

ENCLOSURE 1

No	Section	Request for Clarification	Clarification
1	Section VIII, Paragraph 28, Page 88	Does the customer require a 2 year/1,000 hour warranty on both Original Equipment Manufacturer (OEM) parts/components and non-OEM parts/components?	The warranty on the helicopter will not be less than 1000 flight hours or two years whichever comes first(SCC 28.3 pg. 103). For the additional equipment e.g. corona camera and others, the warranty will be for 12months as per GCC 28.3 pg. 88
2	Section VIII, Paragraph 28, Page 88	Will the customer accept the manufacturer's standard spare parts, tools, and ground support equipment warranty or is the 2 year/ 1,000 hour warranty required?	The customer will accept the manufacturer's standard spare parts, tools, and ground support equipment warranty only if the warranty is better than the given conditions in clarification (1) above
3		Is it the intent that the maintenance of this aircraft will be performed by a Customer Service Facility or a 3 rd party?	The helicopter will be maintained by a KCAA approved maintenance organization of the Customer's choice.
4		Is the Bidder to provide a recommended list of ground support equipment? Is it correct to assume one base of operation? Does the Purchaser have equipment that does not need to be estimated by the bidder?	The bidder may provide a list of the ground support equipment unique to his helicopter. The helicopter will have one base of operation.
5	Section VII, Page 70	Is the KCAA engineer required to attend the component repair and overhaul course? Can the KCAA audit the maintenance training courses without a Certificate of Completion? Or is a Certification of Completion required?	The KCAA engineer is required to attend the component repair and overhaul course together with the KETRACO helicopter engineer. KCAA can audit the maintenance training courses before the Certificate of Completion is issued.
6.	Section VII. Page 67	Will the bidder be required to perform a flight demonstration prior to contract award decision?	See clarification 001 item 4. (http://www.ketraco.co.ke/opencms/open cms/tenders/downloads/Helicopter/KET RACOPT_007_2014_Helicopter_clarifications.pdf)
7.	Section VII. Page 68	Can the Garmin GTN 650/750 combo be considered equivalent to the G1000 system?	See clarification No.001 item 20 (http://www.ketraco.co.ke/opencms/open cms/tenders/downloads/Helicopter/KET RACOPT_007_2014_Helicopter_clarifications.pdf)
8	Section VII. Page 72	The Vector Mast Moment System is OEM specific equipment. What is the function of the VMMS and can an alternative solution be offered that performs the function of the	An alternative solution for the VMMS can be provided.

9	Section VII. Page 69	<p>What components must be integrated and controlled within the back seat operator station?</p> <p>Does the helicopter have to control the Corona 350 FLIR system from the back seat operator station?</p>	<p>There is no back seat operator station. The Corona 350 FLIR system operation provisions should be in the cockpit front left.</p> <p>No the helicopter doesn't have to control the Corona camera system. The control of the camera should be independent as per the specification.</p>
10	Section III, Pages 33-35	<p>On pages 33 to 35, Section III Evaluation and Qualification Criteria, please can you confirm the scoring criteria for the total price. Please specify if (here is a weighting given to the total price.</p>	<p>See clarification No.001 item 3 (http://www.ketraco.co.ke/opencms/open cms/tenders/downloads/Helicopter/KET RACOPT_007_2014_Helicopter_clarifications.pdf)</p>
11	Section VII, Page 67	<p>On pages 67 Section VII Technical Specifications, point 3 please specify your real mission environmental condition. What are the operating requirements That are driving this requirement.</p>	<p>The helicopter will operate in many environments within Kenya.</p>
12	Section VII, Page 67	<p>On pages 67 Section VII Technical Specifications, point 6 please can you confirm specifically where the demonstration will take place as this will affect the performance characteristics.</p>	<p>Demonstration will be in the Nairobi area</p>
13	Section VII, Page 67	<p>On page 68, Section 7, Sub section 2 Helicopter general equipment, p) Vector Mast Moment System (VMMS) is defined however this is only required where a helicopter has a non-fully articulated main rotor. If you have a articulated main rotor it takes into account the slope landing envelope and does not impact main rotating components lives. Can the requirement be changes to either a Vector Mast Moment System (VMMS) or a fully articulated main rotor? What is the anticipated operating environment (slope) that defined this a requirement?</p>	<p>See item 8 above</p>