

## **Invitation for Expression of Interest and Pre-Qualification for the Provision of Aircraft and Ancillary Services for Nigeria LNG Limited**

### **Introduction**

Nigeria LNG Limited (NLNG) requires fixed wing aircraft and ancillary services to support its aviation needs both for personnel and freight activities within Nigeria. NLNG hereby invites aviation companies with experience in providing fixed wing aircraft and ancillary services to express their interest to participate in the tendering for this service.

### **Scope of the Service**

The fixed wing aircraft, to be dedicated to NLNG service, will regularly fly, seven (7) days per week, between Lagos, Bonny, Port Harcourt and Abuja for the purpose of transporting NLNG staff, business associates, as well as freight.

Current number of passengers being transported by fixed wing aircraft per month between LOS-BNY-LOS (600 each way) is 1200 (one thousand two hundred); while passenger transported between PHC-BNY-PHC (1200 each way) is 2400 (two thousand four hundred). It is envisaged that future passenger usage will increase by 25% (twenty five percent).

Aviation services on Bonny Island will operate from the new Bonny River Terminal Airstrip (BRT Airstrip), Bonny Island, which is currently undergoing construction. Aviation services for the other locations will operate from existing established commercial airports.

The aviation company will be required to provide ancillary services in all locations including but not limited to, radio operations/ apron movements and associated plant, aircraft maintenance, passenger management services including ticketing, check-in, scanning and scanning equipment, baggage handling services and baggage handling equipment.

In addition to dedicated aircraft the aviation companies are also invited to express interest in providing an alternative service between Bonny island and Port Harcourt to connect \* existing commercial flights to Lagos and Abuja.

### **Functional Specification**

The following "Functional Specification" stipulates general requirements for the aircraft. Full specification will be included in the Invitation to Tender.

The preferred aircraft options are 2 No Beechcraft 1900D each operating 6 days per week with 1 day per week downtime per aircraft for maintenance, on No Dash 8-300, supplemented by an alternative aircraft possibly of different type during maintenance periods to provide 7 days per week service.

Alternative aircraft types will be considered provided they meet with the following minimum specifications;

- The aircraft must comply with type-certification standards of 14 CFR Part 23 (FAR 23) Amendment 23-34.
- Emergency exit must comply with Amendment 23-46.
- The aircraft must as a minimum comply with the performance requirements of FAR 135 Appendix A, or equivalent, but ideally they should comply with CS 23.45 through CS23-77 (or FAR 23 equivalents) at CS 23, Issue 1
- The aircraft must have Flight Data Monitoring (FDM).
- The new BRT airstrip will be operational normally only during daylight hours however emergency services including medical evacuation may be required at night.

### **Commencement and Duration**

The expected date of commencement of the service is third quarter of 2012 and the duration is likely to be 5 years with an option to extend.

### **Prequalification**

A pre-qualification exercise of interested companies will be carried out and only companies successful in the pre-qualification exercise will be invited to provide a competitive tender for this service.

To be considered for pre-qualification, interested companies are required to submit the following mandatory documents:

- Company profile, organization, size and structure, including any parent or group of companies to whom they belong, together with key management personnel profiles
- Curriculum vitae of typical personnel that might be engaged on these services, with evidence of experience in all the relevant aspects of the services;
- Submission of certified true copies of CAC Forms 10,02 & 07 including company Memorandum and Articles of Association where Company is a fully registered Nigerian company
- Air Operators Certificate (AOC) and Approved Maintenance Organisation Certificate (AMO)
- Audited Financial accounts for the last three years and management accounts for the current year and Tax Clearance Certificates for the past three (3) years and Nigerian Tax Registration Number
- Copy of Safety Management System (SMS) manual
- The Contractor's QA/QC policy and details of the standards to which its QA/QC processes are accredited
- Description and specification of aircraft currently owned and operated and / or to be supplied by contractor
- Details of relevant verifiable experience of Regular Public Air) that contractor has undertaken as main contractor has undertaken as main contractor/airline operator over the past five (5) years
- Detailed company Health, Safety, Environment and Quality (HSEQ) management procedures
- Details of the Contractor's capabilities and experience in managing labour relations and welfare, including negotiations on pay and conditions with individual workers, collective groups, individual unions and government departments
- Community relations proposal giving in detail how your company has successfully handled community related issues in the past and propose to do during the execution of the service
- Acknowledgment of willingness to undergo NLNG and Third Party audits
- Any additional information that will enhance the potential of the company.

## **Nigerian Content**

Nigeria LNG Limited is committed to the development of the Nigerian Oil and Gas business in compliance with the Nigerian Content Act 2010 for Nigerian Content Development

Interested companies shall comply with all the provisions of the Nigerian Content Act that relate to this service and in particular comply with the minimum Nigerian content percentage (%) for the scopes which are covered in the schedule of the act.

Failure to fully comply with the Nigerian Content Act or demonstrate commitment to Nigerian Content Development policy of the Nigerian government shall result in disqualification from bidding for this contract.

As part of their submissions, companies signifying interest by responding to this advertisement shall submit:

(a) (i) The Process and Procedure that explain the methodology of how it intends to comply with the requirements of the Act and how to achieve

(ii) the set target(s) in the Schedule of Nigerian Oil & Gas Industry

Content Development Act and any targets set by The Board,

(iii) its plan for giving first consideration to services provided within Nigeria with a list of work packages, 3rd Party Services and subcontracts that should be reserved indigenous contractors.

(iv) its plan for giving first consideration to raw materials manufactured and assembled goods of Nigerian origin

(v) its plan for technical skills transfer to Nigerians employed on the contract.

(b) A Research & Development plan (R&D Plan) which shall explain the methodology of how it intends to promote education, attachments, training, research and development in Nigeria.

(c) A Technology Transfer Plan (T&T Plan) which shall explain the methodology of how it intends to promote the effective transfer of technologies to Nigerian individuals and companies.

(d) An employment and training plan (E&T Plan) which shall explain how first considerations shall be given to employment and training of Nigerians on the contract, and training needs with a breakdown of the skills anticipated skill shortage in the Nigerian labour force including the training and understudy program for succession planning.

(e) A project-specific training, skill development and technology transfer plan for Nigerian personnel or indigenous business including evidence of past performance on training and development for Nigerians nationals & indigenous business. Plan for sponsorship of Nigerians to acquire competence and/or certification. Further development of local employees as professionals Proposed training plan for Nigerians on the project including a brief training outline for OEM products, engineering, software & hardware, maintenance, testing and operations.

(f) Documentation to demonstrate that entity is a Nigerian-registered company. Submit certified true copies of CAC forms 10, 02 & 07 (or its equivalent; CAC 2.3, 24, 2.5, etc) including company memorandum & article of association and other evidence of entity's incorporation, shareholding & ownership structure in Nigeria. Maximizing Nigerian Content is a key contract priority, therefore for foreign companies and multinationals in alliance with a local company, submit evidence that the local company is an indigenous company and the binding agreement of the alliance duly signed agreement by the CEO of both parties and stating the specific work scope to be performed by each member of the alliance.

(g) A detailed description of the location of in-country committed facilities & infrastructure (assets, equipment, technical office, and administrative space, storage, workshop, assembly area, repair & maintenance, testing, to support this contract, evidence that 50% of all equipment deployed to work by multinational and international companies are owned by the local subsidiaries.

(h) Details of their corporate organization showing management, supervisors, senior and junior skilled officers, unskilled personnel identifying positions manned/occupied by Nigerian nationals and the positions manned/occupied by other nationals.

### **Support Facilities**

- NLNG will provide BRT Airstrip which is a private category airstrip in Bonny Island with the following facilities;

- A runway which is 1700m long X30m wide with 7.5m shoulders. Simple approach (PAPI) and runway lighting and an NDB will be installed. Airstrip is Code 3C, non-precision approach. The apron is designed for parking of 2 No DHC 8 and 2 No large helicopters (roll in roll out). Expected commissioning of the airstrip is mid 2012.
- A terminal building with space for check-in, passenger and baggage handling, offices, control tower and MET station.
- Rescue and Fire Fighting Services (RFFS) and Security Services.

There will be no workshops, aircraft hangars, fuelling facilities or living accommodation provided by NLNG on Bonny Island or elsewhere.

### **Submission of Responses**

Submissions in response to the above requirements shall be completed strictly in accordance with the instructions given in this publication, segregated and arranged in the order indicated.

Failure to submit any of the documents may result in the disqualification of the applicant.

The Expression of Interest document should be submitted:

In hard copy in a sealed envelope and marked “**CONFIDENTIAL Expression of Interest and Pre-Qualification for Provision of Aircraft and Ancillary Services for NLNG**” to:

The Head, Business Strategy & Support,

CPM Department,

Production Division,

Nigeria LNG Limited,

Bonny Island, Rivers State.

AND

In electronic copy in PDF format by e-mail to [vendor.enquiry@nlng.com](mailto:vendor.enquiry@nlng.com) with “**CONFIDENTIAL Expression of Interest and Pre-Qualification for Provision of Aircraft and Ancillary Services for NLNG**” in the subject line.

The submission in either format must be received by Nigeria LNG Limited on or before 19<sup>th</sup> July, 2011.

**Please Note:**

This is not an invitation to tender. Full tendering procedure, will be provided to applicants who successfully pass pre-qualification in accordance with NLNG’s pre-qualification procures.

**Please Note:**

This is not an invitation to tender. Full tendering procedure will be provided to applicants who successfully pass pre-qualification in accordance with NLNG’s pre-qualification procedures.

Notwithstanding the submissions of the Expression of Interest, NLNG is neither committed nor obliged to include any company and/or associated companies, agents or subcontractors on any bid list or award any form of contract to and/or associated companies, agents or subcontractors.

This advertisement for Expression of Interest and Prequalification shall not be construed as a commitment by NLNG, nor shall it entitle respondents to claim any indemnity from NLNG, technical advisers and/or any of its shareholders by virtue of having responded to this advertisement.

**Signed**

**Management**