

**CORRIGENDUM-I**

No. DS/CIVIL-AVIATION/AIR/2018-19/160

Dated: - 15/04/2019

**“Intra-UT air services & Inter-State Air Connectivity with Gujarat (on-shore)” - 2<sup>nd</sup> Call**

Response of Civil Aviation Department to Pre-Bid Queries - Tender No. DS/CIVIL-AVIATION/AIR/2018-19/105, dated: - 08/03/2019.

The bidders are requested to note the following responses to the queries received during the pre-bid meeting held on 18/03/2019 as below:

<b>Sr. No.</b>	<b>Clause No. of Tender document</b>	<b>Suggested criteria as per industry practise (Suggested by participant during the pre-bid meeting)</b>	<b>Authority's response</b>
01.	Sub clause no. 11 (B) (1) (b) of clause 11.	Allowed Aircraft age is 10 Years, Hence the marking should also be given upto of 10 years.	No change is proposed.
02.	Sub clause no. 18.1 of clause 18.	Fuel price and maintenance is the major component of cost in any airline and it is increasing on routine basis. In line with other Government projects, fuel escalation shall be allowed on actual basis without any upper limit.	No change is proposed.
03.	Sub clause no. 18.2 of clause 18.	VAT levied on fuel uplifted from UT shall also be refunded. Currently VAT is applicable on fuel but in future it is most likely to be covered under GST or any other tax act. Hence, any tax levied by UT/State on fuel shall be refunded throughout the agreement period.	<b>Amended as:</b> Exemption of VAT for ATF shall be considered as per VAT regulation applicable in the UT.
04.	Sub clause no. (C) of clause no. 18.	Whether the same to be submitted online or not?	No change is proposed.  <b>Note:</b> - For details of submitting Project Business Plan, kindly refer to Page No. 23 of tender document.
05.	Sub clause no. 6.2 of clause 6 under obligation of the operator.	This should be optional considering the traffic on the routes and schedule of various airport/airstrip	<b>Amended as:</b>  (1) The word “shall run the flights at minimum 2 other sectors/routes” i.e., Sub Clause (d) of Clause 10 at Page No. 7 stands deleted.  (2) The word “Bidder shall also select 2 other sectors for running the services” i.e., Sub

			<p>Clause 18.1 of Clause 18 at Page No. 13 stands deleted.</p> <p>(3) The word “the Operator shall propose minimum 2 other sectors/routes” i.e., Form –B at Page No. 25 stands deleted.</p> <p>(4) The word “Free to choose other 2 sectors” i.e., Sub Clause 6.2 of Clause 6 under Obligation of the operator at Page No. 49 stands deleted.</p> <p>(5) The word “The operator shall propose 2 other routes” i.e., Schedule- A at Page No. 63 stands deleted.</p>
06.	Sub clause no. 18.1 of clause 18.	Total lowest monthly subsidy among the bidder will be considered or lowest subsidy per hour will be considered? As the total subsidy will vary based on the introduction on 2 new sectors by every bidder.	No change is proposed.
07.	Form – A (Financial BID) Page No. 23 & sub clause no. (e) of clause 10.	Minimum number of flying hours shall be clarified to remove ambiguity. Further, there is no clarity over upper limit of subsidy hours in a month hence it should be clarified.	<p><b>Amended as:</b></p> <p>The limit of hours in Form – A (Financial Bid) at Page no. 23 and sub- clause no. (e) of clause 10 at Page No. 07, may be read as <b>120 hours instead of 200.</b></p>
08.	Sub clause no. 6.2 (6.2.1) of clause 6 under obligations of the operator.	As explained above, the operation shall be allowed on demand from esteemed citizens from time to time. Hence this criterion shall be removed. Else operator will be forced to operate on sectors irrespective of passengers demand which will lead to waste of scare resources such as fuel, environment etc. and loss will be incurred to operator and government both by way of waste of money.	No change is proposed.

09.	Sub clause no. 6.1 (l) of clause 6 under obligations of the operator	As per the regulatory norms, fire and ambulance is basic and necessary facility for operation of the aircraft, considering this, UT shall make its arrangement in coordination with local regulatory body without any charges.	<b>Amended as:</b> Landing charge to be paid, as may be applicable.
10.	Sub clause no. (g) of clause 8 under obligation of DCADD.	The hanger should be maintained as per the DGCA norms for smooth maintenance activity and the charges should be elaborated, if any.	<b>Amended as:</b> Charges for basic amenities to be paid by the operator, as may be applicable.

**Note: -**

- (1) The word “The Tender Document can be downloaded from the website i.e., [www.daman.nic.in](http://www.daman.nic.in) from 11/01/2019 to 05/02/2019 till 18:00 hrs” of Clause No. 3, at Page no. 4, is **amended as** “The Tender Document can be downloaded from the website i.e., [www.daman.nic.in/](http://www.daman.nic.in/) [www.ddtenders.gov.in](http://www.ddtenders.gov.in) from 08/03/2019 to 08/05/2019 till 15:00 hrs”.
- (2) The bidders should note that the rest of the terms and contents mentioned in the Tender Document will remain unchanged.

**Sd/-**  
Deputy Secretary,  
Civil Aviation Department,  
Daman and Diu.