

CORRIGENDUM-6

KIAL/IT/TDR/2018-19/2

11 April 2019

Name of work: Procurement, Design, Development, Testing, Implementation, Integration and Operation & Maintenance of an Enterprise Software and to function as Master Integrator for Kannur International Airport Limited.

Tender No: KIAL/IT/TDR/2018-19/2

Tender ID: 2019\_KIAL\_270105\_1

Page No/ Clause No	Description of existing Clause	New clause				
Page No.29/3.1	<b>PROJECT MILESTONE</b>			<b>PROJECT MILESTONE</b>		
	Timelines			Timelines		
	S.No	Milestone	T = Date of work order	S.No	Milestone	T = Date of work order
	1	Preparation of SRS –study report	T1 = T + 45	1	Preparation of SRS –study report	T1 = T + 60
	2	System Design and Development	T2 = T1 + 180	2	System Design and Development	T2 = T1 + 255
	3	Training, UAT and System going Live	T3 = T2 + 45	3	Training, UAT and System going Live	T3 = T2 + 45
	4	Security/Application & Safety Audit and Sign Off	T4 = T3 + 30	4	Security/Application & Safety Audit and Sign Off	T4 = T3 + 30
	5	Analytic Module	T5 = T3 + 180	5	Analytic Module	T5 = T3 + 180
Reply to Query for Serial No 20 dated	The lead time of 4 months is envisaged to complete the procurement of the hardware, once the required specifications have been formulated and provided by the SI to KIAL. During this period of development /implementation activities may need to be continued by the SI to adhere to the time schedule. In order to facilitate this, the SI may plan the application deployment (purely for development/implementation) on a cloud platform, hired by the SI at their own expenses. Please note that it is mandatory that the SI needs to opt this, if he able to manage the implementation without affecting the time schedule.	The lead time of 4 months is envisaged to complete the procurement of the hardware, once the required specifications have been formulated and provided by the SI to KIAL. During this period of development /implementation activities may need to be continued by the SI to adhere to the time schedule. In order to facilitate this, the SI may plan the application deployment (purely for development/implementation) on a <b>cloud platform/ Suitable Hardware</b> , hired by the SI at their own expenses. Please note that it is <b>not mandatory</b> that the SI needs to opt this, if he able to manage the implementation without affecting the time schedule.				
Page No 27/3.08	3.0.6 The developed software shall be comprehensively guaranteed for six months after commissioning of the entire system. Any changes that would be warranted for ensuring the intended functionality, which might not have been apparent during the UAT, and within the scope of the RFP, would have to be undertaken by the integrator during this period. In case, such requirement if outside the scope of this RFP, shall be implemented by the integrator at an additional cost, based on the quoted man month cost by the integrator. The reasonable manhours required for completing such changes would be decided on a mutually agreeable terms between KIAL and the integrator.	3.0.6 The developed software shall be comprehensively <b>warranted</b> for six months after commissioning of the entire system. Any changes that would be warranted for ensuring the intended functionality, which might not have been apparent during the UAT, and within the scope of the RFP, would have to be undertaken by the integrator during this period. In case, such requirement if outside the scope of this RFP, shall be implemented by the integrator at an additional cost, based on the quoted man month cost by the integrator. The reasonable manhours required for completing such changes would be decided on a mutually agreeable terms between KIAL and the integrator.				

	<b>5.1 Airport Operations</b>			<b>5.1 Airport Operations</b>	
	Details of modules both existing which need to be integrated with the AODB/ERP along with the modules that are to be developed by the bidder are as follows:-		Details of modules both existing which need to be integrated with the AODB/ERP along with the modules that are to be developed by the bidder are as follows:-		
<b>Page No. 40/5.1.1</b>	<b>5.1.1 To be Developed/Deployed:</b> - The following are the modules which are to be developed and integrated with the systems in vogue. (a) AODB (b) Airport Operations Management Module (c) Gate Operating System(d) AFTN (e) Resource Management System (f) Airport Analytics Module (g) Airport Director& MD Dashboards (h) Operational Dash Boards ( On time performance) (i) Airport Operations Work flow Management (j) Information Broker (For Integration)		<b>5.1.1 To be Developed/Deployed:</b> - The following are the modules/dashboards which are to be developed and integrated with the systems in vogue. a) AODB (b) Resource Management System (c) Airport Analytics Module (d) Airport Director& MD Dashboards (e) Operational Dash Boards (On time performance) (f) Airport Operations Work flow Management (g)Ground Handling Management (h)Safety Management Module (i)Master Clock (j) Gate Operating System		
	<b>5.1.2 To be Integrated:</b> - The following systems are existing and in use as standalone systems at KIAL. The data from these resources are to be integrated with the AODB/Airport Operations Management Module, developed by the integrator. The list of the existing applications with the OEM details and approximate users for each module, expected to access the system are given in Annexure 10		<b>5.1.2 To be Integrated:</b> - The following systems are existing and in use as standalone systems at KIAL. The data from these resources are to be integrated with the AODB/Airport Operations Management Module, developed by the integrator. The list of the existing applications with the OEM details and approximate users for each module, expected to access the system are given in Annexure 10		
	(a) Common Use Terminal Equipment (b) Departure Control Systems and Passenger Boarding System (c) Common Use Self check-in Service system (d) Flight Information display system (e) Gate Information Display System (f) Baggage Reconciliation System (g) Baggage Handling System (h) Self-Baggage Drop System (i) Visual Docking Guidance System (j) Building Management System (k) Ground Handling Management (l) Bridge Mounted Equipment		(a) Common Use Terminal Equipment (b) Common Use Self check-in Service system (c) Flight Information display system (d) Gate Information Display System (e) Baggage Reconciliation System (f) Baggage Handling System (g) Self-Baggage Drop System (h) Visual Docking Guidance System (i) Building Management System (j)POS (k)Car Parking Management (l)Toll Booth (m) AFTN		
<b>Page 23/ Clause 2.24.2</b>	(a) Delay in excess of 4 weeks will be sufficient to cause for termination of the contract. In that case the Performance Bank Guarantee of the bidder will be forfeited.		(a) Delay in excess of 4 weeks will be sufficient to cause for termination of the contract.		
<b>Page No. 22/2.22</b>	2.22 Payment Terms and Schedule (a) Software & Licenses Cost 10% on signing of the contract and after receipt of Performance Bank Guarantee, 70% on Delivery & acceptance of software and Licenses, 20% on System Go Live		2.22 Payment Terms and Schedule (a) Software & Licenses Cost 10% on signing of the contract and after receipt of Performance Bank Guarantee 70% on Delivery & acceptance of software and Licenses 20% on System Go Live		
	(b) Development and Implementation Cost 10% on signing of the contract and after receipt of Performance Bank Guarantee		(b) Development and Implementation Cost 10% on signing of the contract and after receipt of Performance Bank Guarantee		

	<p>20% on SRS Document Signoff 25% on UAT 25% on System Go LiveBalance 20% will be released on completion of Phase-2 and acceptance of all the analytic modules.</p>	<p>20% on SRS Document Signoff 25% on UAT 25% on System Go LiveBalance 20% will be released on completion of Phase-2 and acceptance of all the analytic modules.</p> <p><b>However, if the bidder does not avail the 10% advance payment against bank guarantee, that 10% would be added to next mile stone for 2.22 (a) &amp; (b).</b></p>
<p><b>Page No.38/ 4.5.2</b></p>	<p>4.5.2 Design</p> <p>It is essential for the airport to be provided with state-of-the-art IT, networking and equipment solutions to support operational, administrative and business requirements. The overall concept is to service all members of the Airport Community (airlines, governmental agencies, concessionaires, handlers, passengers and visitors) with the most recent, applicable and sustainable technological solutions.</p> <p>The existing IT network and infrastructure as shown in Annexure 11, shall be used as the backbone for the communication. Any additional requirement for the IT infrastructure should be designed to address airport operational needs for the next 10 years.</p>	<p>4.5.2 Design</p> <p>It is essential for the airport to be provided with state-of-the-art IT, networking and equipment solutions to support operational, administrative and business requirements. The overall concept is to service all members of the Airport Community (airlines, governmental agencies, concessionaires, handlers, passengers and visitors) with the most recent, applicable and sustainable technological solutions.</p> <p>The existing IT network and infrastructure as shown in Annexure 11, shall be used as the backbone for the communication. Any additional requirement for the IT infrastructure should be designed to address airport operational needs for the next 10 years.</p> <p><b>Any product upgradation required after the 7th year (after the extended contract period) shall KIAL's responsibility. However, a tentative cost shall be furnished for AMC of product prices of both ERP and AODB for next 5years Post O&amp;M period as per the Form 7 attached.</b></p>
<p><b>Page NO. 75/ Annexure 3</b></p>	<p><b>Annexure 3</b></p>	<p><b>Updated Annexure 3</b></p>
<p><b>Coorigendum 4/ Point Number 2</b></p>	<p>2.28 Liability Clause</p> <p>2.28.1 Any fine imposed by agencies including legal agencies against the contractor's personnel directly or indirectly involved in the implementation and O&amp;M support, should be fully borne by the contractor.</p> <p>2.28.2 If a third-party claims that deliverables the contractor provided to KIAL infringe that third party's copy right or intellectual proprietary, the contractor should be responsible to defend KIAL against that claim at its expense and pay all costs, damages, court charges etc. that a court finally awards or the amount included in a settlement of the claim, as applicable.</p> <p>2.28.3 In the event that Bidder is delayed or prevented from performing its obligations due to failure by the KIAL or its employees or agents or delay on the part of or on behalf of the KIAL, then Bidder shall be allowed an additional period of time to perform its obligations and unless otherwise agreed the additional period shall be equal to the amountof time for which Bidder is delayed or prevented from performing its obligations due to such failure or delay on the part of or on behalf of the KIAL.</p> <p>2.28.4 The Total cumulative liability on the bidder arising from or relating to this agreement shall be limited as follows:(a) To the total contract value excluding the O&amp;M cost, during the development and implementation &amp; the warranty period.(b) To the total O&amp;M contract value during the O&amp;M period</p>	<p>2.28 Liability Clause</p> <p>2.28.1 Any fine imposed by agencies including legal agencies against the contractor's personnel directly or indirectly involved in the implementation and O&amp;M support, should be fully borne by the contractor.</p> <p>2.28.2 If a third-party claims that deliverables the contractor provided to KIAL infringe that third party's copy right or intellectual proprietary, the contractor should be responsible to defend KIAL against that claim at its expense and pay all costs, damages, court charges etc. that a court finally awards or the amount included in a settlement of the claim, as applicable.</p> <p>2.28.3 In the event that Bidder is delayed or prevented from performing its obligations due to failure by the KIAL or its employees or agents or delay on the part of or on behalf of the KIAL, then Bidder shall be allowed an additional period of time to perform its obligations and unless otherwise agreed the additional period shall be equal to the amountof time for which Bidder is delayed or prevented from performing its obligations due to such failure or delay on the part of or on behalf of the KIAL.</p> <p>2.28.4 The Total cumulative liability on the bidder arising from or relating to this agreement shall be limited as follows:(a) To the total contract value excluding the O&amp;M cost, during the development and implementation &amp; the warranty period.(b) To the total O&amp;M contract value during the O&amp;M period</p> <p><b>2.28.5 In no event shall either party be be liable for any indirect damages, loss or expenses arising from business interruption, lost business, lost profits including any third party claims.</b></p>

<p><b>10.1 Annexure 2 - Unconditional Acceptance Letter</b></p> <p style="text-align: center;"><b>ACCEPTANCE LETTER</b></p> <p>The Managing Director Kannur International Airport Mattannur Kannur 670 702</p> <p style="text-align: center;"><b>ACCEPTANCE OF TERMS AND CONDITIONS OF TENDER</b></p> <p><b>Name of work: Procurement, Design, Development, Testing, Implementation, Integration and Operation &amp; Maintenance of Enterprise Software and Master Integrator for Kannur International Airport Limited.</b> <b>Tender no: KIAL/IT/TDR/2018-19/2</b></p>	<p><b>10.1 Annexure 2 - Unconditional Acceptance Letter</b></p> <p style="text-align: center;"><b>ACCEPTANCE LETTER</b></p> <p>The Managing Director Kannur International Airport Mattannur Kannur 670 702</p> <p style="text-align: center;"><b>ACCEPTANCE OF TERMS AND CONDITIONS OF TENDER</b></p> <p><b>Name of work: Procurement, Design, Development, Testing, Implementation, Integration and Operation &amp; Maintenance of Enterprise Software and Master Integrator for Kannur International Airport Limited.</b> <b>Tender no: KIAL/IT/TDR/2018-19/2</b></p>
<p>Dear Sir,</p> <p>1. The tender documents for the works mentioned above have been sold to me/us by Kannur International Airport Ltd and I/we hereby certify that I/we have inspected the site and read the entire terms and conditions of the tender documents made available in the website <a href="http://www.etenders.kerala.gov.in">www.etenders.kerala.gov.in</a>, which shall form part of the contract agreement and I/We shall abide by the conditions/clauses contained therein</p> <p>2. I/We hereby unconditionally accepts the general tender conditions of KANNUR INTERNATIONAL AIRPORT LIMITED's tender documents in its entirety for the above works and in case we have put forth any conditions same may be treated as withdrawn.</p> <p>3. I/we hereby accepts that all the technical specifications as brought out in the tender are acceptable and where ever, it is not meeting the listed technical specifications in the RFP, a deviation has been indicated in the Technical Specification Compliance Sheet (Annexure 3), without affecting the intended purpose or the overall software functionality. I/We hereby fully understand and accept, that if such deviation is not acceptable to KIAL, the tender submitted by us is liable to be rejected, without any further notice/clarification.</p> <p>4. That, I/We declare that I/We have not paid and will not pay any bribe to any officer of KANNUR INTERNATIONAL AIRPORT LIMITED for awarding this contract at any stage during its execution or at the time of payment of bills, and further if any officer of KANNUR INTERNATIONAL AIRPORT LIMITED asks for bribe/gratification, I will immediately report it to the Appropriate Authority in KANNUR INTERNATIONAL AIRPORT LIMITED'.</p> <p>5. The required earnest money as specified in for this work has also been submitted and is attached herewith.</p> <p>Yours faithfully, AUTHORIZED SIGNATURE NAME OF THE SIGNATORY : NAME &amp; ADDRESS OF THE TENDERER : OFFICIAL SEAL &amp; DATE :</p>	<p>Dear Sir,</p> <p>1. The tender documents for the works mentioned above have been sold to me/us by Kannur International Airport Ltd and I/we hereby certify that I/we have inspected the site and read the entire terms and conditions of the tender documents made available in the website <a href="http://www.etenders.kerala.gov.in">www.etenders.kerala.gov.in</a>, which shall form part of the contract agreement and I/We shall abide by the conditions/clauses contained therein.</p> <p>2. I/We confirm that the deviations/exclusions/variations to the requirements described in RFP No.....dated.....are as listed in Annexure3 &amp; 3A and as responded in our Proposal/Bid No. ....dated..... . We hereby declare our unconditional acceptance of the RFP terms other than the deviations mentioned in Annexure 3 and Annexure 3A without affecting the intended purpose &amp; overall software functionality and also the objective of the RFP. We fully understand, the right to accept or reject the proposed deviations resides only with Kannur International Airport Limited. We also understands that the bidder shall be required to withdraw the proposed deviations without any price implications, if asked to, by Kannur International Airport Limited, else the bid is liable for rejection.</p> <p>3. That, I/We declare that I/We have not paid and will not pay any bribe to any officer of KANNUR INTERNATIONAL AIRPORT LIMITED for awarding this contract at any stage during its execution or at the time of payment of bills, and further if any officer of KANNUR INTERNATIONAL AIRPORT LIMITED asks for bribe/gratification, I will immediately report it to the Appropriate Authority in KANNUR INTERNATIONAL AIRPORT LIMITED'.</p> <p>4. The required earnest money as specified in for this work has also been submitted and is attached herewith.</p> <p>Yours faithfully, AUTHORIZED SIGNATURE NAME OF THE SIGNATORY : NAME &amp; ADDRESS OF THE TENDERER : OFFICIAL SEAL &amp; DATE:</p>

<p>5.6/Page 46</p>	<p><b><u>Resource Management System Module</u></b></p> <p>It shall Help users to manage airport resources in a flexible and comfortable way. This environment shall allow resources assignment with a simple drag and drop process. It should be capable of handling the following features:</p> <ul style="list-style-type: none"> <li>Resources occupancy blocking</li> <li>Slot Allocation and management</li> <li>Aircraft ground movement Creation</li> <li>Historical mode view</li> <li>Automatic resources allocation using the rules defined in AODB</li> <li>Combined view of gates and parking positions for both resources planning</li> <li>IATA Messaging access</li> <li>Operation schedule modification</li> <li>Airlines Monitoring &amp; Co-ordination</li> </ul> <p>At a minimum the following RMS planning requirement shall be supported:</p> <p>Analysis of resources, such as existing gates, ticket counters and parking spots for reassignment of locations, reassignment of airlines to Airport gates and ticket counters or preferential use gates, addition of new airlines, and other related planning activities.</p>	<p><b><u>Resource Management System Module</u></b></p> <p>It shall Help users to manage airport resources in a flexible and comfortable way. This environment shall allow resources assignment with a simple drag and drop process. It should be capable of handling the following features:</p> <ul style="list-style-type: none"> <li>Resources occupancy blocking</li> <li>Aircraft ground movement Creation</li> <li>Historical mode view</li> <li>Automatic resources allocation using the rules defined in AODB</li> <li>Combined view of gates and parking positions for both resources planning</li> <li>IATA Messaging access</li> <li>Operation schedule modification</li> <li>Airlines Monitoring &amp; Co-ordination</li> </ul> <p>At a minimum the following RMS planning requirement shall be supported:</p> <p>Analysis of resources, such as existing gates, check-in counters and parking spots for reassignment of locations, reassignment of airlines to Airport gates and check-in counters or preferential use gates, addition of new airlines, and other related planning activities.</p>
<p>5.6.1/Page 48</p>	<p><b><u>General Requirements</u></b></p> <p>The RMS application shall record the use of gates, ramp parking areas, and stands by airline, airline flight number, type of aircraft, and other aircraft details. In addition, it records the use of ticket counters, gate podiums, baggage belts, and baggage carousels by airline and airline flight number. This information shall be archived in the AODB</p>	<p><b><u>General Requirements</u></b></p> <p>The RMS application shall record the use of gates, ramp parking areas, and stands by airline, airline flight number, type of aircraft, and other aircraft details. In addition, it records the use of check-in counters, gate podiums, baggage belts, and baggage carousels by airline and airline flight number. This information shall be archived in the AODB</p>

1. **Corrigendum 4 - Revised Clause 29/3.1**

Project Duration has been reversed to 9 Months. T3=270 days. Please confirm.

Reply: Project duration has been updated in Corrigendum 5.  
Duration - 12 Months Period

2. **Corrigendum 4 - Page 6, Point 19**

MSI requests for the clarification as mentioned by KIAL

3. **Corrigendum 4 - Page -1**

The Limitation of liability clause has capped the liability to the total contract value. However, it does not exclude 'indirect liability'. Hence, we request the inclusion of the following clause in addition to the new clause included by KIAL.

*"Neither party shall be liable to the other for any special, indirect, incidental, consequential (including loss of profit or revenue, loss of data), exemplary or punitive damages whether in contract, tort or other theories of law, even if such party has been advised of the possibility of such damages."*

Reply: Please refer our corrigendum 6

4. **Corrigendum 4 - Page -7, Point 20**

KIAL clarified that -

"The lead time of 4 months is envisaged to complete the procurement of the hardware, once the required specifications have been formulated and provided by the SI to KIAL. During this period of development/implementation activities may need to be continued by the SI to adhere to the time schedule. In order to facilitate this, the SI may plan the application deployment (**purely for development/implementation**) on a cloud platform, hired by the SI at their own expenses. Please note that it is mandatory that the SI needs to opt this, if he able to manage the implementation without affecting the time schedule."

MSI requests to amend the above as below

"The lead time of 4 months is envisaged to complete the procurement of the hardware, once the required specifications have been formulated and provided by the SI to KIAL. During this period of development/implementation activities may need to be continued by the SI to adhere to the time schedule. In order to facilitate this, the SI may plan the application deployment (**purely for development**) on a cloud platform/**suitable hardware**, hired by the SI at their own expenses. Please note that it is **not** mandatory that the SI needs to opt this, if he able to manage the implementation without affecting the time schedule."

MSI also request for the amendment of the price schedule to enable bidder to quote optional pricing for per month hiring charges of the HW infrastructure (for development purpose beyond 4 months of lead time as per RFP).

Reply: Please refer our corrigendum 6

5. **RFP Section 10.1**

MSI request to allow the submission of deviation on general terms and conditions apart from technical non-compliance indicated as per Annexure-3. Thereby KIAL is also requested to modify Annexure-2 accordingly to remove unconditional acceptance of terms and conditions.

Refer Corrigendum-6

6. **RFP Section 2.7 Completeness of Response**

"Forfeiture of Bid EMD" as mentioned in para 2 should be deleted.

Reply: The said clause has already been modified in Corrigendum 2.

7. **RFP Section 2.24.2 Penalties:**

"(b) Delay in excess of 4 weeks will be sufficient to cause for termination of the contract. In that case the Performance Bank Guarantee of the bidder will be forfeited." - MSI requests deletion of this clause.

Reply: Addressed in Corrigendum 6

8. **RFP Clause 2.22 Payment Terms and Schedule**

MSI requests the amendment of the clause as below

(a) Software & Licenses Cost

- 10% on signing of the contract *and after receipt of Advance Bank Guarantee of equal amount. If Bidder does not avail this 10% payment, the same will be added to the next mile stone.*
- 85% on Delivery of software and licenses.
- 5% on System Go Live of Phase -1

b) Development and Implementation Cost

- 10% on signing of the contract *and after receipt of Advance Bank Guarantee of equal amount. If Bidder does not avail this 10% payment, the same will be added to the next mile stone.*
- 20% on SRS Document Sign-off
- 25% on UAT
- 25% on System Go Live of *Phase-1*
- Balance 20% will be released on completion of *Phase-2* and acceptance of all the analytic modules.

Please also confirm that bidder will be allowed to raise the invoice on full value for the supply item as per GST norms.

**Reply: Replied in Corrigendum 6**

**9. RFP Clause 2.23 Service Level Agreement (SLA) and Penalty during Operation and Maintenance**

Penalty is capped at 25% of the quarterly O & M amount for each quarter during the O & M period. MSI requests this penalty to be capped at 5% of the quarterly value.

**Reply: Tender Condition will prevail here.**

**10. RFP Clause 2.0 Instruction to Bidders Point J**

MSI request to clarify if there is any other documentation containing "particular, general and special conditions" of the tender apart from already published RFP and corrigendum.

**Reply: There is no other additional conditions other than published RFP and Corrigendum.**

**11. RFP Clause 3.0.13, Annexure 10 & Annexure 11**

MSI understands that bidder is supposed to monitor & manage both the **Recommended Hardware and Existing Hardware**. But we are yet to receive the existing hardware list from KIAL as a part of RFP/Corrigendum as already requested in our earlier set of queries. If existing hardware (Desktop, Laptop, Router, Switches, Firewall etc.) needs to be monitored and managed then we need the count of all such devices for licensing the relevant tools.

**Reply: List of existing IT infrastructure and BOM will be shared as an annexure**

Sl.No.	Reference	Query	KIAL Response
1	Corrigendum 2 – Project Milestones	As per Corrigendum 2, the Implementation phase had been increased from 9 months to 12 month. However, as per new Corrigendum 4, the same has been reverted to 9 month, with System Design & Development phase reduced from 270 days to just 165 days. We request you to correct the discrepancy by maintaining the overall implementation phase as 12 months.	Issued as Corrigendum. Over all implementation phase is 12 Months only
2	Corrigendum 4 - Eligibility Criteria, Point 3	We request you to remove the reference to “Enterprise Software” in the below statement, as the same is ambiguous in the context of Airport Operations.  “Similar works” shall mean Procurement, Design, Development, Testing and Implementation of an Enterprise Software, Airport operations related software and Master Integration Services.”	No change
3	Corrigendum 4 – Scope of Work Page	KIAL has responded to our earlier query on the referred section by mentioning “Will be issued as corrigendum”. However the same has not	It has been addressed in 3rd and Fourth point of Corrigendum 4.

	25, Section 3.0.1	been covered in the issued corrigendum. Requesting for needful.	
4	Corrigendum 4 – Scope of Work, Page 26, 27, Section 3.0.2, 3.0.3, 3.0.7	<p>We had submitted the following in our earlier submitted query, which is a major project risk for us:</p> <p><b>“In case of any delay beyond 4 months from the date of work order on MSI, in making available the DC-DR and AOCC infrastructure for application deployment, all costs pertaining to cloud hosting and cost of dedicated project manpower shall be borne additionally by KIAL”</b></p> <p>The above has not been addressed in Corrigendum 4. We request for confirmation against above request, as this is being seen as the biggest risk by us from a project execution perspective.</p>	Please refer the New Corrigendum where in provision for Cloud platform/ Suitable Hardware is given
5	Corrigendum 4 – Scope of Work, Page 27, Section 3.0.8	In corrigendum 2, KIAL had mentioned that <b>“KIAL may consider”</b> against our request to <b>“replace the word guaranteed with warranted”</b> . However Corrigendum 4 mentions that <b>“RFP conditions shall prevail”</b> . We request for necessary correction.	Please refer Corrigendum 6
6	RFP Annexure 3 – Technical Compliance Statement	The Functional Requirements listed in Annexure 3 are not matching with the functional requirements mentioned in Sections 3 to 9 of the RFP. Kindly clarify whether our solution has to be based on compliance against Annexure 3 or against Sections 3 to 9 of RFP?	Addressed in Corrigendum 6
7	RFP Annexure 10	<ol style="list-style-type: none"> <li>1. Ground Handling Management – The RFP mentions that this system is “Existing” while at the same time the Annexure mentions that the system needs to be “Developed”. Please clarify the discrepancy.</li> <li>2. PA System, CCTV, EPABX, Access Control, Toll Booth – These systems have been indicated in Annexure 10 under scope of Integration. However, none of these systems can be integrated with AODB or ERP. These systems are also not listed under scope of</li> </ol>	<p>This has been addressed in Corrigendum 2 .</p> <p>Ground Handling Management - To be developed.</p> <p>Please refer the updated Annexure 10 in corrigendum 6.</p>



		integration in Section 5.1.2 of RFP and in Corrigendum 2. We therefore request you to remove these items from Annexure 10.	
8	Request for Extension of Bid Submission date	Considering the open areas still remaining to be clarified, it will not be feasible for us to complete our bid response for submission by current deadline of 10 <sup>th</sup> April. We request you to kindly extend the bid due date by atleast 2 weeks from the date of release of Corrigendum/ Clarification against above issues.	Extended till 29 April 2019.

**Annexure 3A – Deviation Statement**

**Bidder shall fill in, deviations (if any) in the below format.**

<b>S/ No.</b>	<b>Clause Mentioned in RFP</b>	<b>Section in RFP</b>	<b>Deviation Requested</b>	<b>Remark/ Reason</b>

**10.0 Annexure 3 – Pre and Technical Bid Qualification Compliance Statement**

**Bidder shall fill in, module wise technical specification compliance in the below format.**

S. No.	Critical Functional Requirements of KIAL	Requirement met by			Deviation
		Standard ERP/AODB/AOCC/ Product	Third Party tool	Requires Development	
	Module Name				
1.					
2.					
3.					

**Form 7: Additional AMC**

SI No	Item Description	Qty	Units	Rate in figures	Total Amount without Tax	Total Amount in words
1	Annual Maintenance Charges for additional 5 Years after O&M Period for the following					
1.01	Airport Operations System (AODB & Other related modules)	1.00	LS			
1.02	ERP	1.00	LS			

**10.00 Annexure 10 : Operation Module Scope**

<b>Name of Module</b>	<b>Existing/ To be developed</b>	<b>Scope</b>	<b>Make &amp; Details</b>
Common Use Terminal Equipment	Existing	Integration	SITA 3.0
Common Use Self check-in Service system	Existing	Integration	SITA 3.0
Flight Information display system	Existing	Integration	Progility IDDS 3.0
Gate Information Display System	Existing	Integration	Progility
Baggage Reconciliation System/Baggage Handling System	Existing	Integration	SITA 6.15
Self-Baggage Drop System	Existing	Integration	Wonderland
Visual Docking Guidance System	Existing	Integration	Safegate
AODB	To be developed	Development	--
Building Management System	Existing	Integration	Siemens Desigo CC
Ground Handling Management	To be developed	Development	--
Airport Analytics Module	To be developed	Development	--
Safety Management Module	To be developed	Development	--
Airport Director & MD Dashboards	To be developed	Development	--
Master Clock	To be developed	Development	--
Resource Management Module	To be developed	Development	--
Toll Booth	Existing	Integration	Siemens Somfy

Airport Operational Dash Boards	To be developed	Development	--
Airport Operational Workflow Management	To be developed	Development	--
POS	Existing	Integration	POS
Car parking System	Existing	Integration	Local agency, API will be provided
Gate Operating System	To be developed	Development	--