

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

AIR TRAFFIC TECHNICAL COMPANY LIMITED  
5/200 Nguyen Son Str,  
Bo De Ward,  
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 2026/2027 season in Vietnam.

The flight inspection and flight procedure validation in Vietnam for the 2026/2027 season will be conducted from May 2026 to April 2027 in all airports in Vietnam with list of navaid facilities and procedures as Annex 2. Expected flight hour in 2026 is 500 hours and 2027 is 400 hour. Provider must ensure supplying adequate resource to complete flight inspection and flight procedure validation for facilities, procedures in Table 1 of Annex2 and prepare readily resource to fly inspection and validation for facilities and procedures in Table of Annex 2.

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 and flight procedures validation (conventional, PBN). 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



*A*

and flight procedure validation service. The deliveries 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 navaid. 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 2026/2027 season are as specified in the attached annexes.

- Annex 1: Requirements for provider.
- Annex 2: List of navaid facilities and flight procedures of the 2026/2027 season.
- Annex 3: Responsibilities and terms of payment.

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 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 26<sup>th</sup>*, 2026:

- Air Traffic Technical Company Limited
- No 5/200, Nguyen Son Street, Bo De ward, Hanoi city, Vietnam
- Tel.: +84.24 38271914; Fax: +84.24 38730398
- Contact person: Mr. Nguyen Minh Thang – Manager of Flight Inspection Unit  
– Mobile: +84 826660066.
- 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, *ck*

Director



*Nguyễn Hoàng Giang*

## 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 neccessary equipment as well as the personal luggage of the onboard personnels.
3. The aircraft must be certified for two pilots operation.

ck

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 or equivalent transponder with mode S feature and ADS-B Out.
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.

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 experience in flight inspection and flight procedure validation: They must have flight inspection, flight procedure validation 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 plan for 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:**

Handwritten mark or signature.

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.

**Annex 2**

**LIST OF NAVAID FACILITIES AND FLIGHT PROCEDURES OF THE  
2026/2027 SEASON**

**TABLE 1: LIST OF NAVAID FACILITIES AND FLIGHT PROCEDURES**

No	Name	Flight Inspection Type	Note
<b>Routine navaids facilities and procedures</b>			
<b>I</b>	<b>VOR/DME</b>		
	25 facilities	Routine	Vĩnh Phúc, Điện Biên, Nội Bài, Cát Bi, Vân Đồn, Thọ Xuân, Nam Hà, Vinh, Đồng Hới, Phú Bài, Đà Nẵng, Chu Lai, Phù Cát, Pleiku, Buôn Ma Thuột, Tuy Hòa, Liên Khương, Phan Thiết, Long Thành, Tân Sơn Nhất, Cần Thơ, Côn Sơn, Phú Quốc, Rạch Giá, Vũng Tàu.
<b>II</b>	<b>RADAR</b>		
	09 facilities	Routine	Nội Bài PSR/SSR (Old), Vinh SSR (Old), Sơn Trà PSR/SSR 1 (Old), Sơn Trà PSR/SSR 2, Qui Nhơn SSR (Old), PSR/SSR Tân Sơn Nhất 1 (Old), PSR/SSR Tân Sơn Nhất 2, Long Thành PSR/SSR, SSR Cà Mau (Old).
<b>III</b>	<b>ILS/DME</b>		
	31 facilities	Routine	Nội Bài 11L, Nội Bài 11R, Nội Bài 29L, Nội Bài 29R, Vân Đồn 03, Cát Bi 07, Thọ Xuân 31, Vinh 17, Đồng Hới 29, Phú Bài 27, Đà Nẵng 35L, Đà Nẵng 35R, Chu Lai 32, Phù Cát 33, Pleiku 27, Buôn Ma Thuột 09, Tuy Hòa 21, Cam Ranh 02L, Cam Ranh 02R, Cam Ranh 20L, Liên Khương 09, Tân Sơn Nhất 25R, Tân Sơn Nhất 25L, Tân Sơn Nhất 07R, Long Thành 23L, Long Thành 05R, Long Thành 23R, Long Thành 05L, Cần Thơ 06, Phú Quốc 10R, Phú Quốc 28L.
<b>IV</b>	<b>NDB</b>		
	32 facilities	Routine	Điện Biên (ĐB), Nà Sản (BQ), Nội Bài (K, KW), Mộc Châu (MC), Thọ Xuân (C, CB), Nam Định (HL), Vinh (X, XW), Phú Bài (P, PB), Đà Nẵng (D, DJ), Phù Cát (C, PC), Chu Lai (CQ), Pleiku (PK), Buôn Ma Thuột (BU, HT), Tuy Hòa (TH), Cam Ranh (CR), Đà Lạt (DL, HYD), An Lộc (AC), Côn

			Sơn (CN), Tân Sơn Nhất (TD, SG, GN), Rạch Giá (RG), Cà Mau (QL), Vũng Tàu (VT).
<b>V</b>	<b>PAPI</b>		
	46 facilities	Routine	Nội Bài 11L, Nội Bài 11R, Nội Bài 29L, Nội Bài 29R, Điện Biên 35, Cát Bi 07, Cát Bi 25, Vân Đồn 03, Vân Đồn 21, Thọ Xuân 31, Vinh 17, Vinh 35, Đồng Hới 11, Đồng Hới 29, Phú Bài 09, Phú Bài 27, Đà Nẵng 35L, Đà Nẵng 35R, Đà Nẵng 17L, Đà Nẵng 17R, Chu Lai 14, Chu Lai 32, Phù Cát 15, Phù Cát 33, Pleiku 09, Pleiku 27, Buôn Ma Thuật 09, Buôn Ma Thuật 27, Tuy Hòa 03, Tuy Hòa 21, Cam Ranh 02R, Cam Ranh 02L, Cam Ranh 20L, Cam Ranh 20R, Tân Sơn Nhất 25R, Tân Sơn Nhất 25L, Tân Sơn Nhất 07L, Tân Sơn Nhất 07R, Long Thành 05R, Long Thành 23L, Cần Thơ 06, Cần Thơ 24, Phú Quốc 10, Phú Quốc 28, Long Thành 05L, Long Thành 23R.
<b>VI</b>	<b>Airfield Lighting System</b>		
	23 facilities	Routine	ALS 35/17 Điện Biên, ALS 11L/29R Nội Bài, ALS 11R/29L Nội Bài, ALS 07/25 Cát Bi, ALS 31/13 Thọ Xuân, ALS 17/35 Vinh, ALS 03/21 Vân Đồn, ALS 11/29 Đồng Hới, ALS 09/27 Phú Bài, ALS 17L/35R Đà Nẵng, ALS 17R/35L Đà Nẵng, ALS 15/33 Phù Cát, ALS 14/32 Chu Lai, Pleiku 09/27, Buôn Ma Thuật 09/27, Tuy Hòa 03/21, Cam Ranh 02L/20R, Cam Ranh 02R/20L, Tân Sơn Nhất 07R/25L, Tân Sơn Nhất 07L/25R, Cần Thơ 06/24, Phú Quốc 10/28, Long Thành 05R/23L.
<b>VII</b>	<b>ADS-B</b>		
	26 facilities	Routine	Điện Biên, Phadin, Mộc Châu, Nội Bài, Vân Đồn, Cát Bi, Thọ Xuân, Vinh, Đồng Hới, Đà Nẵng, Phú Bài, Chu Lai, Phù Cát, Pleiku, Buôn Ma Thuật, Liên Khương, Tuy Hòa, Cam Ranh, Tân Sơn Nhất, Long Thành, Cần Thơ, Phú Quốc, Cà Mau, Trường Sa Lớn, Song Tử Tây, Côn Sơn.
<b>Commissioning nav aids facilities and procedures</b>			
<b>I</b>	<b>VOR/DME</b>		
	03 facilities	Commissioning	Cam Ranh, Cà Mau, Gia Bình
<b>II</b>	<b>RADAR</b>		

	06 facilities	Commissioning	Nội Bài PSR/SSR (New), Vinh SSR (New), Qui Nhơn SSR (New), Cam Ranh PSR/SSR (New), SSR Cà Mau (New), Gia Bình.
<b>III</b>	<b>ILS/DME</b>		
	09 facilities	Commissioning	Liên Khương 09, Gia Bình 07, Gia Bình 25, Phú Quốc 10L, Phú Quốc 28R, Phú Quốc 28L, Cà Mau, Long Thành 05L, Long Thành 23R.
<b>IV</b>	<b>PAPI</b>		
	10 facilities	Commissioning	Long Thành 05L, Long Thành 23R, Phú Quốc 10L, Phú Quốc 28R, Gia Bình 07, Gia Bình 25, Liên Khương 09, Liên Khương 27, Cà Mau 09, Cà Mau 27.
<b>V</b>	<b>ALS (Airfield Lighting System)</b>		
	05 facilities	Commissioning	ALS 05L/23R Long Thành, Liên Khương 09/27, Phú Quốc 10L/28R, Cà Mau 09/27, Gia Bình 07/25.
<b>VI</b>	<b>ADS-B</b>		
	03 facilities	Commissioning	Tam Đảo, Đèo Hiêng, Gia Bình.
<b>VII</b>	<b>Flight Validation</b>		
	04 airports	Commissioning	Nội Bài, Buôn Ma Thuật, Liên Khương, Đà Nẵng.

**TABLE 2: LIST OF NAVAID FACILITIES AND FLIGHT PROCEDURES  
(FLIGHT INSPECTION BASE ON ARISED CUSTOMER REQUEST)**

No	Name	Flight Inspection Type	Note
<b>I</b>	<b>VOR/DME</b>		
	03 facilities	Commissioning	Quảng Trị, Phan Rang, Thổ Chu.
<b>II</b>	<b>RADAR</b>		
	04 facilities	Commissioning	Nội Bài PSR/SSR (Replace), Sơn Trà PSR/SSR (Replace), Tân Sơn Nhất PSR/SSR (Replace), Gia Bình.
<b>III</b>	<b>ILS/DME</b>		
	05 facilities	Commissioning	Quảng Trị, Phù Cát 15L, Phù Cát 33R, Phan Rang, Thổ Chu.
<b>IV</b>	<b>PAPI</b>		
	06 facilities	Commissioning	Quảng Trị 04, Quảng Trị 22, Phù Cát 15L, Phù Cát 33R, Phan Rang, Thổ Chu.
<b>V</b>	<b>ALS (Airfield Lighting System)</b>		
	02 facilities	Commissioning	Quảng Trị 04-22, Phù Cát 15L-33R.
<b>VI</b>	<b>Flight Validation</b>		
	12 facilities	Commissioning	Cam Ranh, Gia Bình, Cát Bi, Vinh, Phù Cát, Cần Thơ, Phú Quốc, Vân Đồn, Cà Mau, Quảng Trị, Phú Bài, Long Thành.

***Note: Provider must ensure supplying adequate resource to complete flight inspection and flight procedure validation for facilities, procedures in Table 1 and prepare readily resource to fly inspection and validation for facilities and procedures in Table 2 above.***

**ANNEX 3**  
**RESPONSIBILITIES AND TERMS OF PAYMENT**

**I/ RESPONSIBILITIES OF EACH PARTY:**

When both Parties agree to cooperate 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 flight procedures.
10. Perform flight inspection and procedures flight validation that meet ICAO Requirement and Recommended Practices.
11. Issuing and signing the flight inspection and procedures 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 and technical staff as required by CAAV.

***ATTECH***

1. Do all necessary procedures for flight inspection and validation flight 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 flight 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 work done by Provider.

## **II/ 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.

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

CP

## 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 2026/2027.

#### 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 2026/2027 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 nav aids 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.

- 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.
- Comply with all requires in Annex 3 responsibilities and terms of payment.
- The information provided in the proposal is truthful.

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

**Representative of the Provider**

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

<b>No</b>	<b>Requirement</b>	<b>Assessment of Degree Satisfy Satisfied/Unsatisfied</b>	<b>Proof Documents</b>
<b>A</b>	<b>COMPETENCE:</b>		
<b>A.1</b>	<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>		

	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.		

OK

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.		

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		

ak

	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.		

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).		

4

<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>		

	<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>		



Ch

	validation tasks in each campaign, allocate sufficient time for completion all tasks with no additional cost because of various reasons.		
--	--	--	--

**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.**