
REQUEST FOR PROPOSAL:

Consultancy for preparation of Master Plan, Employer's Requirement and other relevant documents required for the Redevelopment of Kadhdhoo International Airport in the Republic of Maldives

Redevelopment of Kadhdhoo International Airport

INTRODUCTION

The Government of Maldives plans to Redevelop Kadhdhoo Airport to modern standards, capable of catering to wide body aircraft from international destinations and providing high quality guest services to visitors. Kadhdhoo International Airport is located in south central Maldives (Laaamu Atoll. Kadhdhoo), and is an important airport for both locals and visitors. Tourists bound for resorts and guesthouses in the atolls are flown in almost daily, while residents in the region also depend heavily on the airport, particularly those travelling to the capital city Male'. Therefore, it is of utmost need to Redevelop & upgrade the existing Airport facilities to a World Class & State of the Art Infrastructure.

Accordingly, the KACL as the Employer for this project is seeking assistance of a qualified and competent consultant / consultancy firm for preparing the Master Plan, Employer's Requirement, conducting relevant surveys and Investigations, Concept drawings and other relevant documentation for the Redevelopment of Kadhdhoo International Airport in the Republic of Maldives.

Proposed facilities in the Airport development

A	Building Infrastructure	Area (Sqm)	Nos
1	Passenger Terminal Building - 4,950 Sqm (Ground Floor)	4,950.00	1.00
2	ATC & ARFF - 1,700 Sqm (G+ 5 storied)	1,700.00	1.00
3	Utility Block - 1,350 Sqm (GF)	1,300.00	1.00
4	Security Cabins - 100 Sqm (5 nos @ 20m each)	100.00	1 set
5	Watch Towers - 100 Sqm (5 nos @ 20m each)	100.00	1 set
6	DVOR Building - 50 Sqm	50.00	1.00
7	Hangar - 2,138 Sqm (G)	2,138.00	1.00
8	Cargo Block - 1,378 Sqm (G)	1,378.00	1.00
9	Admin Block - 874 Sqm (G)	874.00	1.00
10	Additional Apron Area	8900	1
11	Airside perimeter gravel road	Complete perimeter On Airside	1

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B	City Side Development	Area (Sqm)
1	Terminal Front Road - 2,500 Sqm	2,500.00
2	City side Roads - 500 Sqm	500.00
3	Car Parking - 2,500 Sqm	2,500.00
4	Green Area - 5,000 Sqm	5,000.00

C	Airside Development
1	Runway (2.45Km x 45m) Less fencing (includes Airside perimeter gravel road)
2	Runway Shoulder (3.5m) both sides
3	Apron for PTB (100m x 120m)
4	Taxiway for PTB (23m x 165m)
5	Taxiway Shoulder (3.5m x 165m) both sides
6	Turn pads (5,000 Sqm) both ends
7	Blast pads (60m x 45m) both sides and RESA 90MX90M
8	Basic Strip (140m from center of Runway)
9	Approach Lighting platform for runway Apron for Hangar (100m x 70m)
10	Apron for Hangar (100m x 70m)
11	Taxiway for Hangar (23m x 165m)
12	Taxiway Shoulder (3.5m x 165m) both sides

Proposal Submission

1. Closing Submission Date: Proposals must be submitted on 17th July 2023 at 12:00 hrs
2. Inquiries: Inquiries concerning this RFP should be sent by e-mail to: procurement-kdodevelopment@kacl.aero
Inquiry period will be closed at 12:00 hrs on 10th July 2023.
3. Conditions of Proposal: All costs incurred in the preparation of a proposal responding to this tender will be the responsibility of the applicant and will not be reimbursed by KACL

Instructions to Prospective Consultants.

1. The applicant's proposal should be submitted in a sealed envelope clearly marked in the lower left-hand corner with the following text:
Request for Proposal: Consultancy for preparation of Master Plan, Employer's Requirements and other relevant documents for the Redevelopment of Kadhdhoo International Airport in the Republic of Maldives.
2. All proposals shall be sealed. Failure to do so may result in premature disclosure of your proposal.
3. It is the responsibility of the Applicant to ensure that the proposal is received by the KACL by the date and time specified above. Late proposals will not be considered.
4. Right to Reject. KACL reserves the right to reject any and all proposals received in response to this tender.
5. A contract for the accepted proposal will be drafted based upon the factors described in this tender.
6. Shortlisted Consultant(s)/Firms, will be issued with a copy of the initial draft documents prepared by KACL.

SUBMISSION REQUIREMENTS

To be eligible for this assignment, the consultant/firm should submit the following documents

- Financial proposal/ Quotation
- Work schedule
- Company registration / Sole Proprietorship certificate*
- GST registration*

**If applicable*

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EVALUATION CRITERIA

The Tender Evaluation Committee will review proposals and make recommendations to the Board of Directors for final approval.

The consultant(s)/firm will be evaluated based on the following criteria

Criteria	Weightage
Price	45%
Experience	45%
Duration	10%
Total	[100%]

The Bid Evaluation Committee may request a meeting with shortlisted Applicants prior to final selection.

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PRICE SCHEDULE

#	Component	Price (USD/MVR)
1	Master Plan	
2	ER	
3	Concept drawings and visualizations	
4	3D BIM Model	
5	Technical Specification	
6	Surveys	
	Sub-Total	
	GST	
	Total	

TOTAL DURATION

Proposed Duration	
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TERMS OF REFERENCE

Outline Terms of Reference for Selection of Consultant to undertake the preparation of Master Plan and other relevant documents required for the Redevelopment of Kadhdhoo International Airport in The Republic of Maldives.

SCOPE OF WORKS

With regard to the proposed works (Annex 1) of the Redevelopment of Kadhdhoo International Airport in the Republic of Maldives, this tendered assignment includes:

- **Prepare Master Plan**
To prepare a master plan for the airport development that provides an overall framework for the development of the airport, including land use, zoning, transportation, and infrastructure. The master plan should address the long-term needs and goals of the airport.
- **Employer's Requirement**
To prepare a comprehensive Employer's Requirements for the components of the airport development project, ensuring that the completed project meets the necessary standards.
- **Concept Drawings**
To generate concept drawings that include site plans, floor plans, elevations, sections, and 3D perspectives, to illustrate the key features of the airport development project.
- **3D BIM Model**
To generate realistic visualization of the project
- **Technical specifications**
To prepare technical specifications for the various components of the project, based on the ER and relevant industry standards. The Technical Specifications would provide detailed guidance and instructions on the design, construction, and commissioning of each component of the airport development project, ensuring that the completed project meets the required standards.
- **Conducting Surveys**
 - a. Topographic Survey
 - b. Geotechnical Investigations
 - c. Bathymetric Survey
 - d. Land Survey

DELIVERABLES

The Consultant is required to submit the following.

1. Master Plan Document
2. Concept Drawings and Visualizations
3. 3D BIM Model
4. Employer's Requirements (ERs) Document
5. Technical Specification (TS) Document
6. Survey Documents

PAYMENT

Advance Payment: There is no Advance Payment for this project

Delays: A penalty of 0.25% per day of delay up to 10% of the contract value, shall be charged in the specific component on event the Consultant fails to deliver on time the deliverables

ANNEX 1: PROJECT DETAILS

PROJECT REQUIREMENTS & SCOPE OF WORK

Background

The Government of Maldives plans to redevelop Kadhdhoo Airport to modern standards, capable of catering to wide body aircraft from international destinations and providing high quality guest services to visitors. Kadhdhoo International Airport is located in south central Maldives, and is an important airport for both locals and visitors. Tourists bound for resorts and guesthouses in the atolls are flown in almost daily, while residents in the region also depend heavily on the airport, particularly those travelling to the capital city Male'. Therefore, it is of utmost need to Redevelop & upgrade the existing Airport facilities to a World Class & State of the Art Infrastructure.

Kadhdhoo Airport is operated by Kadhdhoo Airport Company Limited (KACL), which is a Government-owned limited liability company incorporated in the Maldives. Board of Directors are appointed by the Government and the company is subject to corporate governance standards prescribed by the Privatization and Corporatization Board. Operation control of the facility is handled by the Ministry of Defence.

The purpose of the company is to develop and operate a dual-purpose airport for civil and security sector aviation purposes and to develop and operate other related commercial businesses. Runways and other aeronautical services of the airport are shared with the military.

Objective

The objective of the project is to Redevelop Kadhdhoo Airport with Facilities and Infrastructure to cater international flights to Code 4C Operations in the Aerodrome for Phase I and with provisions for Upgradation to Code 4E Operations in Phase II. Through this project, Laamu Atoll will be transformed into the travel and trade hub of the South Central region of Maldives with Kadhdhoo as the gateway. An international airport with a 2,400m long and 45m wide runway will directly connect the South Central Region of Maldives with the rest of the world. Development of the airport will be phased to optimize revenue generation and make investing a demand driven process. The project includes Redevelopment of Airside Infrastructure, Landside Infrastructure and construction of a Passenger Terminal Building & Sea Terminal along with support ancillary buildings. The key objective of Government of Maldives for the project is upgradation of transport & connectivity facilities for Kadhdhoo and nearby islands. The redevelopment of the Kadhdhoo Airport will provide the foundation for improved connectivity, strengthen the push for decentralization and increased regional economic integration.

Present Scenario of Kadhdhoo Airport

Kadhdhoo Airport (IATA: KDO, ICAO: VRMK) is an airport located on the island of Kadhdhoo in Laamu Atoll, Maldives operating as a domestic airport. The existing Airport facilities at the airport is sub-par and the support services of the airport require upgradation as the present infrastructure and equipment is old and outdated. Operationally the airport is not matching to international standards, such as check-in facilities and luggage transfer being labour intensive and time consuming. The current design of the terminal buildings constricts the expansion of the airport to support higher volume of passengers and cater to multiple flights. The runway length is not appropriate for wide body aircraft operations.

Site Introduction & Existing Infrastructure

Maldives, officially the Republic of Maldives, is a small archipelagic island country in South Asia, situated in the Arabian Sea of the Indian Ocean. It lies southwest of Sri Lanka and India, about 700 kilometers (430 mi) from the Asian continent's mainland. The chain of 26 atolls stretches from Ihavandhippolhu Atoll in the north to Addu Atol in the south to the Equator. Malé is the capital and the most populated city, traditionally called the "King's Island" where the ancient royal dynasties ruled for its central location.

Kadhdhoo is one of the connected islands of Laamu Atoll administrative division and geographically part of Haddhunmathi Atoll in the central region of the Maldives. To the north and south, Kadhdhoo is connected to two population centers. On the south, just five minutes of drive from Kadhdhoo is Fonadhoo, which is the administrative capital of Laamu Atoll; and 15 minutes of drive to the north is Gan Island, commercial hub of the Atoll.

Existing Airport has an elevation of 4 feet (1.2m) from mean sea level (MSL). It has one runway designated 03/21 with a bituminous surface measuring 1,220 by 30 metres (4,003 ft × 98 ft).[2] Airport apron is 105 m x 22 m. Currently, 2B/2C ATR type aircrafts can only be operated in this airport.

Project Outline and Scope

Major Components

Airport infrastructure development

Given below are the major components of Kadhdhoo Airport development project

1. Runway of 2450 x 45m
 - a. Type of Operation: 4C Only (B 727, B737, MD-80)
 - b. Type of Landing: Non-Precision Approach System Only
 - c. ANS / AGL System: To cater night-time landing
 - d. Apron, Taxiway, Turn pad, Blast pad, RESA
2. Passenger Terminal Building able to cater peak hour passenger capacity of 600 PHP (400 Domestic + 200 International)
3. Seaplane Terminal Building
4. Air Traffic Control tower and ARFF Block
5. Harbour, supply, and passenger jetties
6. Fuel farm and jetty
7. Cargo complex
8. Roads and utilities
9. Vehicles, machineries, and equipment