BID BULLETIN NO. 1
_____ 2024

I. Attention is hereby invited to the Bidders of **PROCUREMENT OF NEW AERONAUTICAL INFORMATION SERVICE (AIS) SYSTEM** – Bid 24-098-11 BRAVO.

II. Please be informed of the following clarification/s to the bidding documents in response to letters/ dated November 14 and 15, 2024, and the received email dated 18 and 19 November 2024.

Section	Reference	Clarification	Remarks
1	ITB 9.	We would like to request for an extension of 4 weeks for the submission date due to the documentary requirements for the bid taking into consideration: • Turnaround time for translation, notarization and apostille takes a minimum of 6-8 weeks which is beyond the control of the bidder • The turn-around time and completeness of the agency's response to the technical clarifications below since it would have an impact on our technical and financial proposal.	Please refer to the Remarks in **Section 2** of this table.
2	ITB 10.3	For documents requiring translation and an apostille, and documents notarized overseas that also require an apostille, will the BAC accept the English translation and notarized documents for the primary submission, with the apostilled version to follow during post-qualification?	The submission of notarized documents for primary submission will be accepted and the apostilled version to follow during post-qualification.

3	Section V. Special Conditions of Contract, GCC Clause 2.2	Will the BAC allow the bidder to propose alternative payment terms as the current terms provided require significant investment during the start of the project and will result in a significantly negative cash flow?	The procuring entity retains the payment terms stated in the PBD.
4	Section VII. Technical Specifications, AIM System, 2. Data Management, 2.4	Can CAAP / BAC provide the EAD Agreement [EAD5443/2015] in order for the bidder to better understand the customer's expectation?	The EAD agreement between CAAP and EUROCONTROL contains a confidentiality clause. The bidder can directly coordinate with EAD for system integration requirement.
5	Enable automatic and seamless worldwide data [INO (NOTAM), SDO (static data) and PAMS (published AIP documents)] synchronization from the European AIS Database (EAD). (Reference to EAD Agreement [EAD/5443/2015] between EUROCONTROL and CAAP)	For upstream integration (send through B2B or ECIT to EAD), is this covered by the EAD Agreement?	The upstream integration is covered by the EAD Agreement.
6	Section VII. Technical Specifications, AIM System, 2. Data Management, 2.5	Can CAAP provide more information on the use cases of for the integration? To provide an example, for RAIM, what is the use case the customer wants to achieve? Does an ICD exist?	ATM DMZ, The DMZ (alias ATM webserver) acts as a proxy towards the AIS System application server. All internet briefing requests will have to pass through this controlled environment to reach the backend component. ***(This requirement applies if the new AIS System passes through the ATM DMZ firewall and web proxy, however, independent AIS system security is preferred.)*** *(Supplier: Thales Australia Ltd.)*

			AMHS will receive NOTAM, ATS Messages and METEO Text Messages via Comsoft AMHS. *(Supplier: Frequentis Comsoft GmbH)* AIDC is the interface of the ICAO, AIDC and NOTAM messages between the PH-ATM and system (AIS System, AMHS and ATM), adjacent FIRs and EAD. *(Supplier: Thales Australia Ltd.)* MDPS is supposed to be the METEO system for the Philippines. AIS System will receive MET text messages via AMHS but will receive METEO images directly. *(Supplier: COROBOR)* ADEW or the existing operational Procedure Design Software. The procedures will be designed in the application. The procedure design software needs static data in AIXM 5.1 format from the AIS System as well as contour lines generated from the digital terrain data. After the procedures are designed, they will be imported into the AIS System in AIXM format. *(Supplier: ADEW - Thales Australia Ltd.; [Current] PHX - Aeronautical Services and Procedures (ASAP)/Aeropath)* ATM systems need to receive static data in AIXM format and the FPL data from the AIS System. *(Supplier: Thales Australia Ltd.)* EAD will be fully in sync for static data via the database replication (automatic exchange of AIXM files). EAD will also be fully in sync

			with NOTAM through the AIMSL interface. It is possible to publish AIP documents to EAD PAMS as well either manually or via the EAD ESI connection from the Charting/AIP module. *(European AIS Database (EAD)/EUROCONTROL)* RAIM outage data needs to be inserted to AIS System. The format provided by GSMS as part of the ICD is supported by NOTAM application. AIS System periodically polls an offline configured directory for the arrival of new RAIM file parsing the RAIM information automatically. The AIS System will create a RAIM NOTAM proposal and will bring it to the operator's attention. The operators will have to review the RAIM NOTAM proposal and create the NOTAM message manually. *(Supplier: NEC)* NTP A Master clock system provides the correct time, which all systems have to be in sync with. AIS System will make use of the NTP protocol to keep all AIS System related devices timely in sync with the MCS. All AIS system servers are equipped with an internal clock which operates offline. In the event of a time source failure, the internal clock will be capable of providing time. Naturally, the clock provided in the devices is not as accurate as the MCS. Therefore, a time drift will happen if the MCS is away for too long. After the external clock becomes available again, the internal clock will

			automatically be re-synchronized. *(Supplier: Thales Australia Ltd.)* ***Note:*** *The availability of ICDs is subject to written approval/consent with the system integrator (Thales Australia Ltd).*
7	Section VII. Technical Specifications, AIM System, 11. Installation and Site Acceptance, 11.7	Can CAAP provide more information on the expected level of support during the 28-day (AIRAC Cycle) post-reliability SAT test?	Availability of 24/7 service desk and/or remote support from the vendor during the 28-day post-reliability test. *(A weekly coordination meeting can be done online or as necessary by the system vendor)*
8	Section VII. Technical Specifications, AIM System, 12 Training, 12.3	We understand the 5-day maintenance training program will be conducted on-site. Kindly confirm.	This **confirms** the requirement that the five (5) day maintenance training program will be conducted **on-site**.
9	Section VII. Technical Specifications, AIM System, 13 After Sales Support Services, 13.1	Can the BAC confirm if 24/7 service desk support required is for the duration of 3 years (1-year DLP, 1 year warranty, and 1-year extended warranty in accordance with Section VII. Technical Specifications, 17. Warranty Requirements). Can the BAC confirm if this is accurate?	This **confirms** that 24/7 service desk support required is for the duration of **3 years** (1-year DLP, 1 year warranty, and 1-year extended warranty in accordance with Section VII. Technical Specifications, 17. Warranty Requirements).
10	Section VII. Technical Specifications, AIM System, 14 System Life Span	We understand that this means the system to be provided by the bidder shall not reach its end of life for a period of 10 years. Please confirm.	This **confirms** the requirement that the system to be provided by the bidder shall not reach its end of life for a period of 10 years.
11	Section VII. Technical Specifications, AIM System, 14 System Life Span, 14.2 After Sales Support and Maintenance	Can the BAC confirm the level of support required for this period (years 4-10)? We understand this is no longer the same 24/7 support from the 3-year warranty.	After the warranty period the end-user will have a new multi-year agreement for the maintenance and support services including the 24/7 support of the AIS system covering the 4th to 10th year.
12	Section VII. Technical Specifications, Security Measures, 3. System Security, 3.1	Can the BAC confirm if the duration for the System Security requirement	The System Security requirement should also cover the extended warranty period for a total of three (3) years.

		included in the scope for this bid is: • 1-year defects liability period and 1-year warranty (total 2 years), OR • 1-year defects liability period, 1-year warranty, and 1-year extended warranty (total 3 years) in line with Section VII. Technical Specifications, 17. Warranty Requirements?	
13	Requirement 5.7: Application NOTAM/digital NOTAM available on tablet and smartphone.	The AIS (NOTAM) is usually not available on internet and therefore not on tablet and smartphone. Would CAAP agree to review and delete this requirement?	This requirement is revised to the use of web-based solution for the submission of NOTAM Proposals for approval/rejection of the NOTAM Office. Reason for rejection shall be received via the same interface.
14	Requirement 2.5: Integrate with existing and operational external interfaces (ATM DMZ, AMHS, MDPS, ADEW, CTMS, ATM, EAD, RAIM, NTP).	In order to meet CAAP's integration expectations and well understand this integration requirement: ▪ Can CAAP clarify what the above-mentioned systems are and provide the Interface Control Documents (ICDs) of these systems? ▪ Or Require and provide the point of contact of the supplier of these systems to provide the ICDs and quotations for this integration? Can CAAP describe further the level of integration required? For instance, for the integration to the ATMS, is there the need of displaying an AIS window in the TopSky ATC HE?	Please refer to the Remarks in **Section 6** of this table.
15		Parent company guarantee: Could you please confirm, in the case a foreign bidders bids via its local Philippine	A parent company guarantee can be either in the form of a financial guarantee or a board resolution. The latter however shall be a

		branch, what type of documents as for the parent guarantee should be provided? Shall it come from a bank or a declarative letter from an authorized representative of the parent foreign company would be sufficient?	notarized certification or sworn declaration from an authorized representative or **corporate secretary** of the parent company confirming its full financial and legal backing of its Philippine branch.
16		Submission deadline: Due to the need of getting documents from several agencies and apostille them, which requires quite some time out of the bidders' control we would like to kindly request for a time extension of the submission deadline by 3 weeks until 18 December 2024	Please refer to the Remarks in **Section 2** of this table.
17		Capacity and Usage Details • What is the expected capacity of the system in terms of the number of users? How many local and remote users will be using the system simultaneously? • What types of users will be interacting with the system? Will these users be individuals (e.g., operators) or other systems? If other systems, what kind of systems will be involved, and how will they interface with the platform? • What is the estimated data volume the system will need to manage? Additionally, how many queries/ messages/ requests is the system	 • The number of simultaneous users shall be based on the users of the different subsystems required for the AIS/AIM system described in the Technical Specifications as a minimum. • The system will be utilized by AIS operators, stakeholders, system administrators and with integration to other subsystems. (Please refer to the Remarks in **Section 6** of this table for system integration requirements). The system will interface through LAN and VSAT. • The estimated data volume and the expected number of queries/messages/requests that the system will need to manage are aligned with ICAO's prescribed

		expected to handle on a daily or weekly basis?	requirements for Aeronautical Information Management (AIM) systems. Additionally, for systems connected to the European AIS Database (EAD), typical data volumes and activity levels can provide a useful reference. Based on operational experience with EAD-compliant systems, the daily data volume varies depending on the scope of operations and the level of digital aeronautical data exchange, including NOTAMs, AIP data, and flight planning information. In terms of system activity, the number of queries/messages/requests handled daily can vary but is generally in the range of 5,000 to 15,000 per day, scaling to 35,000 to 105,000 weekly. These figures include routine queries for aeronautical information, data updates, and external system integrations. The bidder should ensure that the system's design can scale appropriately to handle these estimated loads, particularly considering potential future growth in aeronautical data usage as the transition to SWIM (System Wide Information Management) progresses.
18		Data Scope and Management • What types of data will the system manage, and for which geographical or operational areas? Will it	• The data to be managed by AIS Operators/Administrators will cover the entire Philippines (within the Manila FIR (RPHI)) in

		cover a single area or multiple regions? • If it covers multiple areas, how will their management be organized? Will some areas be managed by different administrators? • Will certain areas even be managed by external systems, with data being imported into this system? If so, how will the data import process work?	accordance with the Aeronautical Data Catalogue. Types of data include flight plan data, NOTAM, static data, AIP, charts. Worldwide data (outside the Philippines) will be synchronized and sourced from a centralized reference database of quality-assured aeronautical information (EAD). • The data management will be solely performed by AIS operators in Manila. • The AIS/AIM system should have capability to import data from external sources/systems described in **Section 6** of this table.
19		System Administrator Requirements • How will data be handled within the system? Will data be primarily received from external sources, or will the system allow users to create and modify data directly through the interface? • What specific functions and tools are expected in the user interface (HMI) for each of the following areas: AIXM Central Database, eAIP, Charting, Digital NOTAM, Aerodrome Mapping, AIS, Internet Briefing System.	[Collective Reply] Please refer to Sections 6, 17 &18 of this table.

		• Can you provide a description of typical use cases for each of these areas?	
20		System Integration • What are the specific technical specifications (ICD – interface documents) for the systems that will be integrated with this system? • What types of data will be transferred between these systems? Will the data exchanges involve synchronization, updates, or one-time transfers only? • What types of data are involved in the electronic terrain and obstacle data, Aerodrome Mapping database, and current/existing ATMC sub-systems (ATMS, AMHS, SPS, MDPS)? Are these data operations primarily focused on input, output, or both?	[Collective Reply] Please refer to the Remarks in **Section 6** of this table.
21		Existing Data and Re-use Potential • In the specified areas — AIXM Central Database, eAIP, Charting, Digital NOTAM, Aerodrome Mapping, AIS, Internet Briefing System — what systems and data do you currently have in place? How are these systems currently managed and utilized? • Which of the existing data and systems can be reused	EAD Pro application is currently utilized for AIS operations on a Business to Client (B2C) relationship. Digital NOTAM, Aerodrome Mapping, eTOD not yet implemented. Flight planning and Internet Briefing services use a local system (AISS). • This project requires the delivery of a new AIS/AIM system. No

		in the new system, and what will need to be developed from scratch?	components from the existing system will be retained. Development may be primarily software-focused, using Commercial Off-the-Shelf (COTS) hardware components. Given the solution provider's experience in comparable AIS/AIM projects, as evidenced by their Single Largest Completed Contract, it's anticipated that software modules adhering to ICAO SARPs are readily available. Therefore, software development will be primarily directed towards resolving technical issues encountered during project implementation. Existing data (having an older version) may be used as a baseline for the migration (to a newer version as required by the new system).
22		IBS - Current State • Do you currently have an Internet Briefing System (IBS) implemented? If so, what data is being received and from which sources? • What data is currently being provided, and to whom (e.g., pilots, regulatory authorities, other systems)? • Is the data provided limited to your FIR (Flight Information Region), or does it cover global data?	[Collective Reply] There was an Internet Briefing System as part of the CNS-ATM Project with data (NOTAM and static data (Philippine data)) sourced from the local AISS. Due to its "end of life" status, the IBS and most of the AIS subsystems have been discontinued but its NOTAM and static databases relating to the Philippines are still being updated. The Flight Plan Management is still being utilized to validate and distribute FPLs. The worldwide data is supposed to be synchronized with EAD while the update and maintenance of the local data (Philippines) is the responsibility of the AIS.
23		EAD - Connection Migration	

		• Are you referring to the connection with Eurocontrol's EAD, which stands for the European AIS Database? • What specific types of data do you utilize within your system? Does it encompass aviation data, NOTAMs, or other types of information? • Is the data from the EAD primarily read (retrieved) by your system, or is it also written (submitted) to the EAD?	• This confirms that the requirement refers to the connection with EUROCONTROL's EAD (European AIS Database). • Static data, NOTAM, AIP, weather, flight plan data. • Worldwide data updates are received from EAD and Philippine data updates are sent to EAD.
24		Server RACK Could you provide detailed information about the space allocated for the server rack in the G/F ATMC equipment room? Specifically, we would need to know: • The exact dimensions (height, width, depth) of the available space. • Any restrictions on weight or load-bearing capacity of the floor. • Details about ventilation, cooling systems, and power supply in the room. • Accessibility for installation and maintenance (e.g., door dimensions or other potential constraints).	• 80 in x 23 in x 40 in • None • Temperature is maintained at 19 °C. The existing power supply consists of 2 sources. A circuit breaker is preferred on the rack to be provided. • Standard double door (front and back) for access.

		• Whether there are any existing racks or equipment nearby that might affect the layout or installation. Additionally, are there any specific guidelines or standards we should follow when supplying and installing the rack?	• There are other racks dedicated for other subsystems. Site Inspection is encouraged, however subject to security clearance access which should be obtained ahead of time (1 week before the planned site inspection).
25		LAN Could you clarify whether the servers will connect directly to your existing network infrastructure, or if it will be necessary for us to provide and configure our own routers or switches? Specifically: • Will your infrastructure provide redundant LAN connections directly to the servers, or should we include additional equipment (e.g., routers or switches) in our solution? • Are there specific requirements or compatibility considerations for connecting to your network (e.g., specific protocols, VLANs, or IP addressing schemes)? Are there any other network infrastructure constraints or requirements we should be aware of during the design and implementation phases?	• Current infrastructure uses redundant network connections. The AIS/AIM solution that will be delivered shall comply with the redundancy requirements of this project. • Network configuration shall be harmonized with the redundancy and security requirements of the project and shall be covered in the project design review.
26		Could you please confirm whether the bid application and all related documents can be submitted online or	Bid documents shall be submitted in hard [paper] copies enclosed in an envelope. One envelope to contain the technical proposal &

		must be delivered in hard copy in envelopes? Paragraph 16.1 on page 13 describes the deadline for submission, with a reference to paragraph 7, which states that bids must be duly received through manual submission.	the other envelope to contain the financial proposal. Please refer to the Checklist of Technical and Financial Documents in the PBD.

III. This bid bulletin shall be an integral part of the Bidding Documents and the same shall be enclosed in the technical bid envelop/component and shall be marked/tabbed accordingly.

IV. For the information and guidance of all concerned.

JESSEELYN P. HEJE
Acting Department Manager, AISD
End-User

ATTY. DANJUN G. LUCAS
Chairperson, Bids and Awards Committee – Bravo