



June 9, 2010

**Subject: Questions & Answers regarding RFP/10/034**

Dear Respective Vendors,

In response to the questions received from our service providers, kindly find below the answers and updates regarding RFP/10/034.

**Q1. 1.1 Project Overview, page 3, paragraph 2, line 2 states:**

“Attachment to this RFP provides estimated distances between the likely destinations where air transportation services will be required”

Please disregard “distances”. Since cost will be calculated per flight hour we decided not to include approximately distances in our RFP.

**Q2. 4.1.1 Timeline, page 7, paragraph 1, line states:**

“Service operations based in Juba must be available by July 15<sup>th</sup> 2010 and be able to commit services through January 2011...”

Does this mean the agreement is signed on the 15<sup>th</sup> of July, at which time the Air Craft will position into the country? Will you allow for a couple of days on base to set up operational procedures prior to flying?

Agreement will be signed as soon as IFES receives approval from USAID. If by end of June 2010, IFES is still waiting for USAID authorization, then the Winner will receive a written notification without obligation by July 1<sup>st</sup> or 2<sup>nd</sup>. Hopefully, this will allow the provider enough time to plan, mobilize and set up operations in Juba.

**Q3. 4.3 Project Management, page 8, paragraph 4.2, line 6 states:**

“All equipment required for original certification shall be installed and operable”. Newer and more capable equipment may have been installed since original certification replacing some of the original equipment, e.g., radios and GPS units. IFES should consider saying “ All equipment required for original certification shall be installed and operable, unless it shall have been superseded by newer and more capable equipment installed in its place”.

IFES understands this point and agrees.

**Q4. Page 8, paragraph 4.3, bullet 2 states:**

“Flight times are measured in flight segments and are to be in hours and quarters of hours”.

In aviation it is very unusual to record time in quarter-hours. There are three types of hours used and we suggest Block Time in tenths of an hour: measures the time from the moment the engines are engaged until they are shut down. We use this measure as it directly impacts the engine and other equipment’s wear and maintenance schedules.

IFES understands this point and agrees.

Q5. Page 14, Attachment A:

- Should “Nasser” be “Nasir” instead?

Yes, some maps show Nasser and others show Nasir.

- Does the attached map have all the right locations?

Yes, all locations are included; however, please keep in mind that this list is not limited to future revisions. Landing strips identified as No Go by the Joint Logistics Center for Sudan will not be requested in the flight manifest.

Q6. May the air support provider use the aircraft for other work on days not scheduled for IFES as a means of program cost sharing? If so, we suggest that the terms of this capability be included in the agreement.

One of the main requirements in this agreement is the ability to have flight by short notice and therefore we will like to keep the airplane and crew full time.

Best Regards,

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