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EXPRESSION OF INTEREST (EOI)

(Issued in terms of Section 29 (1)(b) (i-iv) of the Public Procurement Act 15 of 2015 as amended)

Issued date: 18 March 2025

PROCUREMENT FOR THE PROVISION OF FEASIBILITY STUDY OF THE AIR NAVIGATION SERVICE (ANS) SURVEILLANCE SYSTEMS

Bidder	Bidder
Name: _____	Representative: _____
Tel: _____	Mobile: _____
Email: _____	
Bid Amount VAT INC: _____	Delivery period (days): 100 Working days

PROCUREMENT REFERENCE NO: EOI/ ONB/NCAA/01-2025

CLOSING DATE: 30 April 2025

CLOSING TIME: 11H00 AM

**Namibia Civil Aviation Authority
Head Office
No.4 Rudolph Hertzog street
Ausspanplatz
Windhoek Namibia**

**| Email: PMU@ncaa.na
| Website: www.ncaa.com.na
| Tel: +264 83 235 2166/7/2201**



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Invitation

The Namibia Civil Aviation Authority (NCAA) invites qualified and experienced professional consultancy companies to express their interest in conducting a feasibility study for the acquisition and installation of the new Radar, Air Traffic Management (ATM) and Wide Area Multilateration (WAM)/Automatic Dependent Surveillance-Broadcast, (ADS-B) Air Navigation Service surveillance systems within the Windhoek Flight Information Region (Namibian Airspace).

Potential service providers must kindly take notice that short-listed service providers will be subjected to security vetting. The expressions should be deposited in the bid box situated in the reception area of the NCAA Head Office. **Please note that late submissions will not be considered and will be returned un-opened.**

Any information contained herein does not constitute an expressed or implied contract or offer.

The NCAA reserves the right to, within its sole discretion, withdraw, substitute or modify the EOI. Notification of any withdrawal, substitution or modification will be given to all service providers.

Please prepare and submit your quotation in accordance with the instructions given or inform the undersigned if you will not be submitting a quotation.

Yours faithfully,

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Procurement Management Unit (PMU)



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Background

The Namibia Civil Aviation Authority (NCAA) was established under the **Civil Aviation Act of 2016**, which provides its legal framework and mandates it as Namibia's primary authority responsible for civil aviation oversight. In alignment with this mandate, the NCAA ensures the safety, security, efficiency, and sustainability of civil aviation within Namibia. The NCAA is also a signatory to the **Convention on International Civil Aviation (Chicago Convention)**, obligating it to adhere to global standards and ensure safe, efficient, and effective air traffic services within Namibian airspace. Specifically, Article 28 of the Chicago Convention requires member states to provide adequate facilities for air navigation services, including communications, meteorology, and surveillance systems, to ensure the safety and regularity of air traffic.

The **Namibian Civil Aviation Regulations (NAMCARs)**, promulgated under the Civil Aviation Act, provide detailed operational and technical requirements to which the NCAA and air traffic management services must comply. Furthermore, the NCAA operates in full alignment with the **International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs)**, ensuring that Namibia's aviation sector meets international benchmarks. According to ICAO, Air traffic services (ATS) surveillance systems are major elements of modern air navigation infrastructure required to safely manage increasing levels and complexity of air traffic. With ATS surveillance systems, aircraft positions are updated frequently, and the airspace can be used more efficiently by safely accommodating a higher density of aircraft through reduced separation minima.

Namibia's strategic goals, as outlined in **Vision 2030** and the **Harambee Prosperity Plan**, emphasize the development of infrastructure to support sustainable economic growth and enhance Namibia's global competitiveness. A modernized air traffic management and surveillance system is essential for fulfilling these national aspirations, supporting Namibia's strategic priorities, and fostering international connectivity and safety.

Purpose of the Feasibility Study

The NCAA aims to explore the feasibility of acquiring and installing a new Air Navigation Services Surveillance System. The purpose of this feasibility study is to provide a comprehensive analysis that will inform strategic decision-making, ensure compliance with international and national regulations, and establish a robust foundation for the successful implementation of advanced surveillance infrastructure.

The study will evaluate the technical, operational, financial, and environmental aspects of the following ATS surveillance technologies:

- a) **Primary and Secondary Surveillance Radar Systems.**
- b) **Wide Area Multilateration (WAM).**



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- c) **Ground and Space based Automatic Dependent Surveillance–Broadcast (ADS-B).**
- d) **Integration with Air Traffic Management (ATM) systems.**

1. Strategic Context

1.1 Alignment with Strategic Objectives

This feasibility study aligns with the following national and organizational strategic objectives:

- a) Strengthening infrastructure to support Namibia's economic growth and integration into the global economy.
- b) Promoting economic advancement through efficient and reliable transport services, including aviation.
- c) Enhancing aviation safety, ensuring efficient air traffic services, and fostering compliance with ICAO SARPs.
- d) Reclaiming of the air traffic services provision within the Namibian oceanic airspace and airspace South (27°30'S).

1.2. Regulatory and Policy Framework

The feasibility study will ensure alignment with:

1.2.1. Civil Aviation Act of 2016: The legal foundation for the NCAA's authority and mandate.

1.2.2. Namibian Civil Aviation Regulations (NAMCARs): Technical and operational standards for aviation safety and air traffic services.

1.2.3 ICAO Standards and Recommended Practices (SARPs): International benchmarks for aviation safety, efficiency, and interoperability. The following are, but not limited to, the

a) ICAO SARPs and guidance manuals:

b) Annex 10, Volume IV – Surveillance and Collision Avoidance Systems.

c) Doc 9924 – Aeronautical Surveillance Manual

d) Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM)

e) Doc 8071, Volume III – Testing of Surveillance Radar Systems

f) Doc 9871 – Technical Provisions for Mode S Services and Extended Squitter.

1.2.4 Chicago Convention (Article 28): Requirements to provide safe and efficient air navigation services.

1.2.5. National Development Plans: Supporting national aspirations for economic transformation and sustainable development.

1.2.6. Namibia Civil Aviation Authority ISBP: Supporting the integrated strategic business plan of the NCAA.



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1.3 Scope of work

- a) Determine the feasibility and suitability of advanced ATS surveillance systems, including radar, WAM, ADS-B, and air traffic management (ATM) systems, for Namibia's airspace needs.
- b) Provide recommendations to management regarding the suitable billing infrastructure requirements.
- c) Provide a proposal for an air traffic services surveillance system model that is suitable for Namibian airspace capacity and requirements inclusive of reclaiming of the air traffic services provision within the Namibian oceanic airspace and airspace South (27°30'S).
- d) Provide technical specifications for the acquisition and installation of the new air traffic services radar (PSR and SSR), WAM/ADS-B, and ATM systems.

2. Team Composition and Qualification Requirements

The key experts' positions indicated in this TOR may need to be supported by technical professionals in other key areas such as meteorology, environment, and PPP specialists.

The key staff positions are outlined in the following table:

No.	Title	Relevant Experience and Qualifications
1.	Team leader and/or Aviation Planning expert	<ul style="list-style-type: none"> • University master's in engineering, project management or equivalent professional qualifications in business administration, planning or policy, one or more of the major fields of civil aviation • Minimum 15 years of professional experience • Minimum 10 years of experience managing planning commercial aviation projects, airport developments, or equivalent professional experience • Experience in coordinating and integrating the work of all other project pertinent disciplines • Fluent reading, writing and speaking abilities in English.
2.	CNS specialist	<ul style="list-style-type: none"> • University master's degree in electronics engineering or equivalent academic and technical qualifications • Minimum 15 years of professional experience, preferably with civil aviation administration at program management level, responsible for planning CNS architecture for commercial aviation projects



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		<ul style="list-style-type: none"> • Minimum 10 years of professional experience in the implementation of CNS Solutions for airports • Knowledge of related ICAO SARPs and other guidance material related to CNS • Fluent reading, writing, and speaking abilities in English.
3.	ATM specialist	<ul style="list-style-type: none"> • University master's degree in electronics engineering or equivalent academic and technical qualifications • Minimum 15 years of professional experience, preferably with civil aviation administration at program management level, responsible for planning ATM architecture for commercial aviation projects • Minimum 10 years of professional experience in the implementation of ATM Solutions for airports • Knowledge of related ICAO SARPs and other guidance material related to ATM • Fluent reading, writing and speaking abilities in English.
4.	Financial specialist	<ul style="list-style-type: none"> • University Master's degree in finance or equivalent academic and technical qualifications; preferably with CPA, chartered accountant, ACCA or CFA designation • Minimum 10 years of professional experience • Minimum 8 years of experience in conducting financial assessments, financial models and investment plans of airport development projects • Fluent reading, writing and speaking abilities in English.

3 Time Schedule

The expression of interest serves the commencement of a series of work components aimed at enhancing the operations of the NCAA. The activities components are as follows:

a) Shortlist of eligible service providers/consultants: This stage involves evaluating potential service provider's expression of Interest. **Shortlisted service providers will be subjected to security vetting before an invitation for a Request for Proposal (RFP).**

b) Request for proposal (RFP), evaluation and award: This stage includes the issuance of RFPs to the shortlisted service providers that are security cleared, the evaluation of their proposal, and the ultimate selection and awarding of the successful service providers



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4 Submission of Mandatory Documents

The following original or certified copies of mandatory documents should be submitted:

- a) Valid original or valid certified copy of full company registration documents, where applicable
- b) Original or certified copy of Good Standing Income Tax Certificate
- c) Original or certified copy of Good Standing Social Security Certificate
- e) Original or valid certified copy of Affirmative Action Compliance Certificate or proof from the Employment Equity Commissioner that the bidder is not a relevant employer, or is exempted in terms of section 42 of the Affirmative Action Act, 1998
- f) Joint venture agreement for the companies that are submitting as a joint venture

5 Technical

The Technical proposal must follow the following framework and shall contain at least:

- Cover Page: (the cover page must indicate the Bid reference number, bid description and the bidder's name)
- Introduction: The outline of the feasibility study is explained and the key aspects of the study are summarized within a maximum of two pages.
- Company profile: This must contain appropriate information about the bidder/consortium. A client projects list is required, with at least three references and contact details.
- Approach and Methodology.
- Attach three (3) similar projects carried out in the last five (5) years. Attach traceable reference letters or completion certificate with contact details.
- Records showing qualifications and experience of service provider key project personnel. This must include qualification(s) in Air Traffic Management/Electronics and Telecommunication Engineering or related fields with amassed proven industry experience.
- Namibian component & skills transfer policies.



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- The production of the Namibian Air Navigation Services System feasibility study Report from concept to delivery will be a maximum of hundred (100) working days.

6 Evaluation Criteria

- The bids will be evaluated using the two (2) components whereby the mandatory documents will be evaluated first. The technical proposals will then be evaluated. The technical component requires a minimum score of 70%. **(See Annexure 1)**
- Shortlisted firms will be invited to submit technical and financial proposals. Service Providers not shortlisted will be notified accordingly.

7. Conditions of the Expression of Interest

- a. The costs incurred, or losses suffered by the bidder in preparing and submitting the EOI and negotiating the EOI, including visits to the NCAA premises (if required), are not reimbursable
- b. The NCAA is not bound to accept any of the EOIs submitted
- c. NCAA reserves the right to accept or reject any EOI or to cancel the bidding process without any obligation to assign any reasons thereof and without incurring any liability for its decision
- d. All material submitted in response to this EOI shall become the property of the NCAA and may only be returned at it's discretion.
- e. NCAA would require the highest standards of professional ethics and confidentiality from service providers.

8.Method of Submission

The EOI must be sealed in an envelope marked: **PROCUREMENT FOR THE PROVISION OF FEASIBILITY STUDY FOR AIR NAVIGATION SERVICE (ANS) SYSTEMS**

Procurement Reference No: EOI/ ONB/NCAA/01-2025

Envelops must be placed in the bid box located at the reception area:



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NCAA Head Office,

4 Rudolph Hertzog Street,

Ground Floor West Wing

In the tender box at the reception



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See Annexure 1

Mandatory Documents Evaluation		
		Yes/No
1	Have a valid certified copy of Company Registration Certificate Provide evidence of Company registration documents and Namibian Identity Documents (IDs) of shareholders.	
2	Have an original/certified copy of valid good Standing Tax Certificate	
3	Have an original/certified copy of valid good Standing Social Security Certificate	
4	Have a valid certified copy of the Affirmative Action Compliance Certificate, proof from the Employment Equity Commissioner that the bidder is not a relevant employer, or exemption issued in terms of Section 42 of the Affirmative Action Act, 1998	
5	An undertaking on the part of the Bidder in terms of Section 138 of the Labour Act 2007 and Section 50(2)(D) of the Public Procurement Act, 2015.	



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EVALUATION CRITERIA

Technical Evaluation Criteria	Sub-Weight	Weighting
<p>Experience</p> <ul style="list-style-type: none"> • Company Profile and experience consultancy of air navigation systems • Organizational track record of Reputable Air Navigation Services systems projects under consulting firm or in a related business environment; • Indicate ownership of the company • Management structure of the organization • Economic empowerment of local expertise 	<p>10 5 2 2 1</p>	<p>20</p>
<p>Qualifications and experience</p> <ul style="list-style-type: none"> • The lead consulting firm should have at least ten (10) years of the related business environment <ul style="list-style-type: none"> ○ 0 to 10 years (2) ○ 10 to 12 years (3) ○ 12 to 15 years(5) • The consulting firm must have handled at least three (3) similar projects (e.g. Aviation surveillance systems). • The team leader/Aviation Planning Expert should have the following qualifications • Master's degree in engineering, project management or equivalent professional qualifications in business administration, planning or policy, one or more of the major fields of civil aviation 	<p>5 5</p>	<p>40</p>



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<ul style="list-style-type: none"> • Minimum 15 years of professional experience • Minimum 10 years of experience managing planning commercial aviation projects, airport developments, or equivalent professional experience • Experience in coordinating and integrating the work of all other project pertinent disciplines <ul style="list-style-type: none"> • Fluent reading, writing and speaking abilities in English. 		
<p><u>Radar</u></p> <ul style="list-style-type: none"> ○ The project key personnel must have at least a Masters degree in Electronics/Telecommunication Engineering or a related engineering field; ○ Additional training in Aviation Radar systems. ○ The project key personnel must have at least ten (10) years of experience in Aviation Radar systems or related fields as related to their function in the team. 	10	
<p><u>WAM</u></p> <ul style="list-style-type: none"> ○ The project key personnel must have at least a Masters degree in Electronics/Telecommunication Engineering or a related engineering field; ○ Additional training in WAM/ADS-B systems. ○ The project key personnel must have at least ten (10) years of experience in WAM/ADS-B systems or related fields as related to their function in the team. 	10	
<p><u>ATM</u></p> <ul style="list-style-type: none"> ○ The project key personnel must have at least a Masters degree in Electronics/Telecommunication Engineering/Information and Communication Technology or Air Traffic Management related fields; 	10	



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<ul style="list-style-type: none"> ○ Additional training in Air Traffic Management systems <p>The project key personnel must have at least ten (10) years of experience in ATM systems or related fields.</p>		
<p>Approach and Methodology</p> <ul style="list-style-type: none"> • Proposed methodology to conduct the feasibility study • Quality of the proposed feasibility study content • Technical ability in understanding the mandate of the organization. • Duration of the feasibility study 	<p>5 5 5 5</p>	<p>20</p>
<p>Project management capabilities</p> <ul style="list-style-type: none"> • Regulatory compliance with NAMCARs and international standards and recommended practises • The Incident Management; • Change Management • Risk Assessment. 	<p>5 5 5 5</p>	<p>20</p>
<p>TOTAL</p>	<p>100</p>	

END