



Ministry of Information, Communication, Transport and
Tourism Development (MICTTD) in partnership with Air
Kiribati Limited
RFP 1/2019

Construction Services are required to:

Provide Air Kiribati a turnkey aeroplane hangar solution to accommodate existing and planned maintenance activities at its headquarters, Bonriki International Aerodrome, Tarawa.

Reference No. 1/2019

Date of Release: 28st February 2019

Glossary and Definitions

Term	Explanation
RFP	Request for Proposal
Management Team	The team that is responsible for the management of this Tender, which is the senior management team for Air Kiribati
Evaluation Committee	The group of people within Air Kiribati that will be nominated to evaluate and negotiate a successful proposal
Procurement Process	The Government of Kiribati, government procurement act and regulations.

Version Control

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Introduction

Summary of Requirement

a. OVERVIEW

Ministry of Information, Communication, Transport and Tourism Development (MICTTD) in partnership with Air Kiribati Limited the national airline of Kiribati are inviting proposals to provide Air Kiribati and Bonriki International Airport a turnkey Aeroplane Hangar suitable for up to an A310neo.

Kiribati, officially the Republic of Kiribati, is a sovereign state in Micronesia in the central Pacific Ocean. The permanent population is just over 110,000 (2015), more than half of whom live on Tarawa Atoll. The state comprises 32 atolls and reef islands and one raised coral island, Banaba.

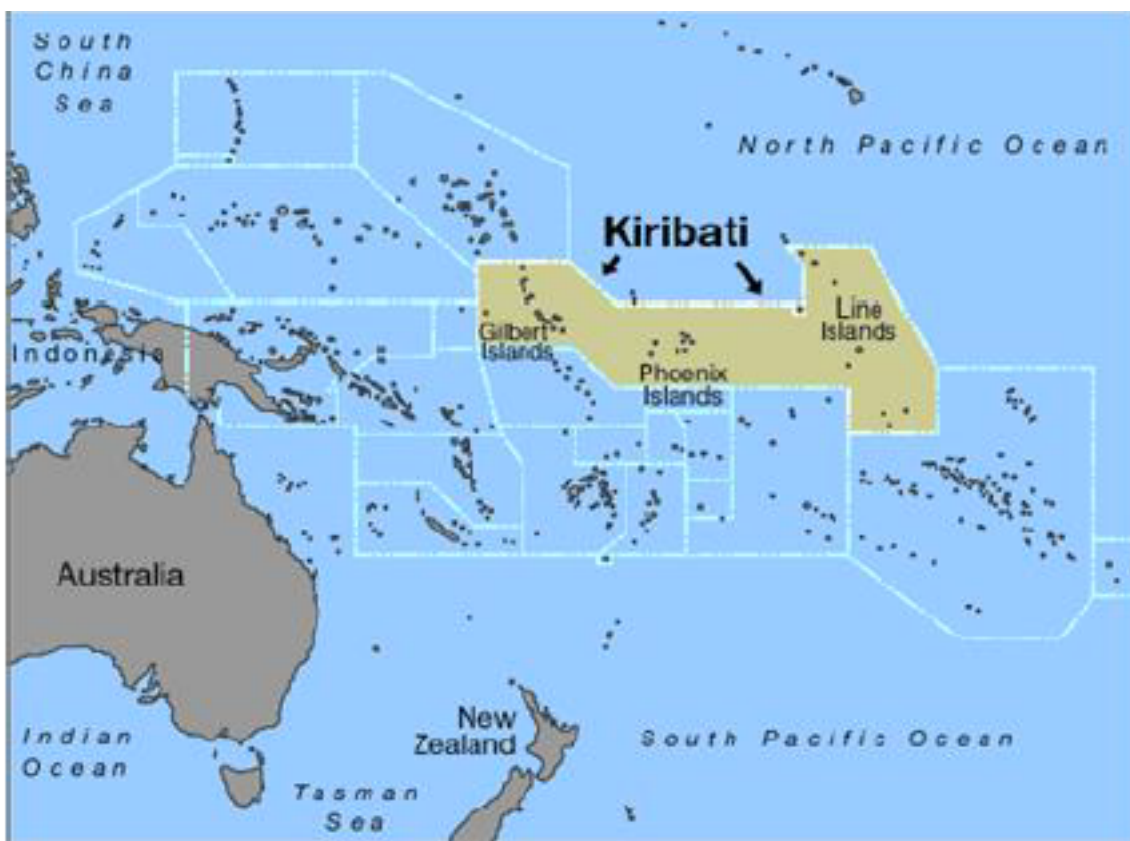


Figure 1 Republic of Kiribati

Air Kiribati Limited is the national airline of Kiribati operating passenger services within the Gilbert Islands of Kiribati, and within the Line Islands. It also utilises other international airlines to assure regular air services into and out of Bonriki. It also operates charters, medical evacuation and search and rescue services. Its main base is Bonriki International Airport, Tarawa Atoll.

Air Kiribati has decided to enter into international airline operations, operating a fleet of 2 Embraer 190 aircraft. Services are to commence in December 2019. This will form the nucleus of its international operations.

Air Kiribati has the aspirational goal of owning, operating and maintaining all of its aircraft fleet within the republic of Kiribati. As a step towards that goal, Air Kiribati is looking at its current engineering operations to enable it to provide enhanced engineering to its current fleet, as well as cater for an expanded jet operation. The current hangar houses a Part 145 certified workshop and office facilities.

To facilitate the current and expanded maintenance requirement, Air Kiribati requires the construction of a new hangar and facilities at Bonriki International Airport on the Atoll of Tarawa. Maintenance work is currently carried out within a hangar and office complex adjacent to the terminal building. The Gilbert island fleet consists of two DHC6 twin otter aircraft, one Harbin Y12, and one DHC8 dash 8 aircraft. The Line Island fleet based on Christmas Island consists of two Harbin Y12 aircraft. Due to the distance involved, these aircraft are not maintained at the Gilbert island base. The current Bonriki (Gilbert Island) facility is constrained and offers no room for growth. In addition, the two Embraer 190 aircraft will require parking and at least basic maintenance.



Figure 2 Bonriki International Airport

Air Kiribati therefore seeks responses to this invitation to provide proposals from established construction companies **to provide a turnkey solution to its maintenance hangar requirements**. The construction of the hangar is in coordination with the growth of international jet services to be conducted by Air Kiribati at the end of 2019. Therefore, time is of the essence and this project will be fast-tracked to ensure timely completion. It is planned that this project will be awarded and a Notice to Proceed issued by no later than June 2019.

This RFP does not commit Air Kiribati to award a contract, to pay any costs incurred in the preparation of proposals submitted (unless otherwise specified), or to procure or contract for the services. Air Kiribati reserves the right to accept or reject or cancel in part, or in its entirety offers received because of this request if deemed to be in the best interest of Air Kiribati to do so.

b. SCOPE OF WORK

Air Kiribati (AKL) seeks a proposal for the construction of a turnkey aircraft maintenance hangar, fitted out, and connected to public utilities on a Greenfield site. Preference will be given to companies that offer a solution inclusive supply and erection/construction of the hangar inclusive of a full fit out of accommodation and ablutions. Proposers are encouraged to view the companion RFP 2/2019 for the associated civil works.

The hangar should meet the following performance criteria.

1. Primary space within the Space within the hangar should accommodate completely (at a minimum) one A320 NEO aircraft. This includes reasonable space at the extremities for manoeuvring the aircraft into and out of the hangar.
2. Without constraining the design features, the following table is provided for guidance regarding work areas and spaces that should be included in the design, bearing in mind our maintenance operation currently has Part 145 certification.

1	Office accommodation for maintenance managers, planners, and library	Include a "board room if possible
2	Aircraft engineer crew and stand-down room	Room for 10 staff
3	Male and female ablution areas.	Toilet, shower and locker room for 15 staff
4	Store Room	Stores including climate-controlled area
5	Avionics shop	Clean and climate controlled
6	General and Sheet metal workshop	
7	Engine and Prop shop	
8	Board room and training room	Room for 15 people
9	Technical Library and office.	
10	Gas storage (oxy nitro etc)	
11	Tool Store	
12	Wheel and Brake shop	With clean room

Table 1 Indicative Accommodation

3. The RFP 2/2019 contains requirements to connect essential utilities. The proposer will be responsible for all connections; however, the civil works contractor will be instructed to provide assistance if required; for example, trenching. The site is situated

on an environmentally sensitive area. It is over the water lens for the island and next to the pumping station and so the parallel process of an Environmental Impact Assessment is underway and may not be concluded prior to the close of this RFP. According note the following:

- A. The site will require an emergency genset. However, power may be limited due to it being drawn against the public network at the back of the control tower. Depending on future studies, it may be more cost effective to augment this power with a larger unit rather than just provide an emergency genset. The proposer should include the option of emergency Genset and or a power augmentation solution.
 - B. Public water is required to be connected, however it may be possible to either augment or replace this requirement with rainwater harvesting from the hangar roof.
 - C. Toilets will need to have an environmentally friendly technology such as composting toilets. Grey water may need to be stored and pumped.
 - D. Communication and data lines linked through the control tower complex
4. Air Kiribati seeks a full fit out of offices and rooms including walls, doors, and PC items.
 5. Air-conditioning to office and stand-down room accommodation and other essential storage rooms.
 6. Meet recognised international design and engineering standards for hangar construction in a tropical environment including building and construction codes for the Republic of Kiribati and meeting workplace health and environment regulations and rules for the Republic of Kiribati.²
 7. Ensuring the siting does not infringe any Obstacle Limitation Surface. Note that any civil work undertaken separately will use the successful provider's hangar dimensions to provide an obstacle clear area for installation.

c. What is required from the proposer

The response should follow the format provided in the Appendices, however for clarity we seek.

- Architectural type drawings with both a plan and one elevation view
- Technical/Compliance specifications
- Financial details showing a detailed breakdown of cost

d. Construction

1. Preference will given to proposals that utilise local construction companies and or staff. However, the prime contractor must provide at least one construction supervisor who will be responsible for all site activities.

² Note that Kiribati has adopted Australian building codes and standards

2. The Contractor must be responsible and be in compliance with all civil aviation safety and construction regulations and practices. Contractor is required to coordinate all construction and construction traffic with the airport manager.
3. The Contractor in its entirety will be responsible for any loss or damage to its own materials, supplies and equipment, and to the personal property of its employees while they are maintained on the work site.
4. The Contractor shall be responsible and be in compliance with all civil aviation safety and construction regulations and practices. Contractor is required to coordinate all construction and construction traffic with the airport manager. This will require a method of works plan to be developed between the contractor and the aerodrome operator, and approved by the regulator³.
5. All proposals should include provision for local charges and taxes including but not limited to Import and customs duty and local taxes and travel and accommodation costs where applicable.
6. The Contractor in its entirety will be responsible for any loss or damage to its own materials, supplies and equipment, and to the personal property of its employees while they are maintained on the work site.
7. The work site may be occupied during the times work is performed. Contractor and Contractor's personnel must exercise a particularly high level of discipline, safety and cooperation while on the job site. The Contractor will be responsible for controlling employee conduct.
8. The contractor will adhere to all Civil Aviation, Government of Kiribati codes, rules and regulations concerning safety.
9. On the designated building site, the Contractor will be responsible for assuring the safety of its employees, airline employees, airport employees, and airport users during performance of all services under this contract.
10. The contractor will provide an appropriate level of insurance for its employees, contractors, and third parties.
11. The Contractor must assure that all work crews are fully and properly equipped to perform services safely.
12. Possession and consumption of drugs or alcoholic beverages is always strictly prohibited at the job site and on or around the Bonriki International airport.
13. Work may be temporarily stopped due to severe weather, lack of material, safety violations or other unforeseen circumstances.
14. Permits and associated fees are the responsibility of the contractor. This includes approval to carry out business in the Republic of Kiribati and individual work permits and visas.

³ Kiribati had adopted the New Zealand CAA Aviation Rules by virtue of a Rules Adoption Notice as required by Section 40 of the Kiribati Civil Aviation Act, 2004.

15. The Contractor at his expense must remove and correctly dispose of all rubbish accumulated from the job from the airport area.
16. The nominated Air Kiribati Project Manager will supervise the project. Upon completion of the project, work performed by the contractor will be inspected and approved by engineers of the Ministry of Infrastructure and Sustainable Environment. Payment will not be made for any service until all requirements and the necessary authorities have approved acceptance of service as to contract compliance.

e. Exclusions

Air Kiribati will be responsible, through a separate RFP, for the provision of a suitable site including associated taxiways/roadways to accommodate the hangar. These exclusions are

1. Land ownership and title.
2. Environmental assessment and approvals.
3. Inclusion in the Aerodrome Master Plan and approvals by the Aerodrome Operator and the Civil Aviation Regulator (CAAK)
4. Civil works for the hangar and associated hardstands and taxiways and roadways engineered to the appropriate building and construction standards.

Submission of Proposals

a. Instructions to Proposers

Softcopy - Proposals shall be submitted electronically as follows.

By emailing the tender bid to patkins@airkiribati.com.ki with the subject line

“Request for Proposal for the supply and installation of Aeroplane Hangar”

Tenders must be received to inbox of the above email address in the form specified in Appendix A by the due date. The receipt time on the inbox will be used as confirmation of receipt for the purposes of ensuring the tender submitted is within the time limit.

1. All communications regarding this RFP will be directed through the Project Manager, Risk, Safety and Quality (Jet Project). Peter Atkins +686 73019888/+61412299321 or the above email address.
2. Explanatory material and any other advice sort, if provided to one, will be provided to all interested parties.
3. It is the tenderers sole responsibility to ensure that RFP responses, amendments or withdrawal requests are submitted by the scheduled due date and time.
4. The respondent must clearly mark as "Confidential" each part of their response, which they consider to be proprietary information.
5. Any RFP does not commit Air Kiribati to award a contract, to pay any costs incurred in the preparation of RFP submitted, or to procure or contract for the services. Air Kiribati reserves the right to accept or reject or cancel in part, or in its entirety offers received because of this request if deemed to be in the best interest of Air Kiribati to do so.

6. Joint proposers are acceptable. For example, the individual proposers for both hangar and civil may seek efficiencies in the use of resources. However joint proposers must:
- Identify all of the parties to the proposal;
 - State the nature of the relationship between the parties for the purpose of the joint proposal;
 - Specify which requirements each party will be responsible for delivering;
 - Identify the structure and systems that support joint governance, accountability and financial and contract management;
 - And be signed by all parties.

b. Proposal Closing Time

Subject to the terms, conditions, provisions, and the enclosed specifications, responses to this RFP will be received by Air Kiribati prior to the stated date and time. Responses received after the scheduled due date and time will be rejected.

All proposals submitted by the closing time will be considered. Evaluation of the responses to this RFP will be in accordance with the Evaluation Criteria described in Appendix C. Failure to comply with the Standard Conditions will result in immediate exclusion from the Evaluation process.

Invitation for Proposals close on 7th of April 2019, 1700 Gilbert Island Time (UTC +12)

Selection Process

Proposals shall remain open for acceptance and shall not be withdrawn for a period of sixty (60) working days from the Closing Date of the Tender. The Principal or their representative will notify unsuccessful proposers in writing within 10 working days of acceptance of the successful proposer.

If no proposer is accepted by the Principal within twenty (10) working days after the Closing Date, each proposer will be notified in writing by the Principal or their representative whether their Proposal is still under consideration or is no longer being considered.

The Evaluation Team reserves the right to contact referees and/or customers regarding the performance of the proposer as it may pertain to this RFP.

The Principal shall not be bound to accept the lowest priced Proposal or the highest scored Proposal or any Proposal.

a. Probity

The proposal will be evaluated in accordance with the guidelines contained within the appendices to this RFP, the procurement act of the Republic of Kiribati, and the management manual of Air Kiribati. No gifts or entertainment of any nature will be permitted between any parties involved throughout the tender process, including: proposers or potential proposers,

team members, evaluation team members, or any other member or organisation that may have an involvement with any aspect of the proposal process. Proposers may ask questions and if the answers do not threaten probity, then the answer and the question will be provided to all qualified Proposers.

b. Confidentiality

Drawings, Specifications, Schedules and written technical information supplied to Proposers shall not be used for purposes other than the preparation of a Proposal without the approval of the Principal.

Information submitted by a Proposer shall be regarded as confidential and shall not be disclosed to a third party except with the prior written agreement of the Proposer.

c. Conditions of Proposal

1. Proposals must be completed in the format contained in Appendix A of this RFP. If offers do not comply with this format, they will not be accepted. The proposal must provide architectural level drawings with a plan and at least one elevation, along with textual information referring to specific design features and standards used.
2. Proposals must be deposited in the required form by the closing time as specified in this RFP.
3. All proposals and related documentation in respect of this RFP must be in the English language.
4. Tenderers must tender to provide services for the whole of the proposed works as specified in the scope.
5. All prices must be in Australian dollars.
6. The Evaluation Committee will conduct a Risk Assessment for each Proposal submitted. This will identify the most significant risks presented by the proposal and consider the likelihood of the risk occurring; the consequence of that risk; and a risk mitigation strategy. In conclusion, the mitigated risk will be determined to form an overall measure of the risk represented by each Proposal.
7. The Risk Mitigation Strategy may include the inclusion of specific clauses in the executed contract. Therefore, a proposer considered to be High Risk might still be selected subject to the Tenderer's willingness to accept the proposed contract amendments. Where proposers identify risks, they are at liberty to propose specific mitigation strategies to be included in the contract.

d. Information supplied by Proposer

The Principal may contact the Proposer's referees, competitors, or customers to enquire about the previous performance of the Proposer, and/or make any other enquiries about the Proposer, as the Principal deems necessary.

e. Assignment Schedule

The proposer is required to submit, on placement of the Proposal, a schedule outlining how they will complete the assignment. This will be from the time of execution of a contract to the contract completion, including submission of the Completion Report.

The Proposer should identify any risks to completing the contract within their proposed timeline and measures to address those risks.

The work schedule costs must be for all the costs related to the delivery of the outputs specified in the proposal.



APPENDICES

APPENDIX A - Form of Response to RFP

Agreement to Terms

Air Kiribati

Peter Atkins

Project Manager - Risk, Safety and Quality - Jet Project

Bonriki International Airport

South Tarawa

Republic of Kiribati

Email: patkins@airkiribati.com.au

Ph: +686 73019888

Having examined the Request for Proposal issued by Air Kiribati number 1/2019 dated xxxxxxx we submit the following offer.

We offer to complete, handover to the Principal and remedy defects in the whole of the said proposal specifications in conformity with these proposal for the sum of [insert the price offered in text with the value in numbers thus (AUD\$_____.)]

We agree to abide by this proposal for a period of sixty (60) days from the date fixed for receiving the same and it shall remain binding upon us and may be accepted by you at any time before the expiry of that period.

Unless and until a Contract Agreement is prepared and executed, this proposal together with your written acceptance thereof, shall constitute a binding contract between us.

We understand that you are not bound to accept the lowest or any Tender you may receive.

We understand that no contract shall come into existence, and no legal or other obligations shall arise between us and you (or between us and any other agent of the Principal) in relation to the conduct, outcome or otherwise of the Tender process, prior to and apart from your acceptance of our Proposal.

We understand that you may contact the referees nominated by us in this offer and make whatever enquiries you deem necessary regarding our financial health and ability to deliver the Services. Further, during the assessment stage we understand and agree that you may request specific information from all proposers in order to assist your assessment. We acknowledge that a failure to provide such information may result in disqualification from the process.

We provide the following information required to be submitted with this Proposal:

- Architectural, technical, and construction solution proposed together with designs and drawings. The drawings should contain a plan view plus at least one elevation view.

- Completed Schedule of Prices
- Proposed Subcontractors (if relevant)
- Preliminary Delivery Programme
- List of Referees you may contact in relation to this offer.
- Any other information or addition to scope that may be relevant or you believe may be of benefit

Signature:	
Printed Name:	
Position Held:	
Proposer:	
Address:	
Date:	
E-mail Address:	
Phone No.:	
Facsimile No.:	

General Information

Please complete the following. Use additional pages if required.

Company Legal Name:	
Company Registration Number:	
Contact Person	
Physical Address	
Postal Address	
Telephone Number	
Fax Number	

Email Address	
Indemnity and other Insurance Details	
Statement of Company's General Expertise	
a). Describe details of the company's/individual's experience in providing these type of constructions.	
b) Describe how the construction will be provided to a high standard. Include on separate page a work plan, timelines and proposed schedules to meet the specified deadlines in the proposal.	
c) Describe any risks that could impede the contract and ways to address these.	

Proposal

Please complete the following. Use additional pages if required.

Technical proposal	Provide written and technical drawings to describe the turnkey solution that is being proposed
Commercial Proposal	Provide financial and costing details to describe the cost, terms and conditions that are being proposed. At a minimum provide a cost breakdown between off site costs and on site costs including overheads

Proposed Subcontractors

Name:	
Company:	
Address:	

E-mail Address:	
Phone No.:	
Facsimile No.:	
Works/Skills to be performed.	
Educational/Technical Qualifications:	
Work Experience:	

Preliminary Delivery Programme

Please include a timeline to complete the project. Consideration should be given to any potential impacts on the timeline such as the availability of the Consultant, delays in placement or other external factors.

Referees who may be contacted

Name:	
Company:	
Address:	
E-mail Address:	
Phone No.:	
Facsimile No.:	
Nature of Relationship with Proposer:	

APPENDIX B Evaluation Criteria

The Evaluation Criteria has been drawn from the Statement of Requirements, Standard Conditions and Special Conditions as articulated in the RFP. Proposals that did not meet the Standard Conditions are deemed non-compliant.

The Evaluation Committee for this RFP reserves the right to reject the lowest priced bid, or the bid with the highest aggregate score.

Criterion	Complies Yes or No
Proposal is completed in the format contained in Appendix A of the RFP.	
Proposal must be deposited in the required form by email by the closing time specified in the RFP.	
Proposal and related documentation must be in the English language.	
Proposal has provided for the whole of the works specified in the RFP.	
Prices are provided in AUD	

Evaluation weighting

Non Price Criteria	
Use of local resources	5
Quality and Completeness of solution	45
Relevant Skills	5
Past Performance	5
Technical Skills	5
Total Non Price elements	65
PRICE	35
TOTAL Weighting	100