



Ministry of Finance

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CLARIFICATION 3

۱۰ خمر عریض شود سر ۳

No:	TES/2022/W-021		
Project:	Development and Expansion of the Maafaru Airport Phase II - Under EPC Turnkey Basis		
Issued Date	May 1, 2022		
No. of Pages: -03	BoQ: -00	Drawings: -00	

Please include this amendment when submitting the bid.

- **Responses to the Queries raised are attached with this sheet.**



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Name: Fathimath Rishfa Ahmed

$$\frac{x}{10}$$

Signature:

No.	Question	Response
1	The bid asks the bidder to design and determine the pavement structure. However, the traffic flow (the number of aircraft taking off and landing) given by the bid was incorrect, and the bidder could not design the pavement accordingly. In order to design the new pavement and cover the existing pavement to meet the requirements of B777, the owner is required to provide (1) a combination of aircraft types (that is, which aircraft will use this runway), (2) the annual starting date of each aircraft. (3) The annual growth rate of the annual number of takeoffs and landings of each type of aircraft.	A table has been provided showing the type of aircraft, the annual landings of each aircraft and MTOW for each. Contractor to use this data to determine the pavement design. The annual growth rate is not the same for all aircraft.
2	The purpose of the runway extension and cover is to be able to operate the B777 aircraft. On the basis of not providing detailed and accurate traffic flow, the owner also did not give the structure of the new pavement (how many layers does the new pavement structure have? What material is each layer? The thickness of each layer?) and the existing pavement How much is stamped to meet the operation of the B777.	The structure of the new pavement is to be designed by the contractor. The layers will need to be determined by the contractor's designer. The existing pavement cross section is shown on the as-built pavement drawings.
3	What are the standards for pavement design, are they FAA standards? Almost all the world adopts the method of the American FAA to design the airport pavement structure. If the airport adopts the method of the US FAA to design the pavement, then the Specifications should also use the corresponding US FAA specifications, not the Specifications given by the owner, and the owner needs to clarify whether the design is completely in accordance with the FAA standards and all FAA specifications are used.	FAA design specifications may be used however are not required. ICAO requirements are to be maintained.
4	In the drawings given by the owner, the Base Course of the runway adopts the Aggregate Base Course. But for a large aircraft like B777, the Base Course should be a stabilized course instead of the Aggregate Base Course. Here, the owner needs to provide detailed traffic flow parameters before design checking to determine the feasibility and specificity of the asphalt cover. Stamp thickness.	The Base and sub-base are not required to be stabilized. The existing sub-base and base are aggregate base. Traffic flows have been added in an attached table.
5	It is a common and fair practice for the international construction projects to resolve the dispute by arbitration administered by a well-known international arbitration centre in an independent third country not directly related to both parties. So disputes shall be referred to	As stated the governing Law is Laws of Maldives where applicable. Hence, Disputes shall be referred to arbitration in accordance with the Arbitration Act of the Republic of Maldives [10/2013]. Under the act, Maldives International Arbitration Center has been constituted which is



	arbitration administered by the Singapore International Arbitration Centre("SIAC") in accordance with the Arbitration Rules of SIAC.Could this clause be revised?	an independent legal entity, havig the rights to sue and to be sued, to transact in itws onwn name, the right to acquire and hold assets in its own name, and with the power to undertake all functions in relation to the discharge of its duties set out in the stated Act.
6	Please provide PCN reports for runways and taxiways for reference.	We included the original PCN report and calculation. However, this PCN was calculated as an initial report and the final pavement thicknesses were never recalculated for verificaiton.
7	Both ITB & PDS mention that "Financial offer shall be exempted from all import duty taxes" "All customs duties shall be exempted". Please specify what kinds of duties are included in customs duties/import duty taxes. Are stamp duty and revenue charges included in customs duties/import duty taxes?	Only import duties will be exempted. This will not include revenue charges or anyother charge imposed by customs for clearance of materials
8	We understand that the construction activities shall not interfere the current airport operations. To avoid such interfrance, in the meantime allow Tenderer to enhance the accuracy and rationarity of the Tender document, please specify the restrictions on the working time and place of different construction activities, i.e. in a normal working day, during which period of time and within which area that the Contractor is not allowed to execute the dredging/reclamation works (or any other works such as ground improvement, site clearance, revetment construction, pavement, ect.)?	A temporary construcion fence (1.2 meter high, orange safety fence) needs to be erected 70 meters from centerline along the length of the runway. Signage needs to be placed on this fence to instruct all personnel to stay at least 70 meters from the centerline of the runway during operation. the airport and runway may be closed from 21:00 to 06:00 to allow for nightwork close to the runway. Any nightwork will need to have adequate lighting and light plants to ensure safety and that proper construction methods are being implemented. The contractor will need to provide the airport operator a 3 week look ahead programme every week so the airport can plan for any nighttime interruptions. The contractor is expected to cooperate with the airport operator and the airport operator will cooperate with the contractor to make sure the construction goes as smooth as possible. As long as the contractor keeps 70 meters away from the runway, the construction can continue even if the airport is in operation.
9	AGGREGATE is used in the base course of the existing runway pavement, whether the new runway pavement should also adopt the same material, or allow the replacement of coral gravel?	The design of the pavement will be up to the contractors engineer to fulfil the requirements of the contract. The runway needs to be designed to ICAO and Maldivian CAA standards.
10	Please specify the daily construction time under condition of non-suspending air service so that the night work can be scheduled.	the airport and runway may be closed from 21:00 to 06:00. The contractor needs to submit a 3 week look ahead programme to the airport operator every week so the operator can plan with the airlines and resorts to manage the flights.

