



PURCHASE AND INSTALLATION OF COMMUNICATIONS EQUIPMENT
FOR LAOAG INTERNATIONAL AND CAUAYAN AIRPORT
(BID NO. 24-049-07 BRAVO)

BID BULLETIN NO. 6

OCT 02 2024

Clarifications of requirements in the Technical Specifications bid document issued for the above project shall apply as follows:

Bidders' Clarification

1. Design, Specifications and Bill of Quantities Consistency and Compliance;
The original design, specifications and bill of quantities are typically developed to ensure functionality, safety, and compliance with both local and international standards. Allowing revisions, even with the approval of the OEM or PECE, may result in deviations that may have a different scope of work for the project. Please provide clarification on how compliance with the original design intent, specifications and bill of quantities will be maintained.

REPLY: There's no revision in the scope of work for the project. Alternatives in the designs are considered only in the issues raised through queries in writing. There's nothing in the bill of quantities that is reduced. In fact, the query in Bid Bulletin No. 4 Item #7, the quantity increased.
2. Impact on Competitive Bidding:
Allowing design and bill of quantity revisions may inadvertently create a situation where different bidders present varying solutions, potentially affecting the fairness and competitiveness of the bidding process. This raises concerns about fairness, as it could give some bidders an undue advantage based on their ability to negotiate changes that others may not pursue. We believe that all bidders should be assessed based on the same design criteria, specifications and bill of quantities to ensure a fair and transparent bidding process. Please explain how CAAP intends to uphold and ensure a level playing field for all bidders when such flexibility in revisions of design and bill of quantities is permitted.

REPLY: There are no revisions in bill of quantities that would result in unlevel playing field.
3. Changes to Bill of Quantities:
The bill of quantities is essential in determining the cost and scope of the project. We would like to understand how changes to the bill of quantities will be monitored and controlled, and how they will be reflected in the evaluation of bids to avoid any discrepancies. Changes in the bill of quantities will directly affect the cost of the project.

REPLY: There are no revisions in bill of quantities that would result in unlevel playing field.

4. Approval from OEM or PECE:

While the OEM or PECE may have the technical capacity to approve changes, their approval may not always guarantee alignment with the overall project goals, especially when cost and scope are concerned. Please clarify how CAAP will oversee these approvals and ensure that the alternate design, specifications and revised bill of quantities will align with the original tender requirements. Approval of alternate design, specifications and revised bill of quantities from OEM or PECE of the prospective bidder may be done to favor the prospective bidder and its evaluation is subjective.

REPLY: There's no revisions in the scope of work for the project. Alternatives in the designs are considered only in the issues raised through queries in writing and there's no reduction in the bill of quantities.

5. Both Cauayan and Laoag airport's existing installations use Heliacx cable. The Bill of Quantities and specifications require RG214 cable which with long lengths of cable, will have increased signal loss. Please confirm if RG214 cable will still be supplied instead of Heliacx cable.


REPLY: RG214 is the minimum requirement and is based on the design location where the antenna is on top of the cabroom and the equipment is below the cabroom within the tower building. Alternate use of Heliacx cable for antenna design can be considered but replacement of components in the bill of quantities must be explained well and approved by the Original Equipment Manufacturer (OEM) and/or PECE.

6. We have picked up and received a copy of ATC Console and Layout drawings but the Design 2B and 2C drawings were not part of the hardcopy drawings provided.

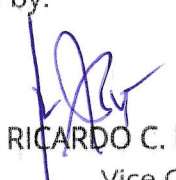
REPLY: Design 2B, which is the one used for the particular bid, is available from ANS. Although the ATC console maybe the same for Design 2C, Design 2C is not used for this bid.

For the information and guidance of all concerned.

Prepared by:


GARY M. JADIE
End User

Approved by:


MGEN RICARDO C. BANAYAT AFP (Ret)
Vice Chair,
Bids and Awards Committee - Bravo