

ADDENDUM 03: REQUEST FOR BIDS PROCUREMENT OF A CIDB GRADE 9 CE CONTRACTOR THE COMPLETION OF BRAVO TAXIWAY EXTENSION AT KING SHAKA INTERNATIONAL AIRPORT FOR A PERIOD OF 12 MONTHS

Tender reference number KISA7806/2025/RFP

Date: 03 July 2025

Dear Prospective Bidder,

The following serves as acknowledgment of receipt of Addendum 3

1. Change (a):

Change (a) serves to amend Item PSC 1.2.10(a) – PLC and CLO – within the Bill of Quantities.

- a) Item **PSC 1.2.10(a)** has been reclassified as a Provisional Sum, as the actual composition of the Project Liaison Committee (PLC) and/or Project Steering Committee (PSC), as well as the final Community Liaison Officer (CLO) appointment and associated compensation, will only be confirmed upon commencement of community engagement.

Total Provisional Sum: R460,000.00

- a) Furthermore, the following item was added to the Bill of Quantities:
Item PSC 1.2.10(b) – Handling costs and profit in respect of sub-item PSC 1.2.10(a) above, capped at 7.5%.

The above changes have been made to the Bill of Quantities (BoQ), in the Particular Project Specifications: CIVIL and the electronic BoQ. The above is further explained and highlighted in red in Part C of Volume 3 of the document.

2. Change (b):

Part 1:

Bidders are hereby advised of the following amendment to Chapter C1.3 – Contractor's Site Establishment and General Obligations, specifically regarding Item PSC1.3.1.3 in the BOQ and pricing schedule:

To better reflect the operational requirements of the King Shaka International Airport and to accommodate the varying costs and resource needs of day and night operations, time-related obligations have now been split into two distinct components:

(a) Time-Related Obligations – Normal Working Hours

- (i) Item: PSC1.3.1.3(a)
- (ii) Working Hours: Sunrise to Sunset
- (iii) Unit: Month
- (iv) Quantity: 12 Months

2. Time-Related Obligations – Night Works (After Hours)

- (i) Item: PSC1.3.1.3(b)
- (ii) Working Hours: 22h00 to 04h00
- (iii) Unit: Month
- (iv) Quantity: 12 Months

Part 2:

The below clauses have been amended:

- C3.5: MANAGEMENT_
C3.5.1 MANAGEMENT OF THE WORKS_ (a) Planning and Programming
Section C3.5 – Management of the Works now states:
- A1.2.7: EXECUTION OF THE WORKS
A1.2.7.1 PROGRAMME OF WORK:

The above is further explained and highlighted in the document.

3. Change (c)

- a) Updates include to accommodate for the restricted works as explained in section 4 of this addendum:
 - i. BOQ Section 4.4 COMMERCIAL MATERIALS
 - ii. BOQ Section 5.2 FILL
 - iii. BOQ Section 5.3 ROAD PAVEMENT LAYERS
 - iv. BOQ Section 9.1 - ASPHALT LAYERS
 - v. Changes to Part C of Volume 3 Document have also been highlighted in Red.
 - vi. Revised drawings for Taxiway Quebec – Attached hereto as Appendix 2
 - vii. Additional information – Geotech Results for Taxiway Quebec Appendix 1

Changes are also included in the E-BOQ.

4. Notes:

4.1. Restricted Night Works Guidance Note for Tenderers

4.1.1. Introduction

This addendum notice provides a high-level overview of the expected sequencing and requirements for the restricted night works affecting the proposed Quebec Taxiway construction. More detailed drawings and BoQ modifications have been allowed to facilitate this new information. All tenderers are expected to price, programme and resource accordingly, in summary:

- (i) As previously noted: Nightworks area access: Times: 22h00 – 04h00 (inclusive of inspections).
- (ii) Quebec Taxiway: Entire extent is subject to restricted works guidelines.
- (iii) Work Areas: are split into two buffer zones (Buffer 1 and Buffer 2) –Refer to the drawings in Appendix 2
- (iv) Total Buffer Widths:
 - Buffer 1: 75m from runway centreline; 37m encroaches into Quebec Taxiway.
 - Buffer 2: balance of Quebec Taxiway
- (v) Runway Protection: All excavations within the 75m buffer must be levelled and hardened before end of each shift.
- (vi) New Drawings – the pavement design has been amended to allow for these restricted works: Refer to Appendix 2
- (vii) Geotechnical Results: Refer to Appendix 1
- (viii) Revised BoQ Quantities: Refer to electronic BoQ (e-BoQ) and revised Document

4.1.2. Buffer 1

(a) General Methodology overview

- i. Works are split into Section 1 and Zones 1 & 2 (Refer to Appendix 2 drawing)
- ii. Depth of layer works: Taxiway = 1.77m | Shoulders = 0.95m.
- iii. Clearing of vegetation, excavation, spoil, dump rock, backfill, layerworks and paving are staged over multiple nights with allowance for curing and testing time.
- iv. Following the completion of section 1, which includes the rock grid and choked dump rock layer and the selected layer, the taxiway shall then be at a similar formation level as the shoulders. The contractor is then able to work in a phased approach in Zones 1 and 2.
- v. The area must be closed off with a hardened surface (minimum G7) at the end of each shift to accommodate possible aircraft overrun (ILS zone requirements).
- vi. No excavation is left open from 04h00-22h00 within the buffer zone.
- vii. Works are completed to required tolerances.
- viii. Night shift time window is not exceeded.
- ix. Surface must match runway/existing levels to prevent aircraft instability.
- x. Recommended solution: daily backfilling of all excavations or similar approved methodology

(b) Key Assumptions

- i. Contractor to use a minimum of 3 excavators for excavating and a fleet of tipper trucks for spoiling section 1 per shift.
- ii. All C3 material to be pre-mixed off-site and delivered on time (supply chain risk on contractor).
- iii. Curing time must be observed between C3 lifts and EME surfacing.
- iv. Contractor to have all materials, plant and resources on site to execute the works efficiently.

(c) Critical Guidelines – Buffer 1&2

- i. All layers must be compacted and closed to avoid FOD and aircraft operational risks.
- ii. Night work activities must include time for all compliance related activities as per Part 5
- iii. Ensure drainage paths are not blocked by temporary works.

4.1.3. Buffer 2**(a) General Methodology Overview**

- i. No excavation is left open within the buffer zone.
- ii. Works are completed to required tolerances.
- iii. Night shift time window is not exceeded.
- iv. Open excavations are permitted, subject to item (vii) below.
- v. Hardened surface not required for aircraft loading.
- vi. Final level each morning must be flush with adjacent surfaces.
- vii. Contractor to determine suitable covering methodology and price accordingly in the BoQ.
- viii. Due to the wide cross section, it is recommended that the contractor sequences a phased excavation approach so that the proposed solution for covering the excavations at the end of each shift is practical.

(b) Key Assumptions

- i. Contractor to have all materials, plant and resources on site to execute the works efficiently.
- ii. The Contractor will have adequate allowances for standby equipment and resources.

(c) Critical Guidelines

- i. All layers must be compacted and closed to avoid FOD and aircraft operational risks.
- ii. Night work activities must include time for proof-rolling, density testing, geofabric placement, and cleanup.
- iii. Use of temporary steel plates, matting or approved covers can be utilised to avoid re-excavation.
- iv. Ensure drainage paths are not blocked by temporary works.

(d) Optional Alternatives

Tenderers may propose practical alternatives provided:

- i. No excavation is left open from 04h00-22h00 within the buffer zone.
- ii. Works are completed to required tolerances.
- iii. Night shift time window is not exceeded.

4.1.4. Additional Notes - (ALL RESTRICTED WORKS AREAS):

- a) Setting out of works to be accounted for in sequencing.
- b) Contractor must allow for hand proving of services before excavation.
- c) All supporting services (electrical, stormwater, material testing) to be included in the construction programme.
- d) Conduct water table checks before excavation, especially at low points with perched Water table identified in geotechnical reports.
- e) Contractor to allow for pumping out of water from all excavations.
- f) Works are completed to required tolerances.
- g) Night shift time window is not exceeded.
- h) Tie-in works at the runway and Alpha taxiway must be milled and completed within a single shift.
- i) No concrete barriers, delineators or danger tape will be permissible between 04h00-22h00.
- j) The onus is on the Contractor to ensure that Backfill or similar must be complete and the areas cleared off all plant and materials before 04h00 each morning.
- k) Failure to comply with this addendum and KSIA airside operations can evoke penalties and fines imposed by KSIA or aircraft companies.
- l) BoQ updates include to accommodate for the abovementioned restricted works:**
 - i. Section 4.4 COMMERCIAL MATERIALS**
 - ii. Section 5.2 FILL**
 - iii. Section 5.3 ROAD PAVEMENT LAYERS**
 - iv. Section 9.1 - ASPHALT LAYERS**

4.1.5 Successful Implementation of Quebec Taxiway Night Works:

- a) Execution depends on careful planning and adequate contractor resources.
- b) All material must be on-site prior to night operations.
- c) Stockpiles can only be located at approved KSIA stockpile sites on the airside.
- d) Contractor teams must be fully briefed in advance to optimise night work procedures
- e) Compliance with Part 5 requirements is mandatory, particularly around FOD control across service roads, taxiways, and runway interfaces.
- f) No work shall commence if the predicted weather or other factors (Contractor or Employer's risk) will result in the excavations not being compliant at 04h00.
- g) The above is further explained and highlighted in the document.



Receipt of acknowledgement of addendum
Bid ref: **KISA7806/2025/RFP**

Notice to Bidder No.

Name :

Signed/ Stamp :

Date :

Please email back to: Motlhabane.molamu@airports.co.za

Yours Faithfully
Motlhabane Molamu
SCM Representative