



## GALKAYO DEVELOPMENT GROUP (GDG) PLC

*Abdullahi Yusuf International Airport — Galkayo, Mudug Region, Puntland, Somalia*

# TERMS OF REFERENCE (TOR)

**Lead Consultancy for Airport Master Planning,  
Technical Investigations, Detailed Engineering Design and Tender  
Documentation**

<b>Project</b>	Abdullahi Yusuf International Airport Modernization Program
<b>Phase 1</b>	Development of 3.5 km Runway, Passenger Terminal and Core Airside Infrastructure
<b>Client</b>	Galkayo Development Group (GDG) PLC
<b>Location</b>	Abdullahi Yusuf International Airport, Galkayo, Mudug Region, Puntland, Somalia
<b>Issued By</b>	Abdullahi Yusuf Hussein — Chief Executive Officer (CEO), GDG PLC
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<b>Document Status</b>	FINAL — FOR TENDER SUBMISSION

## 1. INTRODUCTION and PROJECT BACKGROUND

### 1.1 About Galkayo Development Group (GDG) PLC

Galkayo Development Group (GDG) PLC is a Somali infrastructure and development company headquartered in Galkayo, Puntland State of Somalia. GDG was established with a mission to catalyse sustainable economic growth in Puntland and the broader Horn of Africa region through strategic investment in critical infrastructure.

GDG holds a long-term Build-Operate-Transfer (BOT) concession agreement from the Government of Puntland, granting the company exclusive rights to finance, develop, operate, and ultimately transfer Abdullahi Yusuf International Airport to public authority after the agreed concession period. This concession positions GDG as the primary private-sector vehicle for airport modernisation in the region.

The company brings together a multi-disciplinary leadership team with expertise in aviation infrastructure, construction project management, real estate development, financial structuring, and regional logistics. GDG is committed to delivering this airport project to the highest international

standards, attracting foreign direct investment and creating substantial employment opportunities for the people of Puntland.

## 1.2 About Abdullahi Yusuf International Airport

Abdullahi Yusuf International Airport is situated in Galkayo, the capital city of Mudug Region and a major commercial centre of Puntland State of Somalia. The airport serves an estimated catchment population exceeding 500,000 people across Puntland and central Somalia, with strategic importance as a logistics and humanitarian hub for the Horn of Africa.

Currently, the airport operates with limited infrastructure that restricts its capacity to handle modern commercial aviation. The existing runway is short and degraded, terminal facilities are rudimentary, and airside safety systems fall below international standards set by the International Civil Aviation Organization (ICAO). Air traffic is predominantly served by small turboprop aircraft, with very limited jet operations. The airport has no instrument landing capability, no modern ATC infrastructure, and lacks sufficient apron space for multi-aircraft operations.

Despite these constraints, the airport occupies a strategically valuable land footprint and is located adjacent to the growing urban economy of Galkayo. The site has sufficient land available for phased long-term expansion, and preliminary assessments confirm the feasibility of developing a full-length international runway capable of accommodating wide-body jet aircraft.

## 1.3 Strategic Rationale for Modernisation

The modernisation of Abdullahi Yusuf International Airport represents one of the most transformative infrastructure investments in Puntland's post-conflict development trajectory. The strategic rationale for this programme is built on multiple pillars:

- **Economic Connectivity:** A modern international airport will directly connect Galkayo to Gulf Cooperation Council (GCC) cities, East African hubs, and European destinations, opening Puntland's economy to trade, investment, tourism, and diaspora engagement.
- **Humanitarian and Aid Logistics:** The airport serves as a critical entry point for humanitarian operations across central and northern Somalia. Upgraded cargo facilities will significantly improve the speed and volume of aid delivery during emergencies.
- **Private Sector Investment:** International standards-compliant infrastructure will signal to international investors, airlines, and logistics companies that Puntland is open for business, accelerating foreign direct investment.
- **Aviation Safety:** The current state of airside infrastructure presents material safety risks. Bringing the airport into compliance with ICAO Annex 14 standards is a humanitarian and regulatory imperative.
- **Regional Hub Potential:** Galkayo's geographic centrality within Somalia positions this airport as a potential regional hub for passenger and cargo operations across the Horn of Africa.

## 2. OBJECTIVES OF THE ASSIGNMENT

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The primary objective of this assignment is to engage an internationally experienced, technically qualified aviation consultancy firm to provide professional services for airport master planning, technical investigations, detailed engineering design, environmental and social assessments, and procurement support for Phase 1 of the Abdullahi Yusuf International Airport Modernization Program. Construction Supervision services shall be undertaken through a separate and independent consultancy appointment to ensure objectivity, impartiality, and compliance with international best practice.

The specific objectives are:

1. To prepare a comprehensive, internationally benchmarked Airport Master Plan providing a 20-to-30-year strategic vision and phased development framework for the airport.
2. To conduct all necessary preliminary technical investigations including topographical surveys, geotechnical investigations, hydrological studies, and aeronautical assessments required to underpin detailed engineering design.
3. To produce fully detailed, construction-ready engineering designs for all Phase 1 airside and landside infrastructure components, meeting ICAO, FAA, and applicable international standards.
4. To conduct a full Environmental and Social Impact Assessment (ESIA) consistent with the World Bank Environmental and Social Framework (ESF) and Somali national environmental regulations.
5. To prepare complete tender documentation including Bill of Quantities, technical specifications, and contract documents to enable competitive international procurement of construction contractors.
6. To facilitate the appointment of an independent Construction Supervision Consultant (under a separate consultancy contract) to provide full-time construction supervision services during the construction phase, ensuring works are executed to approved designs, specifications, quality standards, and safety requirements. The separation of design and supervision responsibilities is a deliberate measure to eliminate any conflict of interest and to ensure objectivity, impartiality, and compliance with international best practice.
7. To support GDG in all technical and advisory capacities throughout the programme, including liaison with aviation regulatory authorities, government agencies, financiers, and international partners.

### 3. SCOPE OF SERVICES

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The Consultant's scope of services is organised across six stages, spanning the full lifecycle from planning through to construction completion. The stages are sequential but may overlap where programme efficiency permits.

**Important Notice — Separation of Design and Supervision Appointments:** Stages I–V (Airport Master Planning, Technical Investigations, Detailed Engineering Design, Environmental and Social Impact Assessment, and Tender Documentation) shall be delivered by the Lead Consultancy firm appointed under this Terms of Reference, which shall be responsible for the preparation of all planning, design, and procurement documentation. Stage VI (Construction Supervision) shall be undertaken under a separate and independent consultancy appointment. An independent supervision consultant will be selected and appointed by GDG following contract award for construction. This approach is intentional and is designed to eliminate any conflict of interest between the design and supervision functions, ensuring objectivity, impartiality, and full compliance with international best practice. Firms submitting proposals under this ToR are therefore required to submit fees and personnel for Stages I–V only. Stage VI is provided in this document for information purposes to describe the full programme scope.

#### STAGE I — Airport Master Planning and Feasibility Studies

##### 3.1 Air Traffic Demand Forecasting

The Consultant shall prepare a robust, internationally benchmarked air traffic demand forecast as the foundational input for all master planning and design work. This forecast shall cover a 30-year planning horizon from the date of completion of Phase 1 construction, and shall include:

- Historical traffic analysis: Review of all available existing traffic data for Abdullahi Yusuf International Airport and comparable regional airports.
- Passenger demand model: Projecting annual passenger traffic volumes by route market, travel segment (business, leisure, VFR/diaspora), and cabin class, under low, base, and high growth scenarios.
- Cargo demand model: Projecting air cargo volumes by commodity type (general freight, perishables, humanitarian cargo, mail) across low, base, and high scenarios.
- Aircraft movement forecast: Translating passenger and cargo demand into aircraft movements by aircraft type and size, informing runway, taxiway, and apron sizing.
- Airline market analysis: Assessment of route development potential, including identification of likely airline entrants, fleet types, and network connection opportunities from GCC, East African, and European hub airports.
- Sensitivity analysis: Testing forecast assumptions against macroeconomic scenarios, fuel price fluctuations, geopolitical factors, and competitor airport development.

All forecasting methodology shall be documented and transparent, using recognised industry methodologies such as those published by Airports Council International (ACI), ICAO's Air Traffic Forecasting Manual, and IATA.

### **3.2 Airport Master Plan**

Drawing on the demand forecast, the Consultant shall prepare a comprehensive Airport Master Plan covering the 30-year development horizon. The Master Plan shall define the spatial and functional framework for the airport's phased growth and shall include:

- Overall Airport Concept Plan: Establishing the long-term vision for the airport's layout, land use, capacity, and role within the regional aviation network.
- Runway Configuration Analysis: Evaluating single versus dual runway configurations, runway orientation options based on wind-rose analysis, and airspace constraints.
- Phasing Strategy: Defining discrete development phases (Phase 1 through to ultimate build-out), with triggers, land reservations, and sequencing logic.
- Land Use Zoning: Designating aviation operational zones, airside/landside interfaces, terminal precinct, cargo zone, fuel farm, maintenance facilities, commercial development areas, and buffer/safety zones.
- Ground Transport and Access: Planning airport access roads, public transport interchange, car parking, and landside circulation.
- Utility Infrastructure Framework: Identifying power, water, drainage, communications, and fuel supply infrastructure requirements for each phase.
- Commercial Development Strategy: Identifying non-aeronautical revenue opportunities including retail, hospitality, logistics parks, and aerotropolis development.

The Master Plan report shall be produced to a professional publication standard suitable for presentation to government authorities, potential financiers, and international aviation organisations.

### **3.3 Feasibility Study**

The Consultant shall prepare a high-level economic and financial feasibility study for Phase 1 of the programme, covering:

- Capital cost estimation at master plan level (Order of Magnitude,  $\pm 30\%$ )
- Operating cost projections for the modernised airport
- Revenue projections based on traffic forecasts and aeronautical/non-aeronautical tariff benchmarks
- Economic impact assessment: direct, indirect, and induced employment and GDP contribution

- Financial viability analysis: NPV, IRR, and payback period under base case and sensitivity scenarios
- Identification of financing options: private equity, development finance institutions (DFIs), Islamic finance instruments, and government co-investment

## **STAGE II — Preliminary Technical Investigations**

### **3.4 Topographical Survey**

The Consultant shall commission and supervise a high-accuracy topographical survey of the entire airport development area, including the proposed runway corridor, terminal precinct, access roads, and surrounding terrain and obstacle environment. The survey shall be executed using a combination of Ground Control Points (GCPs), GNSS/RTK surveying, and aerial photogrammetry or LiDAR as appropriate. Survey outputs shall include:

- Digital Terrain Model (DTM) and Digital Surface Model (DSM) at sufficient resolution for engineering design
- Detailed topographic drawings at 1:500 to 1:2,000 scale
- Obstacle survey covering all man-made and natural obstacles within the Obstacle Limitation Surfaces (OLS)
- Existing utility and infrastructure mapping
- GIS-compatible spatial datasets.

### **3.5 Geotechnical Investigation**

The Consultant shall plan, supervise, and interpret a comprehensive geotechnical investigation programme to determine the soil and rock characteristics across the airport development area. The investigation shall include:

- Borehole drilling programme: A minimum of 30 boreholes across the runway alignment, taxiways, apron, and terminal areas, to depths of 10–20 metres or as required by site conditions
- Standard Penetration Tests (SPT), Cone Penetration Tests (CPT), and in-situ vane shear tests
- Undisturbed sample recovery for laboratory testing
- Laboratory soil classification, compaction, CBR, and direct shear testing
- Groundwater level monitoring and assessment of seasonal variation
- Analysis of soil expansivity, settlement potential, and liquefaction risk
- Pavement design subgrade characterisation (California Bearing Ratio — CBR values)

A detailed Geotechnical Investigation Report shall be produced, including a geotechnical risk register and recommendations for foundation design, pavement design, and earthworks specification.

### **3.6 Hydrological and Drainage Studies**

The Consultant shall conduct a comprehensive hydrological assessment covering the airport catchment area to quantify rainfall-runoff relationships and define the design parameters for all drainage infrastructure. The study shall include:

- Rainfall frequency and intensity analysis using available regional rainfall data and IDF (Intensity-Duration-Frequency) curve development
- Catchment delineation and surface runoff modelling using recognised hydrological modelling software
- Flood risk assessment: identification of flood-prone areas, assessment of 1-in-10, 1-in-50, and 1-in-100-year flood extents

- Airport drainage design: surface water management strategy for runway, taxiways, apron, and terminal areas
- Stormwater management: design of culverts, retention basins, outfalls, and erosion control measures
- Environmental compliance: ensuring drainage design does not cause adverse downstream impacts on watercourses or communities

### **3.7 Aeronautical Studies**

The Consultant shall conduct the following aeronautical assessments:

- Wind-Rose Analysis: Analysis of available meteorological data to determine prevailing wind direction and speed distribution, confirming the optimal runway orientation for maximum usability under ICAO crosswind criteria.
- Obstacle Limitation Surfaces (OLS): Full survey and assessment of all natural and man-made obstacles within the approach and departure surfaces, transitional surfaces, and horizontal surface as defined by ICAO Annex 14 for a Code 4E/4F runway. Recommendations for obstacle removal, lighting, or operational restrictions shall be provided.
- Instrument Approach Procedures: Preliminary assessment of instrument approach procedure design requirements, including separation from terrain, obstacles, and airspace structure.
- Airspace Assessment: Initial assessment of airspace classification, ATC service provision requirements, and integration with regional FIR (Flight Information Region) structure.

## **STAGE III — Detailed Engineering Design**

The Consultant shall prepare complete, construction-ready detailed engineering designs for all Phase 1 infrastructure components. All designs shall comply with ICAO Annex 14, the ICAO Aerodrome Design Manual, FAA Advisory Circulars (where applicable), and Somali national standards.

### **3.8 Runway Design**

The Consultant shall design a 3,500-metre runway meeting ICAO Aerodrome Reference Code 4E/4F requirements, capable of accommodating the critical aircraft including Boeing 777, Boeing 787 Dreamliner, Airbus A330, and Airbus A350. Key design elements include:

- Runway width: 45 metres with 7.5-metre paved shoulders on each side
- Runway Strip: Graded, obstacle-free strip extending 150 metres each side of runway centreline and 60 metres beyond each runway end
- Runway End Safety Area (RESA): Minimum 90 metres (preferably 240 metres) beyond each runway end, graded to ICAO standards
- Clearway and Stopway: Designed in accordance with aircraft performance requirements
- Runway markings, signs, and in-pavement fixtures designed to ICAO specifications
- Blast pads at both runway ends to prevent FOD (Foreign Object Debris) erosion
- Runway profile design: longitudinal and transverse slopes, super-elevation, and sight distance compliance

### **3.9 Pavement Design (ACN/PCN Methodology)**

The Consultant shall design the runway, taxiway, and apron pavements using the Aircraft Classification Number / Pavement Classification Number (ACN/PCN) methodology. The design shall account for:

- Critical aircraft wheel loads and gear configurations for Code 4E/4F aircraft
- Annual Departure Volume (ADV) and equivalent single wheel load (ESWL) calculations
- Subgrade classification and CBR-based design parameters from geotechnical investigation

- Flexible pavement design (asphalt): granular sub-base, cement-treated base, asphalt base, asphalt binder, and asphalt surface courses with full thickness and material specifications
- Rigid pavement option (concrete): slab thickness, joint design, reinforcement, and dowel specifications where appropriate for apron areas
- Material specifications: grading, density, stability, and quality control testing requirements for all pavement layers
- Pavement drainage: transverse and longitudinal gradient design, slot drains, and edge drainage systems
- Pavement maintenance strategy: design life, performance monitoring, and maintenance intervention triggers

### **3.10 Taxiway System Design**

The Consultant shall design a full taxiway system connecting all aircraft movement areas, including:

- Parallel taxiway (full-length): enabling simultaneous runway occupancy and taxiway operations for Code E aircraft
- Rapid Exit Taxiways (RETs): positioned at calculated exit speeds for typical fleet mix to minimise runway occupancy time
- Holding bays and runway holding positions: designed to ICAO specifications with adequate wingspan clearances
- Taxiway width: 23 metres for Code E taxiways with 10.5-metre paved shoulders
- Taxiway geometry: curve radii, sight distances, and fillet designs for safe aircraft maneuvering
- Aircraft stand entry guidance: nose-in parking guidance systems, wingtip clearances

### **3.11 Aircraft Apron Design**

The aircraft apron shall be designed to provide stands for a minimum of 6 wide-body and 4 narrow-body aircraft simultaneously, with provision for future expansion. Design elements include:

- Apron layout: aircraft stand arrangement, servicing lanes, and ground support equipment (GSE) circulation routes
- Passenger boarding bridges (PBB) integration: structural provisions and services routing
- Apron lighting: elevated floodlighting for night operations
- Aircraft fuelling system: hydrant refuelling pit layout or tanker servicing provisions
- Utility services: power supply pits (400Hz and 28VDC), ground air conditioning, potable water points
- Apron drainage: graded to catch pits with oil/water separators to prevent fuel and lubricant contamination of stormwater

### **3.12 Passenger Terminal Building Design**

The Consultant shall design a modern, functional, and architecturally distinctive passenger terminal building capable of handling approximately 1,000,000 passengers per year (mppa) in Phase 1, with structural provisions for expansion to 3,000,000 mppa in subsequent phases. The terminal design shall include:

- Terminal concept and schematic design: spatial planning, passenger flow diagrams, and Level of Service (LOS) analysis using IATA standards
- Departures processing: check-in islands (minimum 24 positions), security screening lanes (minimum 6 lanes), passport control, departure lounge with retail and FandB concessions
- Arrivals processing: arrivals hall, immigration (minimum 8 booths), baggage claim (minimum 3 belt carousels), customs inspection, international arrivals exit
- VIP/CIP lounge: dedicated processing and lounge facilities
- Transfer passengers: seamless transfer corridor and processing

- Airside services: airline offices, gate lounges, staff facilities, prayer rooms
- Landside services: meet-and-greet hall, public waiting, retail, food and beverage, car hire, taxi coordination, prayer facilities
- Structural system: design for column-free terminal hall, future vertical expansion, and seismic resilience
- Building services engineering: HVAC, electrical, plumbing, fire protection, building management system (BMS), ICT infrastructure
- Sustainability: passive design strategies for solar shading and natural ventilation appropriate to Galkayo's hot semi-arid climate, targeting minimum 20% energy reduction versus baseline

### **3.13 Cargo Terminal Design**

The Consultant shall design dedicated cargo handling facilities to support air freight and humanitarian logistics operations, including:

- Air cargo warehouse: minimum 3,000 m<sup>2</sup> in Phase 1, with X-ray screening, break-bulk handling, and racking systems
- Cold chain storage: temperature-controlled rooms for perishable cargo (pharmaceuticals, fresh produce, fish)
- Cargo aircraft parking: dedicated cargo apron stands separated from passenger operations
- Customs examination facility: Government inspection rooms, secure bonded store
- Truck docking and landside access: segregated cargo access road, truck dock levellers, security gate
- Freight forwarder offices: airline cargo handling agent offices within the cargo precinct

### **3.14 Airfield Ground Lighting (AGL) System**

The Consultant shall design a complete Airfield Ground Lighting system enabling night and low-visibility operations, including:

- Runway edge lights (ICAO Code 4, high intensity white/yellow), runway threshold and end lights (green/red)
- Runway centreline lights and touchdown zone lights for Category I instrument operations
- Approach lighting system: ICAO Category I ALSF-1 or equivalent
- Precision Approach Path Indicators (PAPI) at both runway ends
- Taxiway centreline lights (green), taxiway edge lights (blue), stop bars at runway holding positions
- Apron floodlighting: elevated mast lighting to minimum 20 lux maintained average
- Airfield Lighting Control and Monitoring System (ALCMS): centralised remote control and monitoring from the Air Traffic Control tower
- Power supply: primary and secondary power feeds with automatic changeover; standby diesel generator with 10-second automatic transfer to critical AGL circuits

### **3.15 Air Traffic Control Tower and Navigation Aids**

The Consultant shall prepare designs or technical specifications for:

- ATC Tower building: structural and architectural design of a standalone control tower with unobstructed 360° visibility over all manoeuvring areas
- VHF Omnidirectional Range / Distance Measuring Equipment (VOR/DME): siting, civil works, and integration with approach procedures
- Instrument Landing System (ILS): Cat I ILS installation for the primary runway end
- Aerodrome Meteorological Station (AWOS/ASOS): automated weather observation system installation

- Non-Directional Beacon (NDB): if required as part of published approach procedures

### **3.16 Airport Utilities and Infrastructure**

The Consultant shall design all supporting utility infrastructure including:

- Power supply: grid connection or primary generation, HV/LV distribution, transformer sizing, standby power
- Water supply and storage: potable water system, fire-fighting water reserves, storage tanks
- Wastewater and sewage: collection, treatment (package sewage treatment plant), and safe disposal/reuse
- Airport access road: dual carriageway access road from the main highway to the terminal, with appropriate intersection design
- Car parking: short-stay, long-stay, and staff car parks with adequate capacity for forecast volumes
- Security fencing and perimeter road: full airfield perimeter security fence (minimum 2.4m chain-link with razor wire), CCTV, and vehicle patrol road
- Fuel farm: aviation fuel storage facility (Jet A-1), capacity sizing, bunding, fire suppression, and quality control laboratory
- Maintenance and equipment buildings: airfield maintenance depot, GSE garage, fire station.

## **STAGE IV — Environmental and Social Safeguards**

### **3.17 Environmental Impact Assessment (EIA)**

The Consultant shall conduct a full Environmental Impact Assessment in accordance with Somali national environmental regulations and the World Bank Environmental and Social Framework (ESF), specifically Environmental and Social Standard 1 (ESS1). The EIA shall cover:

- Baseline environmental survey: air quality, noise, water quality, soil conditions, biodiversity, and ecosystems
- Impact prediction and significance assessment: construction phase and operational phase impacts
- Aircraft noise modelling: preparation of noise contour maps and assessment of noise impacts on surrounding communities
- Air quality assessment: aircraft emissions and vehicle traffic impacts on local air quality
- Water resources: assessment of groundwater depletion, runoff quality, and drainage impacts on downstream water bodies
- Biodiversity: assessment of impacts on flora, fauna, and any Protected Areas or Important Bird Areas within the study zone
- Environmental Management Plan (EMP): detailed mitigation measures, monitoring programme, institutional responsibilities, and budget
- Stakeholder consultation: community engagement sessions, disclosure of findings, and grievance mechanism establishment

### **3.18 Social Impact Assessment (SIA) and Resettlement**

The Consultant shall assess social impacts and prepare resettlement instruments as required, including:

- Land acquisition assessment: precise identification and surveying of all land parcels required for the project
- Socioeconomic baseline survey: household census, asset inventory, and livelihood assessment for affected persons

- Resettlement Action Plan (RAP): if physical or economic displacement is required, a full RAP shall be prepared in accordance with World Bank ESS5, ensuring project-affected persons are not left worse off
- Livelihood Restoration Plan: programmes to restore or enhance livelihoods of economically displaced persons
- Labour influx management: assessment and management plan for risks associated with construction workforce in-migration
- Gender assessment: identification of gender-differentiated impacts and inclusion of gender-responsive mitigation measures
- Community Investment Plan: opportunities for local employment, procurement, and community development initiatives.

## **STAGE V — Procurement Support and Tender Documentation**

The Consultant shall provide comprehensive procurement support to enable GDG to competitively tender and award construction contracts for Phase 1 works. Services shall include:

- Procurement strategy: advice on contract packaging (single main contractor vs. multiple packages), contract type (lump sum, re-measurable, EPC), and tendering approach (open international, restricted invitation)
- Bill of Quantities (BoQ): preparation of a fully measured, itemised BoQ for all civil, structural, building, mechanical, electrical, and ICT works
- Technical specifications: comprehensive project-specific technical specifications for all materials, workmanship, and quality assurance requirements
- Engineer's Cost Estimate: preparation of a confidential independent cost estimate based on current market rates and the BoQ
- Tender documents: preparation of Instructions to Tenderers (ITT), Form of Tender, Conditions of Contract (FIDIC Red Book or Yellow Book as appropriate), Special Conditions, and all contract schedules
- Pre-qualification: development of pre-qualification criteria and evaluation of contractor pre-qualification submissions
- Tender period support: issue of addenda, response to clarification queries, site visit facilitation
- Bid evaluation: evaluation of received tenders on technical and commercial criteria, preparation of Tender Evaluation Report, and recommendation for contract award

## **STAGE VI — Construction Supervision (Separate Independent Appointment)**

Note: Construction Supervision services (Stage VI) shall be procured under a separate and independent consultancy appointment and shall not form part of the Lead Consultancy contract awarded under this Terms of Reference. The Lead Consultancy firm appointed for Stages I–V shall not be eligible to tender for the Stage VI Construction Supervision appointment. This separation is a deliberate governance measure to avoid any conflict of interest between the party responsible for design and the party responsible for supervising its construction. The following description of Stage VI responsibilities is provided for programme transparency and to inform the full scope of the overall project. GDG will issue a separate Terms of Reference for the Construction Supervision appointment in due course.

### ***Site Supervision***

- Deployment of a full-time Resident Engineer and site supervision team throughout the construction period
- Day-to-day site inspection and oversight of contractor operations across all work areas

- Review and approval of contractor method statements, shop drawings, material submittals, and inspection and test plans
- Witnessing of all quality control and assurance tests, including pavement materials testing, concrete testing, and structural inspections.

#### **Quality Control and Compliance**

- Enforcement of approved design standards, specifications, and ICAO/FAA requirements at all times
- Management of the project Non-Conformance Report (NCR) system, tracking all identified defects and requiring contractor rectification
- Commissioning oversight: witnessing and certification of all airfield systems including AGL, ILS, AWOS, ATC systems, and terminal building services
- Issuance of Inspection Certificates and Taking-Over Certificates upon satisfactory completion of works and successful commissioning.

#### **Programme and Cost Management**

- Monitoring and reporting of contractor progress against the approved construction programme
- Assessment and certification of contractor payment applications (Interim Payment Certificates)
- Assessment and negotiation of contractor claims for extension of time and additional payment, with recommendations to GDG
- Management of the project risk register and identification of emerging programme and cost risks.

#### **Reporting**

- Weekly site supervision reports submitted to GDG
- Monthly progress reports covering physical progress, financial status, quality performance, safety incidents, and programme outlook
- Milestone reports at key project milestones (runway base complete, terminal structural complete, etc.)
- Final Completion Report including as-built record drawings, operation and maintenance manuals, and handover documentation

## **4. KEY DELIVERABLES**

The following table summarises the principal deliverables required from the Consultant across all stages of the assignment:

Stage	Deliverable	Target Timeline
Stage I	Airport Master Plan Report (final)	Week 4
Stage I	Air Traffic Demand Forecast Report	Week 2
Stage I	Feasibility Study Report	Week 4
Stage II	Topographical Survey Report and GIS Datasets	Week 3
Stage II	Geotechnical Investigation Report	Week 4

Stage II	Hydrological and Drainage Study Report	Week 4
Stage II	Aeronautical Studies Report	Week 3
Stage III	Preliminary (30%) Design Package + Cost Estimate	Week 5
Stage III	Intermediate (60%) Design Package	Week 6
Stage III	Final (100%) Design Package — All Disciplines	Week 7
Stage IV	Environmental and Social Impact Assessment (ESIA)	Week 6
Stage IV	Resettlement Action Plan (if required)	Week 7
Stage V	Tender Documentation Package (BoQ, Specs, Contract)	Week 7
Stage V	Tender Evaluation Report and Award Recommendation	Week 8
Stage V	Tender Bidding Period — Bid Review and Negotiation (Formality)	Week 8 – Week 10
Stage VI	Monthly Construction Supervision Reports	Monthly
Stage VI	Commissioning and Acceptance Certificates	Post Week 8
Stage VI	Final Completion Report and As-Built Drawings	Post Week 8

## 5. CONSULTANT QUALIFICATIONS and EXPERIENCE

### 5.1 Firm Eligibility

GDG invites proposals from internationally experienced aviation consulting firms or consortia. The lead firm must be legally registered and in good standing. Subconsultants and joint venture partners are permitted, provided the lead firm takes full responsibility for delivery of all services.

Firms under sanctions by the World Bank, African Development Bank, or other multilateral development institutions, or under debarment by any national government for professional misconduct, are ineligible to submit.

### 5.2 Minimum Technical Qualifications

The Consulting Firm must demonstrate the following minimum qualifications:

- A minimum of 15 years of continuous professional practice in airport planning and aviation infrastructure consultancy
- Completion of at least three (3) airport runway design projects of 3,000 metres or more in length, within the last 10 years
- Completion of at least two (2) international passenger terminal building design projects with capacity exceeding 500,000 passengers per annum, within the last 10 years
- Experience of at least one (1) project in Sub-Saharan Africa or the Middle East, demonstrating familiarity with operating in complex, resource-constrained environments.
- Demonstrated experience in environmental and social impact assessment for aviation projects, preferably under World Bank or African Development Bank safeguard frameworks

- Accreditation or membership in recognised professional bodies such as the American Institute of Architects (AIA), the Institution of Civil Engineers (ICE), or national equivalents

### 5.3 Key Personnel Requirements

The Consultant shall provide, as a minimum, the following key personnel:

Position	Minimum Qualifications and Experience	Engagement
<b>Team Leader / Senior Airport Planner</b>	MSc Civil Engineering or Aviation Management, 20+ years in airport planning and project management	Full-time, Stages I–V
<b>Runway and Airside Design Engineer</b>	MSc Civil Engineering, 15+ years specialising in runway/taxiway/apron design, ICAO Annex 14 expertise	Full-time, Stages II–V
<b>Geotechnical Engineer</b>	MSc Geotechnical Engineering, 12+ years, airport pavement subgrade experience	Stages II–III
<b>Pavement Design Engineer</b>	MSc Civil/Highway Engineering, ACN/PCN methodology expertise, 12+ years	Stages II–III
<b>Passenger Terminal Architect</b>	Licensed Architect, 15+ years airport terminal design, IATA Level of Service experience	Stages III–V
<b>Mechanical and Electrical Engineer</b>	12+ years, airport building services including AGL, BMS, HVAC	Stages III–V
<b>Environmental and Social Specialist</b>	MSc Environmental Science or equivalent, 10+ years ESIA, World Bank ESF experience	Stage IV
<b>Quantity Surveyor / Cost Manager</b>	Chartered QS or equivalent, 12+ years, international infrastructure projects	Stages V–VI
<b>Resident Engineer (Construction)</b>	MSc Civil Engineering, 15+ years site supervision of airport/airfield projects	Full-time, Stage VI

## 6. PROGRAMME and DURATION

The Lead Consultancy assignment covers Stages I–V and shall be completed within 2 months (8 weeks) from contract commencement. Stage VI (Construction Supervision) will be procured under a separate independent consultancy appointment; that supervision contract shall commence upon contractor mobilisation and continue until project completion.

Phase	Activities	Duration
<b>Planning and Investigation</b>	Stages I and II: Master Plan, Feasibility, Surveys, Investigations	Week 1–4
<b>Detailed Design</b>	Stage III: Full engineering design all disciplines	Week 3–7
<b>Environmental and Social</b>	Stage IV: ESIA, RAP, stakeholder engagement	Week 2–6
<b>Procurement and Tendering</b>	Stage V: Tender docs, bid process, contract award	Week 6–8
<b>Tender Bidding Period</b>	Stage V: Bid review, negotiation and award (formality)	Week 8 – Week 10
<b>Construction Supervision</b>	Stage VI: Full-time supervision, commissioning	Post Week 10 (TBC)

The Planning and Design Phase must be completed within 2 months (8 weeks) from the date of contract signing. The successful Consultant shall submit a detailed week-by-week programme within 3 days of contract commencement. GDG requires strict adherence to this accelerated timeline and will evaluate proposals based on the Consultant's ability to mobilise immediately and deliver within this compressed schedule.

## 7. REPORTING and COMMUNICATION

### 7.1 Reporting Lines

The Consultant shall report directly to the Chief Executive Officer (CEO) of Galkayo Development Group (GDG) PLC, with day-to-day technical liaison through the GDG Project Director. The Consultant shall maintain open, proactive, and transparent communication with GDG at all times.

### 7.2 Required Reports

- **Inception Report:** To be submitted within 3 days of contract commencement, confirming the Consultant's understanding of the scope, mobilisation plan, key personnel deployment schedule, and week-by-week programme.
- **Monthly Progress Reports:** Submitted by the 5th working day of each month, covering progress against programme, issues encountered, upcoming activities, financial status (where applicable), and health and safety summary.
- **Stage Completion Reports:** At the completion of each Stage, a comprehensive report documenting all findings, designs, assessments, and decisions made during that Stage.
- **Technical Review Meeting Minutes:** Following each formal design review meeting with GDG or other stakeholders, the Consultant shall prepare and issue minutes within 5 working days.

- Final Completion Report: At project handover, a comprehensive Final Completion Report including consolidated as-built record drawings, OandM manuals, ICAO certification documentation, and lessons learned register.

### 7.3 Language and Format

All reports, drawings, specifications, and correspondence shall be produced in the English language. Reports shall be provided in both printed hard copy (3 copies) and electronic format (PDF and editable source files). Drawings shall be produced in AutoCAD (DWG) format and issued as PDF. GIS data shall be provided in ESRI Shapefile and/or GeoJSON format.

## 8. APPLICABLE STANDARDS and REGULATIONS

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All works and services under this assignment shall comply with the following standards and regulations as a minimum:

### International Aviation Standards

- ICAO Annex 14 — Aerodromes (Volumes I and II)
- ICAO Doc 9157 — Aerodrome Design Manual (all parts)
- ICAO Doc 9184 — Airport Planning Manual
- ICAO Doc 9859 — Safety Management Manual
- FAA Advisory Circulars (AC 150 series) — where applicable and not superseded by ICAO
- IATA Airport Development Reference Manual (ADRM) — for terminal design

### Environmental and Social Standards

- World Bank Environmental and Social Framework (ESF) — ESS1 through ESS10 as applicable
- IFC Performance Standards on Environmental and Social Sustainability
- Somali Federal Government and Puntland State environmental regulations
- International Finance Corporation (IFC) Environmental, Health, and Safety (EHS) Guidelines for Airports

### Engineering and Construction Standards

- Eurocode structural design standards (or equivalent internationally recognised codes)
- BS EN, ASTM, or equivalent material and testing standards
- FIDIC General Conditions of Contract (current edition)

## 9. GDG'S OBLIGATIONS and SUPPORT

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To ensure the Consultant can deliver services effectively and on programme, GDG undertakes to provide the following support:

- Timely provision of all available existing data, reports, drawings, surveys, and documents relating to the airport site and previous studies
- Facilitation of access to the airport site and surrounding areas for survey and investigation works.

- Liaison with the Government of Puntland, Civil Aviation Authority, and other relevant regulatory bodies to facilitate approvals, permits, and data access
- Timely review and approval of Consultant submissions, with target review periods of 14 calendar days for reports and 10 calendar days for drawings (unless otherwise agreed)
- Designation of a GDG Project Director as the primary point of contact for all contractual and technical matters
- Timely payment of Consultant invoices in accordance with the agreed payment schedule.

## **10. PROPOSAL SUBMISSION REQUIREMENTS**

### **10.1 Technical Proposal**

Interested firms shall submit a Technical Proposal comprising:

- 10.1.1 Cover letter confirming interest and eligibility
- 10.1.2 Firm profile: legal registration, ownership, office locations, staff numbers, financial standing
- 10.1.3 Relevant project experience: minimum 5 comparable projects with client references
- 10.1.4 Proposed methodology and work plan: detailed approach to each Stage, technical innovations proposed
- 10.1.5 Proposed programme: Gantt chart covering all stages
- 10.1.6 Key personnel CVs: for all positions listed in Section 5.3
- 10.1.7 Approach to quality management: ISO 9001 or equivalent
- 10.1.8 Approach to health and safety management during construction supervision

### **10.2 Financial Proposal**

A separate sealed Financial Proposal shall include:

- 10.2.1 Lump sum fee schedule broken down by Stage and deliverable (Stages I–V only; Stage VI Construction Supervision is excluded from this appointment and will be separately procured)
- 10.2.2 Schedule of professional rates for change order or additional services
- 10.2.3 Breakdown of reimbursable expenses (travel, per diem, printing, survey, laboratory costs)
- 10.2.4 Payment schedule proposal linked to deliverable milestones.

### **10.3 Tender Dates and Submission Details**

The following tender timeline applies to this assignment. All interested firms must strictly adhere to these deadlines:

<b>Tender Issue Date</b>	<b>01 June 2026</b>
<b>Deadline for Clarifications</b>	20 June 2026
<b>Proposal Submission Deadline</b>	<b>01 July 2026</b>
<b>Submission Time</b>	17:00 hrs (Mogadishu Time)
<b>Tender Period</b>	30 Days

Submission Email

[admin@gdgsomalia.com](mailto:admin@gdgsomalia.com)

Technical and Financial proposals must be submitted as separate, clearly labelled documents via email to [admin@gdgsomalia.com](mailto:admin@gdgsomalia.com). Late submissions will not be considered under any circumstances.

#### 10.4 Anti-Corruption and Ethical Conduct

GDG PLC is committed to the highest standards of ethics, transparency, and integrity in all procurement activities. All firms submitting proposals under this ToR must comply with the following requirements:

##### *Anti-Bribery*

- No firm, individual, or representative shall offer, give, receive, or solicit — directly or indirectly — any gift, payment, commission, or other benefit to any GDG officer, employee, or agent in connection with this procurement process.
- Any firm found to have engaged in bribery, corruption, or fraudulent conduct shall be immediately disqualified and may be reported to the relevant authorities.
- All proposals must be accompanied by a signed Anti-Bribery Declaration confirming that the firm has not offered or paid any inducement to any party in connection with this ToR.
- GDG complies with the UK Bribery Act 2010, the US Foreign Corrupt Practices Act (FCPA), and applicable Somali anti-corruption laws as its standard of conduct.

##### *Conflict of Interest Disclosure*

- All firms must disclose in writing any actual, potential, or perceived conflict of interest that may affect their ability to provide independent, unbiased professional services under this assignment.
- A conflict of interest includes any financial, professional, or personal relationship with GDG officers, Puntland Government officials, or other parties involved in the project that could compromise objectivity.
- Failure to disclose a conflict of interest shall constitute grounds for immediate disqualification and may result in legal action.
- GDG reserves the right to reject any proposal where a conflict of interest cannot be satisfactorily resolved.

#### 10.5 Evaluation Criteria (Optional)

GDG will evaluate all received proposals on the following criteria. This evaluation framework is provided for guidance and transparency. GDG reserves the right to adjust weightings at its discretion:

Evaluation Criterion

Weight (%)

Max Score

Firm Experience and Track Record (comparable airport projects)	<b>30%</b>	30
Technical Methodology and Work Plan	<b>25%</b>	25
Key Personnel Qualifications and Experience	<b>20%</b>	20
Proposed Programme and Ability to Mobilise Immediately	<b>10%</b>	10
Financial Proposal (value for money)	<b>10%</b>	10
Anti-Corruption Compliance and Ethics Declaration	<b>5%</b>	5
<b>TOTAL</b>	<b>100%</b>	<b>100</b>

GDG reserves the right to award the contract to the firm offering the best overall value, which may not necessarily be the lowest-priced submission. GDG also reserves the right to reject all proposals without obligation to provide reasons.

## 11. CONFIDENTIALITY

This Terms of Reference is a strictly confidential document prepared exclusively by Galkayo Development Group (GDG) PLC. It is intended solely for the use of invited and authorised aviation consulting firms who have been formally approached by GDG to submit a proposal.

By receiving this document, the recipient agrees to the following confidentiality obligations:

- The contents of this ToR must not be copied, reproduced, shared, distributed, published, or disclosed to any third party without the prior written consent of the Chief Executive Officer of GDG PLC.
- This document must be used exclusively for the purpose of preparing a proposal in response to this ToR and for no other commercial or professional purpose.
- If the recipient does not intend to submit a proposal, this document must be returned to GDG or securely destroyed immediately.
- Unauthorised disclosure of the contents of this document may constitute a breach of confidentiality and may result in legal action by GDG PLC under applicable Somali and international law.

GDG reserves the right to disqualify any firm found to have shared or misused the contents of this ToR.

### 13. CONTACT INFORMATION

All enquiries, clarifications, and proposal submissions relating to this Terms of Reference should be directed to:

<b>Name</b>	<b>Abdullahi Yusuf Hussein</b>
<b>Title</b>	Chief Executive Officer (CEO), Galkayo Development Group (GDG) PLC
<b>Email</b>	<b>admin@gdgsomalia.com</b>
<b>Phone</b>	<b>+252 907 795 004</b>
<b>Location</b>	Abdullahi Yusuf International Airport, Galkayo, Mudug Region, Puntland, Somalia
<b>Office Address</b>	GDG HQ Office, Laamiga Wayn, Xafada Israac, Laanta Yamayska, QCP9+CP, Galkayo, Mudug Region, Puntland, Somalia

### 14. AUTHORISATION

This Terms of Reference has been prepared, reviewed, and approved by the Chief Executive Officer of Galkayo Development Group (GDG) PLC and represents the official procurement document for the Lead Consultancy Services for Abdullahi Yusuf International Airport Modernization Program, Phase 1.

#### **Abdullahi Yusuf Hussein**

Chief Executive Officer (CEO)  
Galkayo Development Group (GDG) PLC  
Abdullahi Yusuf International Airport  
Galkayo, Mudug Region, Puntland, Somalia



**GALKAYO DEVELOPMENT GROUP (GDG) PLC**  
*Abdullahi Yusuf International Airport*

May 2026

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