



༄༅། གནམ་གྱི་སྐྱེལ་འདྲེན་ལས་ཁུངས།

བདེ་དོན་དང་བརྒྱུད་འབྲེལ་ལྷན་ཁག་ དཔལ་ལྷན་འབྲུག་གཞུང་།

Department of Air Transport

Ministry of Information and Communications

Royal Government of Bhutan



Paro International Airport

MINUTES OF MEETING

Venue: VIRTUAL – Google Meet

Agenda: Pre-bid Meeting for Construction of RESA at YDA

Time & Date: 17/05/2022, 14:30 – 15:30

Invitation: Invitation was announced by BDS-ITB pre-bid clause wherein interested contractors were notified to register through email to attend the virtual pre-bid meeting at the stated time.

Attendees:

1. Tashi Gyeltshen, Offtg. Chief of ADD
2. Sangay Tenzin, Civil Engineer, ADD
3. Tshultrim Drakpa, Airport Manager, YDA
4. Bijay Khandal, Mandala Consultancy
5. Indra Kumar Chhetri, Mandala Consultancy
6. Thirtha, Mandala Consultancy
7. Jigme Rinzin Wangchuk, M/s Norzang Construction

Discussions

Sl.no	Points/Agendas/Discussion	Remarks
1	Mr. Tashi Gyeltshen, Offtg. Chief of ADD – Welcomed all the attendees of the pre-bid meeting and briefed all attendees on the importance of this project and the overall goal of this project, which is, to improve the safety standards of the airport. Mr. Tashi requested all bidders to ensure quality and timely completion of the work to reduce impact to airport operation.	Noted by all attendees



༩༩ | གནས་གུའི་སྐྱེལ་འདྲེན་ལས་ཁུངས།
བདེ་དོན་དང་བརྒྱུད་འབྲེལ་རྒྱུ་ལག་ དཔལ་ལྷན་འབྲུག་གཞུང་།

Department of Air Transport

Ministry of Information and Communications

Royal Government of Bhutan



Paro International Airport

2	<p>Sangay Tenzin, ADD introduced all the attendees and presented on the following points:</p> <ul style="list-style-type: none">• Technical Background of the project; a brief background on RESA.• Explanation of scope of work: Formation cutting in which nearly 418,000 cum of soil and 12,400 cum of hard rock is to be expected. It was highlighted that under the RW0013 item – 418,000 cum – Major portion of this volume would be Highly Weathered rock (soft rock) Granitic Gneiss with top 1-2 meter of loose top soil. These two materials will be covered within the scope of this item.• Details of transportation of excavated material where in proper transportation, dumping and dressing of material with proper benching is to be done as per dump/fill guide drawings in designated dumping area below the runway embankment, right side of runway 30. It was highlighted that the mode of measurement will be the BANK CUBIC METER and that the measurements will be taken from the quantity of excavation of insitu soil/rock volume that is to be excavated, from pre and post excavation topographic surveys, which will be in the interest of both	
---	--	--

༩། གནམ་གྲུ་འཕྲུལ་འདྲེན་ལས་ཁུངས།

བདེ་དོན་དང་བརྒྱུད་འབྲེལ་ལྷན་ཁག་ དཔལ་ལྷན་འབྲུག་གཞུང་།

Department of Air Transport

Ministry of Information and Communications

Royal Government of Bhutan



Paro International Airport

	work accordingly.	
3	Mr. Jigme R Wangchuk, M/s Norzang Construction asked whether transportation beyond 1KM will be required as the BOQ only has provision of dumping within 1KM.	Sangay Tenzin clarified that the design team is of the view that with proper benching at site, the fill volume indicated shall fit within 1KM limits in the designated dumping area.
4	Mr. Jigme R Wangchuk, M/s Norzang Construction asked on the requirement of temporary fencing and where it is to be constructed.	Sangay Tenzin clarified that any destruction of existing perimeter fencing that will leave open free access to airport premises shall not be allowed. For this, during the work period, if any part of the fencing needs to be opened, as a part of the work, the contractor, at his expense shall erect temporary fencing to prevent unlawful/unwanted entry to airport premises.
5	Mr. Jigme R Wangchuk, M/s Norzang Construction enquired if the project duration has considered all the hindrances due to flight operations and whether it be considered as hindrances.	Sangay Tenzin clarified that, as clarified in ITB, the contractor needs to make extra effort and plan the works accordingly to the work stoppages due to flight timing with inclusion of additional machineries to expedite work progress to complete on time. Work stoppage during flight operation shall not be considered as hindrances. Tshultrim Drakpa, Airport Manager, explained that due to security and safety of air

༩༩ | གནམ་གྱི་སྐྱེལ་འདྲེན་ལས་ཁུངས།

བདེ་དོན་དང་བརྒྱུད་འབྲེལ་ལྷན་ཁག་ དཔལ་ལྷན་འབྲུག་གཞུང་།

Department of Air Transport

Ministry of Information and Communications

Royal Government of Bhutan



Paro International Airport

		operations, works would have to be stopped during the flight operation. However, the airport management will work hand in hand with the working-contractor to maximize working hours with due consideration to flight operation safety.
6	Mr. Jigme R Wangchuk, M/s Norzang Construction enquired if the bulking factors was considered in the transportation work item.	Sangay Tenzin clarified that the bulking factor is not considered in the item. Contractor(s) were requested to follow the BOQ description wherein, it was stated that bulking factor for transportation works are not included and mode of measurement is BANK CUBIC METER. Contractor(s) are requested to accordingly consider bulking factor and adjust it in their rate of transportation while quoting the rates.
7	Indra Kumar Chhetri, Geotechnical Expert, remarked that the whole hillock is mostly made of highly weathered rocks till the base of proposed RESA level with roughly 1-2 meter of soil on top. There is 1-2 small band of quartzite hard rock. This band depending on its thickness and hardness, it might require breaker to excavate. Some hard rocks can be expected at lower levels, which, depending on its degree of weathering, may or may not require breaker excavation.	Sangay Tenzin, ADD requested contractor(s) to take note of this information and Mr. Jigme R Wangchuk thanked Mr. Indra K Chhetri for the information.



ལྷན་ཁག་གི་གྲུབ་ལས་འཛིན་ལས་ཁུངས་
བདེ་དོན་དང་བརྒྱུད་འབྲེལ་ལྷན་ཁག་ དཔལ་ལྷན་འབྲུག་གཞུང་།

Department of Air Transport

Ministry of Information and Communications

Royal Government of Bhutan



Paro International Airport

	<p>Software analysis on slope stability has been carried out and due to the highly weathered nature of the rocks, benching at 40 degrees angle with 8m height needs to be carried out.</p> <p>IKC sir opened the floor to any question regarding the geotechnical aspect of the project.</p>	
8	<p>Sangay Tenzin, ADD confirmed with all the attending members if there are any further clarifications/comments to be made and concluded the meeting, thanking all the members for joining the pre-bid meeting.</p>	<p>No further comments from all attendees. Meeting Concluded.</p>

Prepared by:

(Sangay Tenzin)
Engineer, ADD

(Tashi Gyeltshen)
Offtg. Chief of ADD