

**ATTECH**  
**ISO 9001:2015**

**AIR TRAFFIC TECHNICAL COMPANY LIMITED**  
5/200 Nguyen Son Str,  
Long Bien District,  
Ha Noi, Viet Nam  
Tel.: +84.24 38271914; Fax: +84.24 38730398

**To Whom It May Concern:**

Dear Sirs/Madams,

Air Traffic Technical Company Limited (ATTECH) is seeking a provider capable of supplying the necessary resources upon request to implement flight inspection and flight procedure validation service for the 2025/2026 season in Vietnam.

The flight inspection and flight procedure validation in Vietnam for the 2025/2026 season will be conducted in two campaigns, totaling over 600 flight hours. Each campaign will last between 12 to 15 weeks, with more than 300 flight hours in each. The first campaign, held in summer, is scheduled from May 2025 to August 2025, while the second campaign, held in winter, will take place from October 2025 to March 2026.

For the duration of the flight inspection and flight procedure validation campaigns, the resource provider (AOC/FAOC holder) will operate the aircraft and take care of all aspects necessary for safe aircraft operations in Vietnam. This includes flight planning, refueling, local fees, maintenance, and equipment calibration. The aircraft will be parked at five main airports to facilitate mission implementation, including Noi Bai, Da Nang, Cam Ranh, Tan Son Nhat and Phu Quoc International Airport.

The flight inspection and flight procedure validation will be conducted for ILS, DME, VOR, NDB, PSR/SSR, ADS-B, PAPI, ALS, GNSS procedures (FV). The frequency of flight inspection for ILS/DME and PAPI associated with ILS/DME will be twice a year, the others will be once a year.

Two ATTECH's flight inspectors will be on board to conduct flight inspection and flight procedure validation service. The deliverables of this service are the flight inspection and flight procedure validation reports, which will be jointly





prepared and signed by ATTECH's flight inspectors and the provider's personels. These reports will be in English, following the templates provided by ATTECH, and will include graphical printouts of measurement results. They will be available in both hard copy and electronic format (PDF).

With a minimum of 6 weeks' notice, ATTECH will provide a flight inspection schedule for the upcoming campaign. The schedule will be discussed and revised until mutually agreed by both parties, making sure that the entire scope of work is completed within the scheduled timeframe while adhering to flight time and duty time limits.

For each flight inspection task, ATTECH will provide the flight procedures issued by the Civil Aviation Authority of Vietnam and generate a runsheet. ATTECH will provide all coordinates and other technical data for the airports and nav aids. If an airfield survey is required, the provider must supply the necessary equipments and personnel to carry it out, while ATTECH will send flight inspectors to support.

Details of the requirements for resources to provide flight inspection and flight procedure validation services in Vietnam for the 2025/2026 season are as specified in the attached appendixes.

Interested providers are requested to submit their proposals using the forms as specified in the attached Annex 4. The proposal should include:

- Form No.1: Proposed Price. Providers are required to fill in all relevant information in the blanks. Please note that the proposed price is unit price per flight inspection and flight procedure validation hour. The contract type is a lump-sum, and its value can be adjusted depending on changes in the number of equipment or flight procedure validation.
- Form No. 2: Summary of requirements for provider. Providers are required to fill in all relevant information in the blanks.
- All valid and necessary documents to prove the provider's compliance with ATTECH's requirements.
- The provider must offer the unit price and provide all documents following ATTECH's requirements without proposing any other offer.
- The proposal is required to be valid for at least 90 days from the proposal submission deadline.



The Proposal shall be submitted directly/by post/via email or fax to the address below no later than March 2<sup>nd</sup>, 2025:

- Air Traffic Technical Company Limited
- No 5/200, Nguyen Son Street, Bo De ward, Long Bien district, Hanoi city, Vietnam
- Tel.: +84.24 38271914; Fax: +84.24 38730398
- Contact person: Mr. Le Anh Tuan – Manager of Flight Inspection Unit – Mobile: +84 966 690 999.
- Email: doibayhieuchuan@attech.com.vn

For further information or clarification, please contact the above-mentioned contact person.

I am looking forward to hearing from you soon!

Yours faithfully, *B*  
Director



*Nguyễn Hoàng Giang*

15/11/2024

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## ANNEX 1

### REQUIREMENTS FOR PROVIDERS

#### A. COMPETENCE:

##### A.1 COMPETENCE OF PROVIDER:

1. Has valid AOC (Air Operator's Certificate) for operation aircraft using for flight inspection and flight procedure validation (both main and back up aircraft). If provider is foreign company (registered operation outside of Vietnam), provider must have the valid FAOC (Foreign Air Operator's Certificate) issued by CAAV (Civil Aviation Authority of Vietnam) allowing the operation of flight inspection aircraft (both main and backup aircraft) at airports and airspace in Vietnam. The provider must ensure that the validity of these certificates is maintained in accordance with the flight inspection schedule in Vietnam. The procedure to get FAOC must follow the instruction of CAAV (Notice: The Application for getting FAOC must be signed and certified by Civil Aviation Authority of the country provider registered to operate, that Civil Aviation Authority must be member of International Civil Aviation Organization - ICAO).
2. Own at least one aircraft used for flight inspection and flight procedure validation.
3. Has Certificate of Registration of aircraft.
4. Has Standard Certificate of Airworthiness – Aircraft.
5. Has an Aircraft station licence.
6. Has Certificate of Insurance (Liability Cover: Third party, Property, Bodily Injury and Passenger legal liability).
7. Has Design Approval Certificate for Flight Inspection System installed in inspection aircraft.

##### A.2 LEGAL REQUIREMENTS

1. Has business registration certificate.
2. Has the latest year financial statement.

#### B. AIRCRAFT, FLIGHT INSPECTION EQUIPMENT

##### B.1 AIRCRAFT

1. The aircraft used for flight inspection and flight procedure validation must has multi engines.
2. The aircraft must have available seats for at least 05 people, including 02 pilots, 02 flight inspectors from ATTECH, 01 aircraft engineer and enough space for carrying all ground equipment, survey kit and other necessary equipment as well as the personal luggage of the onboard personnels.
3. The aircraft must be certified for two pilots operation.

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4. The aircraft must be certified in accordance with FAR Part 23 normal Category including day, night, VFR, IFR and flight into known icing conditions.
5. The aircraft must be compliant with all RVSM certification requirements.
6. Aircraft shall be equipped with the all-digital Rockwell-Collins ProLine 21 avionics or equivalence or higher system.
7. The aircraft must be capable of operating at an altitude of 35,000 feet (FL350).
8. Aircraft must be equipped with TRD-94D solid-state transponder with mode S feature and ADS-B Out compliant with the RTCA DO-260B standard.
9. Aircraft must be equipped with the ACAS/TCAS II system and the ACSS TAWS+ system.
10. Aircraft must have a Dual Flight Management System (Dual FMS).
11. Aircraft must have the capability to fly at least 200 hours continuously before periodic maintenance check.
12. The aircraft is committed to having no history of major failures or malfunctions.

## **B.2 FLIGHT INSPECTION EQUIPMENT**

1. The flight inspection equipment has capabilities for flight inspection of all Navaids including NDB, VOR, ILS (Cat I, II), DME, ADS-B, RADAR, PAPI, MARKER and flight procedure validation (conventional and PBN procedures).
2. The flight inspection equipment has capabilities for measurement all parameters which regulated by ICAO for all Navaids (All parameters regulated in ICAO Annex 10 and DOC 8071, Annex 14...).
3. The flight inspection equipment must have dual receiver configuration; 02 receivers operating simultaneously for measurement parameters of Navaids.
4. The flight inspection equipment must have documentation on the metrological standards it complies with, along with records proving periodic calibration of the receiver to ensure its accuracy.
5. The flight inspection equipment must be manufactured by Aerodata (Germany) or Sagem (France).

## **C. PERSONNEL**

### **C.1 PILOT**

1. Valid Flight Crew Licence for the type of aircraft used for flight inspection and flight procedure validation, covering both the main and backup aircraft (with at least ICAO Level 4 English Language Proficiency).
2. The Flight Crew Licence Verification Report from Civil Aviation Authority confirms the pilot's license, stating that it is neither suspended nor revoked.
3. Certificates to conduct Flight procedure Validation activities.

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4. Flight logbook for the most recent month.
5. A valid medical Certificate.
6. Pilots must have a contract with the provider, and the contract duration must fully cover the entire execution period of the contract between ATTECH and the provider.
7. Valid passport at least 06 months and not be prohibited to immigrate to Vietnam (for foreign personel).
8. Pilots must have practical experiences in flight inspection and flight procedure validation: They must have flight inspection, flight procedure validation GNSS reports signed by them to prove their experience.

## **C.2 FLIGHT INSPECTION AIRCRAFT ENGINEER:**

1. A valid maintenance and repair certificate or license applicable to both the main and backup aircraft used for flight inspection and flight procedure validation.
2. Engineer must have a contract with the provider, and the contract duration must fully cover the entire execution period of the contract between ATTECH and the provider.
3. Valid passport at least 06 months and not be prohibited to immigrate to Vietnam (for foreign personel).

## **D. QUANTITY OF RESOURCES AND OTHER REQUIREMENTS**

### **D.1 QUANTITY OF RESOURCES**

The provider must ensure the availability of main resources and backup plans for all resources including aircraft, pilot, flight inspection equipment, aircraft engineer...to maintain a continuous supply of resources for ATTECH to complete all flight inspection and flight procedure validation tasks in Vietnam under the contract to be signed by the Provider and ATTECH. All backup resources must be equivalent in all aspects to main resources and the provider must have clear documentation to verify the backup resources. If the backup resources are not owned by the provider, valid documentations (such as signed contract with a third party or a long-term cooperation agreement...) must be provided to confirm the provider's authorization to use these resources. The duration of resource usage, as stated in these documents, must cover the entire contract period between ATTECH and the provider.

Specific requirements for the minimum number of resources:

1. One main aircraft and one backup aircraft which must have the same size and configuration...or higher compared to the main aircraft.
2. At least 04 pilots for flight inspection with valid pilot licenses for both the main and backup aircraft. Of which at least 02 captains and 02 pilots have Flight procedure Validation Certificates.
3. At least 02 aircraft engineers.

### **D.2 Other requirements:**

1. For the operation and maintenance of the flight inspection aircraft, documentation must be provided to demonstrate compliance with safety regulations certified or recognized by one of the following authorities: the U.S. Federal Aviation Administration (FAA), the European Union Aviation Safety Agency (EASA), or the Civil Aviation Authority of Vietnam (CAAV).

2. The provider must ensure the continuous supply of resources without interruption for more than 10 consecutive days. The provider must be capable of maintaining resource availability in cases of pandemics or other difficult situations. Additionally, the provider must be able to carry out additional flight inspection and flight procedure validation tasks that arise during the resources provision progress in Vietnam.

3. Provider must complete all flight inspection and flight procedure validation tasks in each campaign, allocate sufficient time for completion all tasks with no additional cost because of various reasons.

**E. Requirements for flight inspection procedures and validation procedures**

Strict accordance with the guidelines outlined in ICAO Doc 8071 Vol 1, Vol 3, Doc 9906 Vol 5, Annex 10, Annex 14, FAA ORDER 8200.45, and the flight procedures and validation procedures issued by the Civil Aviation Authority of Vietnam.

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**Annex 2**  
**LIST OF NAVAID FACILITIES AND PBN PROCEDURES OF THE**  
**2025/2026 SEASON**

**LIST OF NAVAID FACILITIES AND PBN PROCEDURES IN FIRST**  
**CAMPAIGN**  
**(FLIGHT SCHEDULE FROM MAY TO AUGUST 2025)**

No	Name	Ident	Frequency	Type of FI
<b>I</b>	<b>VOR/DME</b>			
1	Vinh Phuc	VPH	113.9MHz/86x	Routine
2	Dien Bien	DIB	113.6MHz/83x	Routine
3	Noi Bai	NOB	116.1MHz/108x	Routine
4	Cat Bi	CBI	117.4MHz/121x	Routine
5	Van Don	VDO	115.4MHz/100x	Routine
6	Tho Xuan	THX	114.8MHz/95x	Routine
7	Vinh	VIN	113.1MHz/78x	Routine
8	Dong Hoi	DOH	116.2MHz/109x	Routine
9	Phu Bai	HUE	115.8MHz/105x	Commissioning
10	Da Nang	DAN	114.4MHz/91x	Routine
11	Chu Lai	CLA	115.2MHz/99x	Routine
12	Phu Cat	PCA	116.3MHz/110x	Routine
13	Nam Ha	NAH	115.5MHz/102x	Routine
14	Pleiku	PLK	113.4MHz/81x	Routine
15	Buon Ma Thuot	BMT	112.1MHz/58x	Commissioning
<b>II</b>	<b>RADAR</b>			
1	Noi Bai PSR/SSR			Routine
2	Vinh SSR			Routine
3	Da Nang PSR/SSR 1			Routine
4	Qui Nhon SSR			Routine
5	Da Nang PSR/SSR 2			Routine
6	PSR/SSR Tan Son Nhat 1			Routine
7	PSR/SSR Tan Son Nhat 2			Routine
8	SSR Ca Mau			Routine
<b>III</b>	<b>ILS/DME/MARKER</b>			

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1	Noi Bai 11L	NB	110.5 MHz	Routine
2	Noi Bai 11R	NBA	108.3 MHz	Routine
3	Noi Bai 29L	INB	111.9 MHz	Routine
4	Noi Bai 29R	INA	109.3 MHz	Routine
5	Cat Bi 07	ICB	110.1 MHz	Routine
6	Tho Xuan 31	ITX	111.3 MHz	Routine
7	Dong Hoi 29	IDH	110.3 MHz	Routine
8	Phu Bai 27	PBA	109.5 MHz	Routine
9	Da Nang 35L	DAD	110.5 MHz	Routine
10	Da Nang 35R	IDR	111.5 MHz	Routine
11	Chu Lai 32	ICL	108.5 MHz	Routine
12	Phu Cat 33	IPC	110.1 MHz	Routine
13	Pleiku 27	IPK	109.1 MHz	Routine
14	Buon Ma Thuot 09	IBM	109.7 MHz	Routine
15	Tuy Hoa 21	ITH	111.1 MHz	Routine
16	Lien Khuong 09	ILK	110.9 MHz	Routine
17	Cam Ranh 02L	ICR	110.7 MHz	Routine
18	Cam Ranh 02R	ICX	111.9 MHz	Routine
19	Cam Ranh 20L	ICA	110.3 MHz	Routine
20	Tan Son Nhat 25L	SGN	108.3 MHz	Routine
21	Tan Son Nhat 25R	HCM	110.5 MHz	Routine
22	Tan Son Nhat 07R	ITS	111.7 MHz	Routine
23	Can Tho 06	ICT	109.3 MHz	Routine
24	Phu Quoc 10	IPQ	108.1 MHz	Routine
25	Phu Quoc 28	IPH	108.7 MHz	Routine
26	Van Don 03	IVD	109.9 MHz	Routine
<b>IV</b>	<b>NDB</b>			
1	Dien Bien	DB	380Khz	Routine
2	Na San	BQ	349Khz	Routine
3	Moc Chau	MC	514Khz	Routine
4	Noi Bai	K	230 Khz	Routine
5	Noi Bai	KW	320 Khz	Routine
6	Tho Xuan	CB	252KHz	Routine
7	Tho Xuan	C	410KHz	Routine
8	Nam Dinh	HL	304Khz	Routine
9	Vinh	X	448Khz	Routine
10	Vinh	XW	218Khz	Routine
11	Phu Bai	PB	440Khz	Routine

12	Phu Bai	P	348Khz	Routine
13	Da Nang	D	234Khz	Routine
14	Da Nang	DJ	212Khz	Routine
15	Phu Cat	C	388Khz	Routine
16	Phu Cat	PC	250Khz	Routine
17	Chu Lai	CQ	300Khz	Routine
18	Pleiku	PK	282Khz	Routine
<b>V</b>	<b>PAPI</b>			
1	Noi Bai RWY 11L			Routine
2	Noi Bai RWY 29R			Routine
3	Noi Bai RWY 11R			Routine
4	Noi Bai RWY 29L			Routine
5	Dien Bien RWY 35			Routine
6	Cat Bi RWY 07			Routine
7	Cat Bi RWY 25			Routine
8	Tho Xuan RWY 31			Routine
9	Dong Hoi RWY 29			Routine
10	Dong Hoi RWY 11			Routine
11	Phu Bai RWY 09			Routine
12	Phu Bai RWY 27			Routine
13	Da Nang RWY 35L			Routine
14	Da Nang RWY 35R			Routine
15	Da Nang RWY 17L			Routine
16	Da Nang RWY 17R			Routine
17	Chu Lai 32			Routine
18	Chu Lai 14			Routine
19	Phu Cat RWY 15			Routine
20	Phu Cat RWY 33			Routine
21	Pleiku RWY 09			Routine
22	Pleiku RWY 27			Routine
23	Buon Ma Thuot RWY 09			Routine
24	Buon Ma Thuot RWY 27			Routine
25	Lien Khuong RWY 09			Routine
26	Lien Khuong RWY 27			Routine
27	Tuy Hoa RWY 03			Routine

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28	Tuy Hoa RWY 21			Routine
29	Cam Ranh RWY 02R			Routine
30	Cam Ranh RWY 20L			Routine
31	Cam Ranh RWY 02L			Routine
32	Cam Ranh RWY 20R			Routine
33	Tan Son Nhat RWY 25R			Routine
34	Tan Son Nhat RWY 25L			Routine
35	Tan Son Nhat RWY 07R			Routine
36	Tan Son Nhat RWY 07L			Routine
37	Can Tho RWY 06			Routine
38	Can Tho RWY 24			Routine
39	Phu Quoc RWY 10			Routine
40	Phu Quoc RWY 28			Routine
41	Van Don RWY 03			Routine
42	Van Don RWY 21			Routine
<b>VI</b>	<b>Airport lighting system (ALS)</b>			
1	ALS 11L/29R Noi Bai			Routine
2	ALS 11R/29L Noi Bai			Routine
3	ALS 35/17 Dien Bien			Routine
4	ALS 07/25 Cat Bi			Routine
5	ALS 31/13 Tho Xuan			Routine
6	ALS 09/27 Phu Bai			Routine
7	ALS 17L/35R Da Nang			Routine
8	ALS 17R/35L Da Nang			Routine
9	ALS 14/32 Chu Lai			Routine
10	ALS 15/33 Phu Cat			Routine
11	ALS 11/29 Dong Hoi			Routine
12	ALS Van Don 03/21			Routine
<b>VII</b>	<b>ADS-B</b>			
1	Dien Bien			Routine
2	Phadin			Routine

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3	Moc Chau			Routine
4	Noi Bai			Routine
5	Van Don			Routine
6	Cat Bi			Routine
7	Tho Xuan			Routine
8	Vinh			Routine
9	Dong Hoi			Routine
10	Da Nang			Routine
11	Phu Bai			Routine
12	Chu Lai			Routine
13	Phu Cat			Routine
14	Pleiku			Routine
15	Buon Ma Thuot			Routine
16	Lien Khuong			Routine
17	Tuy Hoa			Routine
18	Cam Ranh			Routine
19	Tan Son Nhat			Routine
20	Can Tho			Routine
21	Phu Quoc			Routine
22	Ca Mau			Routine
23	Truong Sa Lon			Routine
24	Song Tu Tay			Routine
25	Con Son			Routine
<b>VI</b>	<b>PBN Procedures</b>			
1	Long Thanh			Commissioning
2	Da Nang			Commissioning
3	Buon Ma Thuot			Commissioning
4	Lien Khuong			Commissioning
5	Tan Son Nhat			Commissioning

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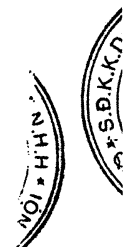
**LIST OF NAVAID FACILITIES AND PROCEDURES IN SECOND  
CAMPAIGN  
(FLIGHT SCHEDULE FROM OCTOBER 2025 TO MARCH 2026)**

No	Name	Ident	Frequency	Type of FI
<b>I</b>	<b>VOR/DME</b>			
1	Tuy Hoa	TUH	117.0MHz/117x	Routine
2	Cam Ranh	CRA	116.5MHz/112x	Routine
3	Lien Khuong	LKH	112.3MHz/70x	Routine
4	Phan Thiet	PTH	114.1MHz/88x	Routine
5	Can Tho	TRN	113.2MHz/79x	Routine
6	Phu Quoc	PQU	113.0MHz/77x	Routine
7	Con Son	CSN	115.6MHz/103x	Routine
8	Tan Son Nhat	TSH	116.7Mhz/114x	Routine
9	Rach Gia	RGI	115.1Mhz/98x	Routine
<b>10</b>	<b>Long Thanh</b>			<b>Commissioning</b>
<b>11</b>	<b>Bien Hoa</b>			<b>Commissioning</b>
<b>II</b>	<b>ILS/DME/MARKER</b>			
1	Noi Bai 11L	NB	110.5 MHz	Routine
2	Noi Bai 11R	NBA	108.3 MHz	Routine
3	Noi Bai 29L	INB	111.9 MHz	Routine
4	Noi Bai 29R	INA	109.3 MHz	Routine
5	Cat Bi 07	ICB	110.1 MHz	Routine
6	Tho Xuan 31	ITX	111.3 MHz	Routine
7	Vinh 17	IVH	108.3 MHz	Routine
8	Dong Hoi 29	IDH	110.3 MHz	Routine
9	Phu Bai 27	PBA	109.5 MHz	Routine
10	Da Nang 35L	DAD	110.5 MHz	Routine
11	Da Nang 35R	IDR	111.5 MHz	Routine
12	Chu Lai 32	ICL	108.5 MHz	Routine
13	Phu Cat 33	IPC	110.1 MHz	Routine
14	Pleiku 27	IPK	109.1 MHz	Routine

15	Buon Ma Thuot 09	IBM	109.7 MHz	Routine
16	Tuy Hoa 21	ITH	111.1 MHz	Routine
17	Lien Khuong 09	ILK	110.9 MHz	Routine
18	Cam Ranh 02L	ICR	110.7 MHz	Routine
19	Cam Ranh 02R	ICX	111.9 MHz	Routine
20	Cam Ranh 20L	ICA	110.3 MHz	Routine
21	Tan Son Nhat 25L	SGN	108.3 MHz	Routine
22	Tan Son Nhat 25R	HCM	110.5 MHz	Routine
23	Tan Son Nhat 07R	ITS	111.7 MHz	Routine
24	Can Tho 06	ICT	109.3 MHz	Routine
25	Phu Quoc 10	IPQ	108.1 MHz	Routine
26	Phu Quoc 28	IPH	108.7 MHz	Routine
27	Van Don 03	IVD	109.9 MHz	Routine
28	<b>Long Thanh 05R</b>			<b>Commissioning</b>
29	<b>Long Thanh 23L</b>			<b>Commissioning</b>
30	<b>Bien Hoa</b>			<b>Commissioning</b>
<b>III</b>	<b>NDB</b>			
1	Tuy Hoa	TH	200Khz	Routine
2	Cam Ranh	CR	414Khz	Routine
3	Lien Khuong	DL	330Khz	Routine
4	Lien Khuong	HYD	312Khz	Routine
5	An Loc	AC	320Khz	Routine
6	Con Son	CN	375Khz	Routine
7	Tan Son Nhat	TD	358Khz	Routine
8	Tan Son Nhat	SG	326Khz	Routine
9	Tan Son Nhat	GN	343Khz	Routine
10	Rach Gia	RG	335Khz	Routine
11	Ca Mau	QL	305Khz	Routine
12	Buon Ma Thuot	BU	386 Khz	Routine
13	Buon Ma Thuot	HT	370 Khz	Routine
<b>IV</b>	<b>PAPI</b>			
1	Noi Bai RWY 11L			Routine
2	Noi Bai RWY 29R			Routine
3	Noi Bai RWY 11R			Routine
4	Noi Bai RWY 29L			Routine
5	Cat Bi RWY 07			Routine
6	Tho Xuan RWY 31			Routine

7	Vinh RWY 17			Routine
8	Vinh RWY35			Routine
9	Dong Hoi RWY 29			Routine
10	Phu Bai RWY 27			Routine
11	Da Nang RWY 35L			Routine
12	Da Nang RWY 35R			Routine
13	Chu Lai RWY 32			Routine
14	Phu Cat RWY 33			Routine
15	Pleiku RWY 27			Routine
16	Buon Ma Thuot RWY 09			Routine
17	Lien Khuong RWY 09			Routine
18	Lien Khuong RWY 27			Routine
19	Tuy Hoa RWY 21			Routine
20	Cam Ranh RWY 02R			Routine
21	Cam Ranh RWY 20L			Routine
22	Cam Ranh RWY 02L			Routine
23	Tan Son Nhat RWY 25R			Routine
24	Tan Son Nhat RWY 25L			Routine
25	Tan Son Nhat RWY 07R			Routine
26	Can Tho RWY RWY 06			Routine
27	Phu Quoc RWY 10			Routine
28	Phu Quoc RWY 28			Routine
29	Van Don RWY 03			Routine
30	Long Thanh 05R			Commissioning
31	Long Thanh 23L			Commissioning
32	Bien Hoa (1)			Commissioning
33	Bien Hoa (2)			Commissioning
V	Airport lighting system (ALS)			
1	ALS 17/35 Vinh			Routine
2	ALS 09/27 Pleiku			Routine

3	ALS 09/27 Buon Ma Thuot			Routine
4	ALS 09/27 Lien Khuong			Routine
5	ALS 03/21 Tuy Hoa			Routine
6	ALS 02L/20R Cam Ranh			Routine
7	ALS 02R/20L Cam Ranh			Routine
8	ALS 07R/25L Tan Son Nhat			Routine
9	ALS 07L/25R Tan Son Nhat			Routine
10	ALS 06/24 Can Tho			Routine
11	ALS 10/28 Phu Quoc			Routine
12	ALS 05R/23L Long Thanh			Commissioning
13	Bien Hoa			Commissioning
VII	RADAR			
1	PSR/SSR Long Thanh			Commissioning
2	PSR/SSR Noi Bai			Commissioning
3	PSR/SSR Cam Ranh			Commissioning
4	SSR Vinh			Commissioning
5	SSR Quy Nhon			Commissioning
6	SSR Ca Mau			Commissioning
VIII	ADS-B			
1	Long Thanh			Commissioning



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**ANNEX 3  
RELATED INFORMATION**

**RESPONSIBILITIES OF EACH PARTY:**

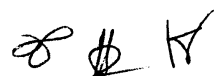
When both Parties agree to incorporate to provide flight inspection and validation in Vietnam, the main responsibilities of each parties include (details of terms shall be discussed and agreed by both Parties after negotiating):

***PROVIDER:***

1. Provide Flight inspection aircraft with the necessary on-board flight inspection equipment.
2. Provide Qualified pilots and flight inspection crew to operate aircraft and equipment.
3. Provide On-site briefings to ATC personnel and technical staff about the program of the day and list of manoeuvres.
4. Do all necessary procedures for flight to/from Vietnam.
5. Secure aviation fuel Jet A1 for all flight inspection flights and ferry flights within the territory of the Socialist Republic of Vietnam.
6. Secure accommodation for all Crew members of the Provider for the duration of their stay in the Socialist Republic of Vietnam.
7. Assume all landing parking, navigation charges and other costs for aircraft operations in Socialist Republic of Vietnam (for the Mission).
8. Provide 2 VHF portable radio sets of at least 5 watts output power for communication between the ground engineers and the Provider's aircraft.
9. Provider shall secure for coding and packing of PBN procedures.
10. Perform flight inspection and PBN flight validation that meet ICAO Requirement and Recommended Practices.
11. Issuing and signing the flight inspection and PBN flight validation report.
12. All costs and taxes outside of Vietnam shall be paid by Provider.
13. Provide all legal documents of the Provider, documents of aircraft, pilots, technical staff as required by CAAV.

***ATTECH***

1. Do all necessary procedures for flight inspection and validation PBN procedures campaigns in Vietnam.
2. Secure cooperation with related Civil and military offices for flight inspection and validation plans.
3. Secure security procedures for working in airports and ATC stations during flight inspection campaigns.
4. Secure cooperation of local ATC and ground staff so that the Service can be carried out in accordance with the agreed plans.
5. Secure availability of NAVAIDS facilities for flight inspection.
6. Provide the Provider with all documents, charts and drawings needed for



the performance of flight inspection.

7. Provide WGS-84 coordinates (latitude, longitude and ellipsoidal height) of navaids to be inspected including thresholds of ILS and PAPI equipped RWY's; For new facilities systems, the provider must conduct data surveys using their own equipments.

8. Provide PBN procedures approved by CAAV, flight procedure designer in flight validation process.

9. Arrange meetings with related parties in flight validation process.

10. All costs and taxes in Vietnam related provide resources in Vietnam shall be paid by ATTECH include VAT and profit tax.

11. Confirm amount of works done by Provider.

#### **F/ TERMS OF PAYMENT**

All payments for performed Service shall be made by telegraph transfer (for foreign provider) or transfer (for provider operating registered business in Vietnam) in VND/USD to the Provider's Account. For the provider operating registered business in Vietnam: the contract is signed and paid in VND.

100% the value of each campaign will be paid within 30 days upon receipt of the following documents:

+ Original commercial invoice signed by Provider for 100% of value of each campaign: 03 originals.

+ Original Letter of Certification issued by ATTECH based on Flight Inspection, Flight Validation Report co-signed by Provider and ATTECH's inspectors, confirming Provider has completed its responsibilities and the Services have been successfully completed.

+ Record of adding/removing hours signed by ATTECH and Provider (if any).

- Banking charges:

+ For foreign provider: banking charges incurred in Vietnam will be for ATTECH's account, banking charges outside Vietnam, if any, will be for Provider's account.

+ For the provider operating registered business in Vietnam: Each party shall bear the banking charges incurred for their respective accounts.

- The invoice in amount of the whole price shall be considered paid by ATTECH on the day the monetary amount is transferred, evidenced by ATTECH's bank documents of transfer

**Annex 4: Proposal Form**

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**FORM No.1**  
**Proposed Price**

**Dear Air Traffic Technical Company Limited,**

Based on your letter dated [date of the letter], we, [name, address], would like to submit our proposal for providing resources to implement flight inspection and flight procedure validation services in Vietnam for the season of 2025/2026.

**1. Price.**

No	Works	Unit price (USD/VND)/flight inspection hour <sup>(1)</sup>	Value added tax (applied for the Provider operating registered business in Vietnam)	Unit price (USD/VND)/flight inspection hour (including VAT)
1	Provide flight inspection resources for the season of 2025/2026 in Vietnam			

*(1): Provider must quote for unit price (unit price is price for one flight inspection/flight procedure validation hour). The unit price includes, but is not limited to, the following costs to complete the service:*

- a) costs for Provider's resources.*
- b) costs for flight to/from Vietnam, costs for ferry flights between airports and other navairs in Vietnam.*
- c) charges for international and domestic air traffic control, take-off and landing fees, runway and apron, follow-me and aircraft safeguard, fee for fuel and aircraft sanitary.*
- d) costs for crew salaries, meals, accommodation, transportation and VISA issue process.*



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- e) *insurance costs for aircraft, flight inspection crew, flight inspection equipment and third party.*
- f) *cost for packing and coding the PBN procedures*
- g) ...

*For the foreign provider, the unit price does not include Value Added Tax and Corporate Income Tax in Vietnam. For providers operating a registered business in Vietnam, the unit price includes Value Added Tax, and the proposed price must be in VND.*

*Contract type: lum-sump and the contract value may be adjusted depending on changes in the quantity of equipment/flight procedures.*

2. Documentation proving service capability: As attached

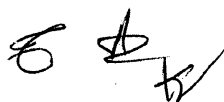
3. The proposal valid within [ ] days, since the date of signing

4. Our commitments:

- Not in the process of dissolution or having the Business Registration Certificate, Household Business Registration Certificate, or other equivalent documents revoked; not in a state of insolvency or involved in litigation.
- The information provided in the proposal is truthful.

....., [date].... [month]....[year]....

**Representative of the Provider**



**FORM No.2**  
**SUMMARY REQUIREMENTS FOR PROVIDER**

No	Requirement	Assessment of Degree Satisfy Satisfied/Unsatisfied	Proof Documents
A	<b>COMPETENCE:</b>		
A.1	<b>COMPETENCE OF PROVIDER:</b>		
1	<p>Has valid AOC (Air Operator's Certificate) for operation aircraft using for flight inspection and flight procedure validation (both main and back up aircraft). If provider is foreign company (registered operation outside of Vietnam), provider must have the valid FAOC (Foreign Air Operator's Certificate) issued by CAAV (Civil Aviation Authority of Vietnam) allowing the operation of flight inspection aircraft (both main and backup aircraft) at airports and airspace in Vietnam. The provider must ensure that the validity of these certificates is maintained in accordance with the flight inspection schedule in Vietnam. The procedure to get FAOC must follow the instruction of CAAV (Notice: The Application for getting FAOC must be signed and certified by Civil Aviation Authority of the country provider registered to operate, that Civil Aviation Authority must be member of</p>		

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	International Civil Aviation Organization - ICAO).		
2	Own at least one aircraft used for flight inspection and flight procedure validation.		
3	Has Certificate of Registration of aircraft.		
4	Has Standard Certificate of Airworthiness – Aircraft.		
5	Has an Aircraft station licence.		
6	Has Certificate of Insurance (Liability Cover: Third party, Property, Bodily Injury and Passenger legal liability).		
7	Has Design Approval Certificate for Flight Inspection System installed in inspection aircraft.		
<b>A.2</b>	<b>LEGAL REQUIREMENTS</b>		
1	Has business registration certificate.		
2	Has the latest year financial statement.		
<b>B</b>	<b>AIRCRAFT, FLIGHT INSPECTION EQUIPMENT</b>		
<b>B.1</b>	<b>AIRCRAFT</b>		
1	The aircraft used for flight inspection and flight procedure validation must has multi engines.		

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2	The aircraft must have available seats for at least 05 people, including 02 pilots, 02 flight inspectors from ATTECH, 01 aircraft engineer and enough space for carrying all ground equipment, survey kit and other necessary equipment as well as the personal luggage of the onboard personnels.		
3	The aircraft must be certified for two pilots operation.		
4	The aircraft must be certified in accordance with FAR Part 23 normal Category including day, night, VFR, IFR and flight into known icing conditions.		
5	The aircraft must be compliant with all RVSM certification requirements.		
6	Aircraft shall be equipped with the all-digital Rockwell-Collins ProLine 21 avionics or equivalence or higher system.		
7	The aircraft must be capable of operating at an altitude of 35,000 feet (FL350).		
8	Aircraft must be equipped with TRD-94D solid-state transponder with mode S feature and ADS-B Out compliant with the RTCA DO-260B standard.		

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9	Aircraft must be equipped with the ACAS/TCAS II system and the ACSS TAWS+ system.		
10	Aircraft must have a Dual Flight Management System (Dual FMS).		
11	Aircraft must have the capability to fly at least 200 hours continuously before periodic maintenance check.		
12	The aircraft is committed to having no history of major failures or malfunctions.		
<b>B.2</b>	<b>FLIGHT INSPECTION EQUIPMENT</b>		
1	The flight inspection equipment has capabilities for flight inspection of all Nav aids including NDB, VOR, ILS (Cat I, II), DME, ADS-B, RADAR, PAPI, MARKER and flight procedure validation (conventional and PBN procedures).		
2	The flight inspection equipment has capabilities for measurement all parameters which regulated by ICAO for all Nav aids (All parameters regulated in ICAO Annex 10 and DOC 8071, Annex 14...).		
3	The flight inspection equipment must have dual receiver configuration; 02 receivers operating		

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	simultaneously for measurement parameters of Nav aids.		
4	The flight inspection equipment must have documentation on the metrological standards it complies with, along with records proving periodic calibration of the receiver to ensure its accuracy.		
5	The flight inspection equipment must be manufactured by Aerodata (Germany) or Sagem (France).		
<b>C.</b>	<b>PERSONNEL</b>		
<b>C.1</b>	<b>PILOT</b>		
1	Valid Flight Crew Licence for the type of aircraft used for flight inspection and flight procedure validation, covering both the main and backup aircraft (with at least ICAO Level 4 English Language Proficiency).		
2	The Flight Crew Licence Verification Report from Civil Aviation Authority confirms the pilot's license, stating that it is neither suspended nor revoked.		
3	Certificates to conduct Flight procedure Validation activities.		
4	Flight logbook for the most recent month.		

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5	A valid medical Certificate.		
6	Pilots must have a contract with the provider, and the contract duration must fully cover the entire execution period of the contract between ATTECH and the provider.		
7	Valid passport at least 06 months and not be prohibited to immigrate to Vietnam (for foreign personel).		
8	Pilots must have practical experiences in flight inspection and flight procedure validation: They must have flight inspection, flight procedure validation GNSS reports signed by them to prove their experience.		
<b>C.2</b>	<b>FLIGHT INSPECTION AIRCRAFT ENGINEER</b>		
1	A valid maintenance and repair certificate or license applicable to both the main and backup aircraft used for flight inspection and flight procedure validation.		
2	Engineer must have a contract with the provider, and the contract duration must fully cover the entire execution period of the contract between ATTECH and the provider.		
3	Valid passport at least 06 months and not be prohibited to immigrate to Vietnam (for foreign personel).		

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<b>D.</b>	<b>QUANTITY OF RESOURCES AND OTHER REQUIREMENTS</b>		
<b>D.1</b>	<b>QUANTITY OF RESOURCES</b>		
1	<p>The provider must ensure the availability of main resources and backup plans for all resources including aircraft, pilot, flight inspection equipment, aircraft engineer...to maintain a continuous supply of resources for ATTECH to complete all flight inspection and flight procedure validation tasks in Vietnam under the contract to be signed by the Provider and ATTECH. All backup resources must be equivalent in all aspects to main resources and the provider must have clear documentation to verify the backup resources. If the backup resources are not owned by the provider, valid documentations (such as signed contract with a third party or a long-term cooperation agreement...) must be provided to confirm the provider's authorization to use these resources. The duration of resource usage, as stated in these documents, must cover the entire contract period between ATTECH and the provider.</p> <p>Specific requirements for the minimum number of resources:</p> <p>1. One main aircraft and one backup aircraft which must have the same size and configuration...or higher compared to the main aircraft.</p>		

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	<p>2. At least 04 pilots for flight inspection with valid pilot licenses for both the main and backup aircraft. Of which at least 02 captains and 02 pilots have Flight procedure Validation Certificates.</p> <p>3. At least 02 aircraft engineers.</p>		
<b>D.2</b>	<b>OTHER REQUIREMENTS</b>		
1	<p>For the operation and maintenance of the flight inspection aircraft, documentation must be provided to demonstrate compliance with safety regulations certified or recognized by one of the following authorities: the U.S. Federal Aviation Administration (FAA), the European Union Aviation Safety Agency (EASA), or the Civil Aviation Authority of Vietnam (CAAV).</p>		
2	<p>The provider must ensure the continuous supply of resources without interruption for more than 10 consecutive days. The provider must be capable of maintaining resource availability in cases of pandemics or other difficult situations. Additionally, the provider must be able to carry out additional flight inspection and flight procedure validation tasks that arise during the resources provision progress in Vietnam.</p>		
3	<p>Provider must complete all flight inspection and flight procedure</p>		

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	validation tasks in each campaign, allocate sufficient time for completion all tasks with no additional cost because of various reasons.		
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**Notice to Provider:** The provider must ensure full compliance with the above requirements and provide clear, legally valid documentation at the time of review (all supporting documents must be submitted in a single batch to ATTECH to ensure adequate time for resource review and evaluation). Backup resources must have features and capabilities equivalent to or exceeding those of the main resources.



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