



**Kenya Airports Authority**

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**KAA/OT/MBD/EIA-LDR/0163/2023-2024**

**21<sup>st</sup> February 2024**

To: All Tenderers

**RE: RE-TENDER OF THE DEVELOPMENT & MANAGEMENT OF  
AVIATION FUEL DEPOT AT ELDORET INTERNATIONAL  
AIRPORT LOT 1 & LODWAR AIRSTRIP LOT 2.**

**TENDER NO. KAA/OT/MBD/EIA-LDR/0163/2023-2024**

**CLARIFICATION NO. 1**

The following are tender clarifications/addendum issued regarding the above tender in accordance to instructions to tenderers clause 7.1 of the bidding document for the referenced tender.

No.	Inquiry	Response
1.	<p>I- Please confirm the demands of each of the two airport such as the following:</p> <ul style="list-style-type: none"><li>• How much is the throughput per day / week or month for the airport operation, so that we can recommend the size of the storage</li><li>• What is the product grade, JET A-1 / AVGAS?</li><li>• In terms of into plane refueling, do we need underwing / Overwing or</li></ul>	<p>The capacity which Total Kenya used to store was 60 cubic meters before they decommission.</p> <p>The Airports has scheduled passenger operations and adhoc cargo freights &amp; private charters</p> <p>JET A-1 however there are instances were circumstances necessitated operator(s) to have AVGAS in drums to meet specific operational demands, currently this VGAs is being availed by private operators at the Airstrip, where the storage facilities are not available.</p> <p>Both capabilities.</p>

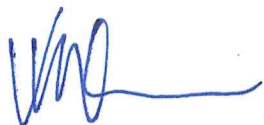
<p>both capabilities</p> <ul style="list-style-type: none"> <li>• Are there any requirements for defueling or only refueling?</li> <li>• The specified minimum storage size is mentioned as 5,000 liters in the main tender document and is mentioned as 10,000 liters in the criteria document, in both cases this is looking very small for an airport that operates cargo flights, even for normal passengers' airports, it looks very low volume, please double check the volume or let us know the demands and we will calculate the volume and recommend the size of the storage.</li> <li>• We recommend having at least 2 storage tanks as per the product quality recommendations, one tank for receiving and QC and the second one will be the certified issuing one.</li> <li>• It was mentioned in the tender document in page sequence 63 that MINIMUM STANDARD REQUIREMENTS OF A PETROL FILLING STATION AND ASSOCIATED RETAIL ACTIVITIES, do you require a ground fuel station as well for gasoline cars? Or only aviation fuel facility, if petrol station is also required, is there any specific requirements or we can propose a modular unit?</li> </ul>	<p>Defueling surely is after an incident, it should not be envisage under normal operational circumstances.</p> <p>We recommend at minimum 60 cubic meters.</p> <p>That is acceptable.</p> <p>Kindly include in your technical proposal</p> <p>Only Aviation fuel.</p>
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2.	If the volume is very small as stated, we will not need a water-based firefighting system, a dry chemical powder fire extinguisher will be sufficient, please confirm.	It is true, we have a fully operational aerodrome fore fighting facility within the Airport.
3.	For the air strip at Lodwar, do you accept direct into plane refueling solution from the fuel storage unit directly to the airplane, or you will require a separate refueller?	It will depend on the infrastructure for fuelling based on the Aircraft parking and the location of the fuelling station.
4.	The technical specifications provided are not specific, we will apply the international standards such as JIG compliance, API, ASME, ANSI, NFPA, UL and etc. for all systems design and equipment. Is this acceptable?	Yes.
5.	<p>We assume that there are no requirements for Hydrant system in both Airports, however, please confirm the need for, especially at the Eldoret Airport, since it has cargo and other large flights, even if it is not planned for now, there should be provisions in the Fuel terminal for future needs.</p> <p>Please let us know the answer to these questions to enable us to prepare/complete our bid.</p>	The Airport has long term plan to expand the Apron to improve on capacity, at that stage we shall review the consideration of the installation of the hydrant system.

The closing/opening date remains **22<sup>nd</sup> February, 2024 at 11:00 a.m.**

Kindly ensure your tender is valid for a period of **126 days** and your tender security is valid for a period of **156 days** from **22<sup>nd</sup> February, 2024 at 11.00. a. m.**

This addendum forms part of the bidding document and is binding on all bidders. All other conditions remain the same.



**Vincent Korir**  
**GM (PROCUREMENT AND LOGISTICS)**  
**For: MANAGING DIRECTOR/CEO**