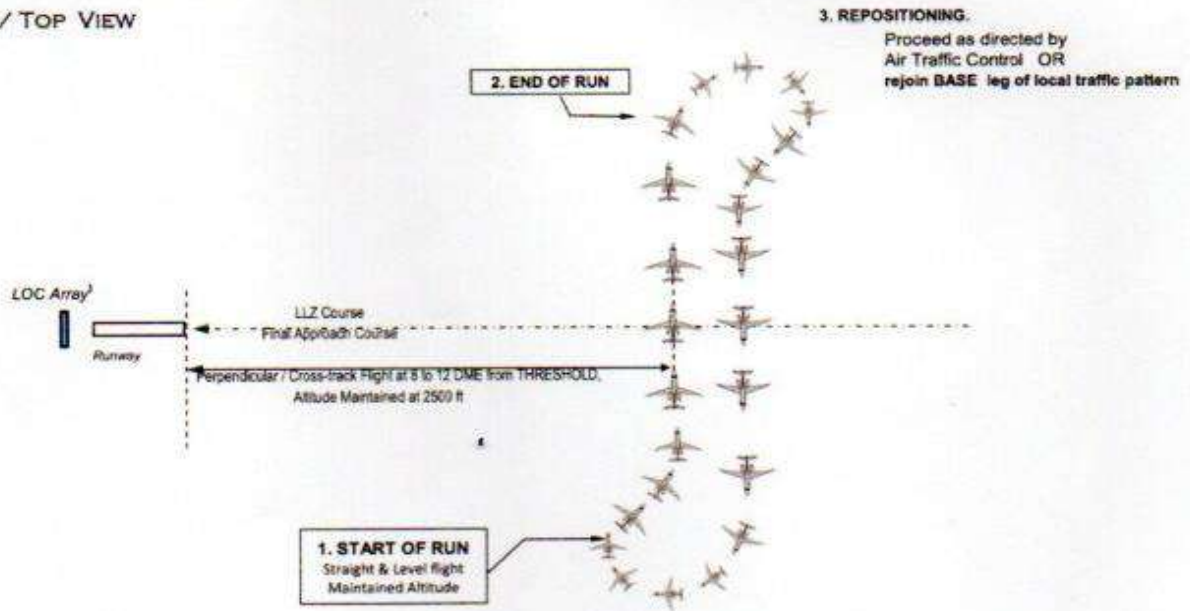


Run 3

PERPENDICULAR / CROSS-TRACK FLIGHT

LEVEL FLIGHT Crossing or Perpendicular to the Final Approach Course.

PLAN/ TOP VIEW

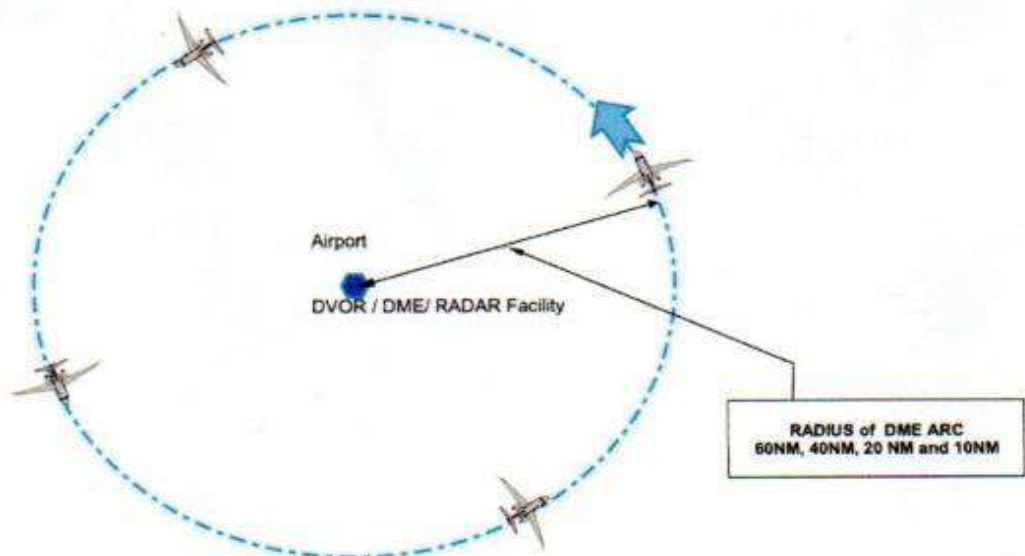


Run 4

ORBIT

Fixed-Radius DME ARC, Level Altitude

PLAN VIEW



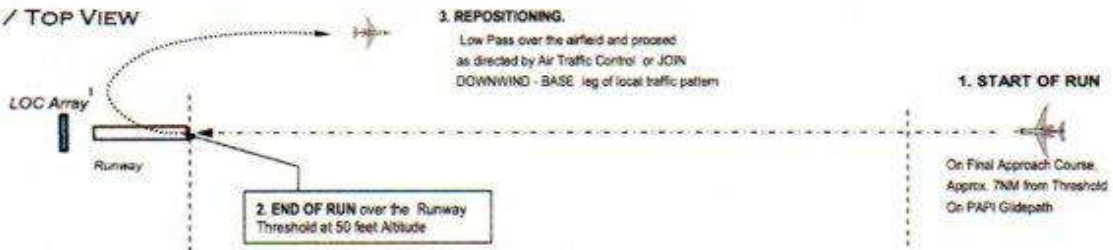
NB: START OF RUN and END OF RUN Subject to Air Traffic Control and Feasibility of Maneuver

FICG FLIGHT INSPECTION RUN PROFILE – PAPI

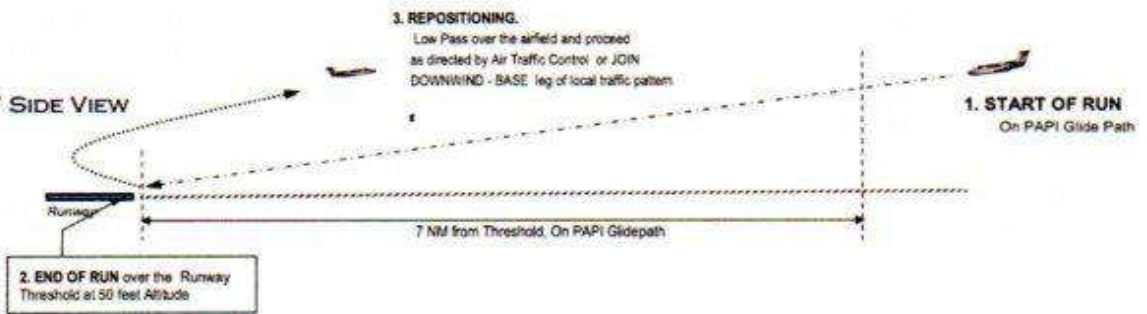
Run PAPI & AGL SYSTEMS

1 LOW PASS (Normal Approach starting from 7NM on the PAPI Glidepath, until 50 feet over the Runway Threshold)

PLAN / TOP VIEW



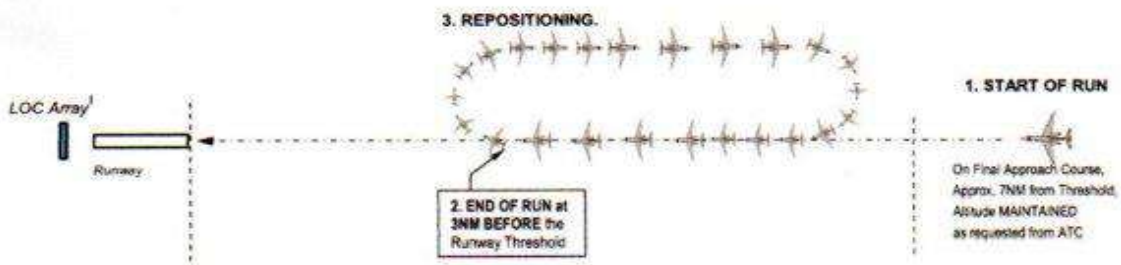
PROFILE / SIDE VIEW



Run PAPI & AGL SYSTEMS

2 ORBIT ON FINAL (Level Orbit along Extended Runway Centerline from 7NM until 3NM BEFORE THE THRESHOLD)

PLAN / TOP VIEW



PROFILE / SIDE VIEW



TECHNICAL SPECIFICATIONS

Statement of Compliance

Item	Specification	Statement of Compliance/ Remarks
1	Provision of One (1) primary aircraft for the flight inspection operations of the FICG for CAAP radio navigational aids	
2	Provision of a replacement aircraft of the same capabilities for the mission, in the event that the primary aircraft becomes unavailable or unusable	
3	The aircraft shall be a multi-engine platform for radio navaids flight inspection	
4	The aircraft shall be equipped with an automatic Flight Inspection System (FIS) acceptable to the CAAP to meet its flight inspection requirements.	
5	The FIS – Aircraft shall be used to calibrate radio navigation (D/VOR, DME, NDB, LLZ/ GS/ILS & GNSS) facilities, to set/ measure their prescribed physical and scientific parameters;	
6	The FIS shall be especially equipped/ provided with independent communication and navigation antennas/ sensors, electric power supplies/ sources, and autonomous position reference system/s	
7	The FIS shall be capable of evaluating the radiated signal in the calibration of the following radio navigational equipment: <ol style="list-style-type: none"> 1. Instrument Landing Systems Category I ; 2. Doppler and Conventional VHF Omnidirectional Range (VOR), including multi-station Alignment Check; 3. Distance Measuring Equipment (DME) with multi-facility capability for DME-DME RNAV Check; 4. Radio Beacons and Markers; 	
8	The FIS shall be capable of automatic differential positioning for instantaneous measurement of relative distances, bearings and elevation angles (vertical glide slope angles)	
9	The FIS shall be able to store all data from the flight inspection activities in a digital medium and be accessible at any time for review, analysis, and printing	

Item	Specification	Statement of Compliance/ Remarks
10	The FIS shall have a position-fixing reference system based on either ground reference equipment, aircraft inertial reference equipment, differential global positioning system (DGPS), theodolite-tracking radio-telemetry system or any combination thereof;	
11	The lease-project shall provide the CAAP-FICG the regular and continuous use of the FIS & aircraft for AT LEAST <i>One Hundred Ninety-Two (192) Hours of block time</i> , subject to availability of funds for the project	
12	The aircraft shall be capable of being flown to the airports and air navigation facilities in the appended table “FICG Flight Inspection Program – <i>Part 1. Annual Flight Inspection Schedule</i> ” (N.B.: <i>This program-schedule is for general planning purposes and identification of facilities only. Final schedules shall be communicated on a monthly notice to the service provider</i>);	
13	The Flight Inspection Aircraft shall be operated by the Flight Inspectors to validate instrument flight procedures (instrument departure, instrument arrival, approach and missed-approach procedures, landing and taxi), visual procedures, air traffic control areas/ zones, and all en-route airways;	
14	As flight inspections are conducted, the aircraft shall be operated by the flight inspectors at unusual altitudes and attitudes; used to measure critical clearances from obstacles; used to identify and evaluate airport obstruction surfaces; used to check aerodrome areas; used to verify other topographic data and obstruction information for accuracy and navigational usefulness; and used to ensure that all airspace used in civil aviation is safe for aircraft flight	
15	All flight crew, flight inspectors, and passengers, in the flight inspection mission, shall be covered by an appropriate life and/or accident insurance that is acceptable to the CAAP-FICG	

Item	Specification	Statement of Compliance/ Remarks
16	All aircraft maintenance and operating costs shall be at the expense of the service provider, including labor (of non-CAAP personnel), trainings (of all personnel involved in flight operations), spare parts, fuel, oil, and lubricants, as well as aerodrome operational charges, where applicable;	
17	The aircraft service provider shall ensure the availability and provision of all the logistical requirements in all flight operation mission;	
18	Aircraft pre-flight maintenance inspections, including aircraft airworthiness release, shall be the responsibility of the service provider, and conducted in accordance with PCAR and aircraft manufacturer's maintenance specifications;	
19	The continuous operability, maintenance and repair of the FIS shall be the responsibility of the service provider. However, equipment inspections and tests on the FIS and the FMS shall be conducted by the CAAP-FICG before each flight inspection mission to ensure suitability of the necessary systems for the flight check	
20	Where applicable, the service provider shall provide the necessary qualification trainings for the CAAP flight crew for the aircraft type, in compliance with Philippine CARs on personnel licensing and operation of the aircraft, and more importantly, in accordance with the aircraft manufacturer's requirements and insurance policy conditions;	
21	Where applicable, the service provider shall provide the necessary operational trainings for the CAAP flight inspection engineers operating the Flight Inspection System (FIS), in accordance with inspector competency in ICAO Document 8071 Par. 1.12.4.a. (flight inspection) and 9906 Vol. 6, Par. 1.1.3 (flight validation);	
22	The aircraft must be able to accommodate at least two (2) Flight Inspection Pilots, three (3) Flight Inspectors-Engineers, and the ground reference system as cargo, during ferry or transit flights of the inspection/validation mission	

Item	Specification	Statement of Compliance/ Remarks
23	The aircraft shall be capable of extensive flight (i.e.: 2 Hours) at as low as 1000 feet above mean sea level or 500 feet height above near-aerodrome terrain;	
24	The aircraft shall be capable of demanding climbs and descents, high-performance maneuvers required for flight inspection, and repeated missed approaches and low passes at as low as 50 feet over the runway threshold;	
25	The aircraft environmental control and air conditioning should be adequate for flight crew and electronic equipment operating in low-altitude as well as high-altitude flight operations;	
26	The aircraft shall have a Flight Management System coupled to the Auto-Flight System, with updated database and programmable with temporary user waypoints;	
27	The aircraft shall have an approved RADAR altimeter	
28	The aircraft shall have an approved GNSS Receiver (TSO'd to C129 or equivalent specifications)	
29	The aircraft shall be equipped with Pilot (cockpit) - Engineer (cabin) communication and Pilot-FIS signal interface;	
30	The aircraft must be capable of an endurance of at least 3.0 hours flight inspection time, between refueling;	
31	The FIS shall have a programmed quarterly calibration and a periodic update of the application software based on the manufacturer's design or recommendations	
32	The flights shall accommodate a crew consisting of at least two (2) CAAP Flight Inspection Pilots, duly rated on the aircraft type for the function they need to perform	
33	The flights shall accommodate on-board during calibration/validation at least two (2) CAAP Flight Inspector-Engineers	

Section VIII. Checklist of Technical and Financial Documents

Checklist of Technical and Financial Documents

I. TECHNICAL COMPONENT ENVELOPE

Class “A” Documents

Legal Documents

- (a) Valid PhilGEPS Registration Certificate (Platinum Membership) (all pages) **in accordance with Section 8.5.2 of the IRR;**

Technical Documents

- (b) Statement of the prospective bidder of all its ongoing government and private contracts, including contracts awarded but not yet started, if any, whether similar or not similar in nature and complexity to the contract to be bid; **and**
- (c) Statement of the bidder’s Single Largest Completed Contract (SLCC) similar to the contract to be bid, except under conditions provided for in Sections 23.4.1.3 and 23.4.2.4 of the 2016 revised IRR of RA No. 9184, within the relevant period as provided in the Bidding Documents; **and**
- (d) Original copy of Bid Security. If in the form of a Surety Bond, submit also a certification issued by the Insurance Commission **or** Original copy of Notarized Bid Securing Declaration; **and**
- (e) Conformity with the Technical Specifications, which may include production/delivery schedule, manpower requirements, and/or after-sales/parts, if applicable; **and**
- (f) Original duly signed Omnibus Sworn Statement (OSS) **and** if applicable, Original Notarized Secretary’s Certificate in case of a corporation, partnership, or cooperative; or Original Special Power of Attorney of all members of the joint venture giving full power and authority to its officer to sign the OSS and do acts to represent the Bidder.

Financial Documents

- (g) The prospective bidder’s computation of Net Financial Contracting Capacity (NFCC) **or** A committed Line of Credit from a Universal or Commercial Bank in lieu of its NFCC computation.

Class “B” Documents

- (h) If applicable, a duly signed joint venture agreement (JVA) in case the joint venture is already in existence **or** duly notarized statements from all the potential joint venture partners stating that they will enter into and abide by the provisions of the JVA in the instance that the bid is successful.

II. FINANCIAL COMPONENT ENVELOPE

- (i) Original of duly signed and accomplished Financial Bid Form; **and**

- (j) Original of duly signed and accomplished Price Schedule(s).

Other documentary requirements under RA No. 9184 (as applicable)

- (k) *[For foreign bidders claiming by reason of their country's extension of reciprocal rights to Filipinos]* Certification from the relevant government office of their country stating that Filipinos are allowed to participate in government procurement activities for the same item or product.
- (l) Certification from the DTI if the Bidder claims preference as a Domestic Bidder or Domestic Entity.

Equipment Detail and Price Schedule

Price Schedule for Goods Offered from Abroad *[shall be submitted with the Bid if bidder is offering goods from Abroad]*

For Goods Offered from Abroad

**Project Name: LEASE OF FLIGHT INSPECTION SYSTEM AND AIRCRAFT FOR CAAP-FICG
 FLIGHT OPERATIONS MISSION NATIONWIDE 2024 – RADIO NAVIGATIONAL AIDS CHECK**

Name of Bidder _____ Project ID No. _____ Page ___ of ___

1	2	3	4	5	6	7	8	9
Item	Description	Country of origin	Quantity	Unit price CIF port of entry (specify port) or CIP named place (specify border point or place of destination)	Total CIF or CIP price per item (col. 4 x 5)	Unit Price Delivered Duty Unpaid (DDU)	Unit price Delivered Duty Paid (DDP)	Total Price delivered DDP (col 4 x 8)
	Flight Inspection System On-Board an Aircraft Platform, with Ground Reference Equipment Flight Inspection Equipment Manufacturer: _____ Make and Model: _____ Primary Aircraft: Manufacturer: _____ Make and Model: _____ Production Year: _____ Registration Number: _____ Substitute Aircraft: Manufacturer: _____ Make and Model: _____ Production Year: _____ Registration Number: _____		192 Hours					

Name: _____

Legal Capacity: _____

Signature: _____

Duly authorized to sign the Bid for and behalf of: _____

Price Schedule for Goods Offered from Within the Philippines
[shall be submitted with the Bid if bidder is offering goods from within the Philippines]

For Goods Offered from Within the Philippines

**Project Name: LEASE OF FLIGHT INSPECTION SYSTEM AND AIRCRAFT FOR CAAP-FICG
 FLIGHT OPERATIONS MISSION NATIONWIDE 2024 – RADIO NAVIGATIONAL AIDS CHECK**

Name of Bidder _____ Project ID No. _____ Page ___ of ___

1	2	3	4	5	6	7	8	9	10
Item	Description	Country of origin	Quantity	Unit price EXW per item	Transportation and all other costs incidental to delivery, per item	Sales and other taxes payable if Contract is awarded, per item	Cost of Incidental Services, if applicable, per item	Total Price, per unit (col 5+6+7+8)	Total Price delivered Final Destination (col 9) x (col 4)
1	Flight Inspection System On-Board an Aircraft Platform, with Ground Reference Equipment Flight Inspection Equipment Manufacturer: _____ Make and Model: _____ Primary Aircraft: Manufacturer: _____ Make and Model: _____ Production Year: _____ Registration Number: _____ Substitute Aircraft: Manufacturer: _____ Make and Model: _____ Production Year: _____ Registration Number: _____		192 Hours						

Name: _____

Legal Capacity: _____

Signature: _____

Duly authorized to sign the Bid for and behalf of: _____

