



**KCAA/CONF/1010/3/VOL.61 (219)**

**17<sup>th</sup> June 2026**

**TO ALL INTERESTED BIDDERS**

**SECOND AND FINAL CLARIFICATIONS OF THE TENDER FOR THE SUPPLY, DELIVERY, INSTALLATION, TRAINING, TESTING AND COMMISSIONING OF AN ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM FOR JOMO KENYATTA INTERNATIONAL AIRPORT (RE-TENDERING) RECEIVED AS AT 17<sup>TH</sup> JUNE 2026. TENDER NO. KCAA-029-2025-2026.**

Reference is made to the above tender advertised by Kenya Civil Aviation Authority (KCAA) on Tuesday 19<sup>th</sup> May 2026 which you have expressed interest to participate. Reference is also made to the pre-bid meeting held on 10<sup>th</sup> June 2026 at KCAA headquarters in Aviation House, site visit held on 12<sup>th</sup> June 2026 at Jomo Kenyatta international Airport Control Tower and the first response to the request for clarifications issued on 16<sup>th</sup> June 2026.

The Authority has received additional requests for clarification on the above stated tender from interested candidates based on the first response to the clarifications.

In accordance with the provisions of Instructions to Tenderers (ITT) section 9 and 10 and the Tender Datasheet ITT 8.2 of the tender document, which was issued or obtained from KCAA website, the Authority has prepared the second set of response to various requests for clarification received and as stated in the tender document. The preparation of the second set of responses to the request for clarifications has been necessitated by the request for additional clarifications sought by some of the bidders based on our first response to the clarifications issued on 16<sup>th</sup> June 2026.

Attached herein is the second set of responses to the additional clarifications requested.

Please note that this second set of clarifications shall be read and construed as part of the bidding document issued to you earlier. This second set of clarifications supersedes the first set of clarifications issued on 16<sup>th</sup> June 2026 in the respective areas and amends the same accordingly.

The deadline for tender closing / submission remains **23<sup>rd</sup> June 2026 at 11:00 Hours, East African Time.**

We wish you the best as you prepare to submit your bids.

A handwritten signature in black ink, appearing to read 'W. Kitum', is written over a horizontal line.

**William Kitum**  
**FOR: DIRECTOR GENERAL.**  
**Encl.**



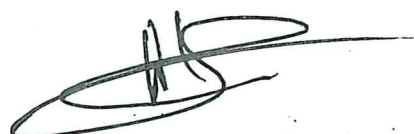


**SECOND RESPONSE TO THE REQUEST FOR CLARIFICATIONS ON TENDER FOR SUPPLY, DELIVERY, INSTALLATION, TRAINING, TESTING AND COMMISSIONING OF AN ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM FOR JOMO KENYATTA INTERNATIONAL AIRPORT (RE-TENDERING) AS AT 10<sup>TH</sup> JUNE 2026. TENDER NO. KCAA-029-2025-2026.**

**SECOND RESPONSE TO THE REQUEST FOR CLARIFICATIONS ON TENDER FOR SUPPLY, DELIVERY, INSTALLATION, TRAINING, TESTING AND COMMISSIONING OF AN ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM FOR JOMO KENYATTA INTERNATIONAL AIRPORT (RE-TENDERING) AS AT 17<sup>TH</sup> JUNE 2026. TENDER NO. KCAA-029-2025-2026.**

NO	CLARIFICATIONS BEING SOUGHT	KCAA RESPONSES
1.	We believe the response provided under Question No. 6 does not address the query raised, as the question sought clarification on the number of years. Therefore, kindly confirm the number of years to be considered for the criteria relating to non-performing contracts and litigation history	The Authority will consider contracts performed and litigation history and litigation history in the last five (5) years.
2.	<p>In reference to Question No. 4, The Authority's response indicates that the 40% local content requirement is retained because it originates from the PPRA Standard Tender Documents. However, Standard Tender Documents are intended to be adapted to the specific circumstances of each procurement and cannot override the technical realities of highly specialized systems. In fact, KCAA has in previous procurements amended and adapted this requirement justified by the nature of the procurement.</p> <p>An A-SMGCS is a safety-critical ATM system whose core components (sensors, processing systems, operational software and associated OEM equipment) are manufactured exclusively outside Kenya. Consequently, compliance with a strict 40% local sourcing requirement for contract inputs is technically impossible.</p>	KCAA has reviewed this requirement and has noted that it will not apply absolutely since this is specialized Aviation Systems/ Equipment where most of the targeted firms are Original Equipment Manufacturers (OEM) and none is available locally. As a result, interested bidders should proceed to prepare their tender documents indicating the OEM country of Origin and that due to the specialty of the equipment / system proposed it is not possible to source from a local company at least forty percent (40%) of their contract inputs

For Director General  
Kenya Civil Aviation Authority  
P.O. Box 30163 - 00100,  
Nairobi



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	We therefore respectfully request the Authority to waive the 40% local content requirement for this procurement, taking into consideration the highly specialized nature of the system and the fact that the core technology is not available within the local market	
3.	In reference to KCAA response to Question No. 2, It is our understanding that, in the case of a parent company and its wholly owned subsidiary, it would be acceptable for a bidder to rely on the credentials of the parent and/or sister company, provided that the bidder submits evidence of the relationship with the parent and/or sister company, including ownership documentation, in place of a joint venture. Kindly confirm if this understanding is correct	Yes.  The bidder shall provide evidence of relationship with parent company, including ownership documents.
4.	The tender closing/submission date	Bidders are reminded that the tender submission deadline is <b>23<sup>rd</sup> June 2026 at 11:00 Hours East African Time.</b>



**Deputy Director, Supply Chain Management  
FOR: DIRECTOR GENERAL**

**DATE: 17<sup>th</sup> JUNE 2026**

**For Director General  
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