



The BACW's Bidding Commission hereby presents question made by companies with their respective answers.

REMARK: The questions presented in this "Questions and Answers" are numbered as they are answered by the Bidding Commission and may not match the numbering provided by the companies.

1. **Question** – In case the item 6.5.13 of the solicitation 190011/CABW/2019, it is implied that the ANAC is the competent Brazilian entity that fulfil the needs of this Invitation For Bid. Is that correct? *"No item 6.5.13 do processo 190011, entende-se que o órgão competente local brasileiro é a ANAC para empresas brasileiras, o que atende a este edital. Isto esta correto?"*

ANSWER: *In accordance with the item 6.5.13, the bidder's understanding is correct.*

2. **Question** – Remarks, the terms CHT and CHE are not utilized by ANAC, being replaced by COM and EO. *"Observação: Termos e siglas CHT e CHE não são mais utilizadas pela ANAC, tendo sido substituídas pelo COM (certificado de organização de manutenção e EO (especificações operativas))."*

ANSWER: *The new denominations are accepted.*

Question – Reference: "IFB 6.5.13. Submit proof that it has undersigned a commitment to the provisions of FAA-AC-56 or the equivalent regulations by another government, regulating the services described in this PB for repairable components." The certification of the COMPANY with ANAC for item mentioned item is enough for the requested document?

ANSWER: *Yes.*

3. **Question** – Is the 50% Law in effect for pricing or is the pricing provided FFP for each pricing category? We don't see reference to either in the invitation?

ANSWER: *As per item 10 of the Basic Project and the Price Proposal Model, Annex IV of the IFB, the pricing regarding adjustments is addressed.*

4. **Question** – TAT approvals. We see that the requested TAT is 90 day from receipt of approval, but does that 90 day clock stop while we await approval from BACW on our post teardown quotation?

ANSWER: *The counting of 90 days stars from the price definition by the Contract Monitor.*

5. **Question** – The ATA chapters seem to be a bit intermixed with parts in one ATA duplicated in another, and often even duplicated within same ATA. Our concern is that if we are to bid every line in the ATA, then our global price will become too high due to the duplications.

ANSWER: *The counting of 90 days stars from the price definition by the Contract Monitor.*

6. **Question** – "We have found that there are parts listed in the wrong ATA chapter. Will they remain in wrong chapters upon award? Or will they be removed and corrected? If we are to bid all lines, then the inclusion of these incorrect parts will incorrectly inflate our global pricing and



Will put us at a disadvantage when pursuing specific ATAs that we could otherwise be competitive in. One example is in ATA chapter 27 lines 2,3,35-39, and 44 should all correctly be included in ATA chapter 34".

ANSWER: The company shall present the mistake for analysis of the Administration. Moreover, the company shall list all ATAs that have the possibility of errors with their respective PNs for analysis of the Administration. Based on that, the list presented by the Brazilian Air Force is maintained.

7. **Question** – Because of the above confusion, will each ATA chapter be awarded to one supplier or is it best price line by line?

ANSWER: As per item 12.1 of the Invitation For Bid, the services contemplated by this Bid shall be awarded to the Bidder who submits the LOWEST GLOBAL PRICE PER BATCH (ATA or system).

Notwithstanding, In accordance with the Invitation For Bid 190011/CABW/2019 item 32.1, *Any doubts arising from the provisions of this Invitation for Bid may be the subject of consultation, in writing, to the **Bidding Commission** in charge of this bidding process, up to 48 hours before the delivery of the proposals.*

Based on that, the BACW's Bidding Commission reinforces that questions shall be submitted to con@cabw.org and no agents outside BACW should be copied in the e-mail. Thus, only answers published in BACW's website are considered official and part of the solicitation file.

Furthermore, the Brazilian Aeronautical Commission appreciates the question, and stands available to clarify and explain any doubts or concerns in order to increase the BID quality. Any questions or concerns must be submitted to [**con@cabw.org**](mailto:con@cabw.org)

Note: This information has been made available at BACW website in the publishing for the related Bidding Process. <http://www.cabwnews.com/index.php/solicitations.html>