

### CORRIGENDUM.NO.3

" Request for Proposal for Selection of Operator for Providing Helicopter Services in Madhya Pradesh "  
Sector No-1 Indore, Ujjain, Omkareshwar, Bhopal, Mandu, Maheshwar in Madhya Pradesh, "

NIT NO.: 3707/MPTB/2025 SYSTEM NO 2025\_MPTB\_ 430801

Date: 13/06/2025

#### THE FOLLOWING ARE THE MODIFICATIONS TO THE RFP"

THE DELETIONS FROM THE EARLIER TEXT OF THE RFP ARE INDICATED AS STRIKE THROUGHS AND THE  
ADDITIONS ARE UNDERLINED.

Sl. No.	Point No.	Provision of the RFP								
1.	Point no.17.19 of the RFP	<p><b>Point no.17.19 of the RFP is revised as under</b></p> <p><b>17.19 Operational Efficiency</b></p> <p>17.19.1 Each scheduled helicopter would be evaluated out of a maximum of 10 (ten) marks on the basis of delay in scheduled departure. For each flight that departs on scheduled time or a delay of up to 90 minutes 10 marks shall be noted. If delayed for more, 7 marks shall be noted. If the helicopter operation is cancelled for whatever reason zero (0) marks shall be noted. If the occupancy below 50 % each flight 7 (seven) marks shall be noted. For each month the total of such marks shall be submitted by the Operator to MPTB. If the Operator scores less than 90%, the Helicopter Service Operations shall not be considered satisfactory for the month and MPTB shall deduct/appropriate damages from Commitment Security as provided in the table below <del>not exceeding 10 % of the VGF/Premium paid for the month:</del></p> <table><tr><td>Score of the Operator</td><td>Amount of penalty <b><u>(% of the VGF/Premium paid for the month)</u></b></td></tr><tr><td>80% to &lt; 90%</td><td>2.5%</td></tr><tr><td>75% to &lt; 80%</td><td>5.0%</td></tr><tr><td>70% to &lt; 75%</td><td>10.0%</td></tr></table> <p>The damages as above shall be appropriated after the Operator is given an opportunity of hearing and the performance was affected for reasons attributable to the Operator.</p> <p>Note:- if the helicopter does not operate on particular day due to uncontrollable circumstances beyond the Operator's control. These circumstances include adverse weather conditions such as heavy rainfall, thunderstorms, fog, and high wind speeds that compromise flight safety; natural disasters like earthquakes, floods, cyclones, and landslides; temporary or emergency airspace restrictions imposed and force majeure events including pandemics or government-imposed restrictions, wildlife hazards near airstrips, delays caused by Air Traffic Control (ATC).</p>	Score of the Operator	Amount of penalty <b><u>(% of the VGF/Premium paid for the month)</u></b>	80% to < 90%	2.5%	75% to < 80%	5.0%	70% to < 75%	10.0%
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80% to < 90%	2.5%									
75% to < 80%	5.0%									
70% to < 75%	10.0%									

		In such case the above-mentioned penalty shall not be levied subject to the responsibility of the Operator to inform MPTB in writing, along with appropriate documentary proof, at the earliest opportunity. Non-submission of timely intimation and evidence may result in non-consideration of such circumstances.
2	<b>Point no 17.19.7 of RFP and 7.7 of agreement</b>	<p><b>Point no 17.19.7 of RFP and 7.7 of agreement is revised as under</b></p> <p>In case, the Operator fails to fly at least Five (05) days in <del>every</del> <b>any week of the month</b> in selected sectors, an amount equivalent to 10% of the VGF/Premium due for the month shall be deducted as penalty.</p> <p>Note: - if the helicopter does not operate on particular day due to uncontrollable circumstances beyond the Operator's control. These circumstances include adverse weather conditions such as heavy rainfall, thunderstorms, fog, and high wind speeds that compromise flight safety; natural disasters like earthquakes, floods, cyclones, and landslides; temporary or emergency airspace restrictions imposed and force majeure events including pandemics or government-imposed restrictions, wildlife hazards near airstrips, delays caused by Air Traffic Control (ATC). In such case the above-mentioned penalty shall not be levied subject to the responsibility of the Operator to inform MPTB in writing, along with appropriate documentary proof, at the earliest opportunity. Non-submission of timely intimation and evidence may result in non-consideration of such circumstances.</p>
3	<b>Point no 11.2 of RFP</b>	<p><b>Point no 11.2 of RFP is revised as under</b></p> <p>The Bidder would also need to fulfil the following parameters towards its financial competence(the "Financial Eligibility").</p> <p>1) The aggregate net worth (the "Net Worth") of the Bidder should be at least Rs 3 Crores (Three Crores) (the "Financial Eligibility") as on 31st March 2025.</p> <p>Net Worth shall be calculated as per the following formula: [Paid Up Share Capital + Reserves &amp; Surplus – Revaluation Reserves, Goodwill, Miscellaneous Expenses (to the extent not written off) and other Intangible Assets]. <del>The Member of the Consortium who meets this criteria should hold at least 26% (twenty six percent) of equity in Consortium and shall be called lead member.</del></p>
4	<b>Point no 11.1 of RFP</b>	<p><b>In Point no 11.1 new point (k) is added as under</b></p> <p><b><u>Bidder should have an accident free record of operations for last three years from the date of submission of bid. Flight safety record/accidents/incidents, if any, during the last (three) 03 years/years of operations of the air operations of the Helicopter is required to be submit in technical bid.</u></b></p>
5	<b>Point no 17.13 (a) and (b) of the RFP and</b>	<b>Point no 17.13 (a) and (b) of the RFP and 2.3(a) and (b) of the agreement is revised as under</b>

	<b>2.3(a) and (b) of the agreement</b>	<p>a) MPTB shall undertake evaluation for augmentation of services as and when deemed suitable. In case an increase in demand/ increase in passenger traffic is observed in the existing route allocated to the operator, the first right of refusal shall be given to the selected operator to deploy an additional helicopter/increase the number of seats on the same terms and conditions within 30 days to cater to such demand. However, if the operator declines to deploy the additional helicopter/increase the number of seats MPTB reserves the right to open the market to other operators to cater to the increased demand. These prospective operators may be the bidders who had submitted proposals for the same tender previously, however, were positioned at L2, L3, L4 etc. Such bidders will be invited to match the terms and conditions of the existing operator prevailing at the time during which the increment is observed, in consonance with the ongoing percentage VGF applicable as per table under point 17.3(a) for a <del>3</del> 6-year period. MPTB may also issue a fresh tender and invite fresh bids for the selected route as deemed appropriate.</p> <p>b) The same shall be applicable if MPTB decides to open other routes apart from the existing route allocated to the operator where the first right of refusal shall be given to the selected operator to deploy an additional Helicopter on the same terms and conditions within 30 days on the new route. However, if the operator declines to deploy the additional helicopter/increase the number of seats MPTB reserves the right to open the market to other helicopter operators to cater to the increased demand. These prospective operators may be the bidders who had submitted proposals for the same tender previously, however, were positioned at L2, L3, L4 etc. Such bidders will be invited to match the terms and conditions of the existing operator prevailing at the time during which the increment is observed, in consonance with the ongoing percentage VGF applicable as per table under 17.3(a) for a <del>3</del> 6-year period. MPTB may also issue a fresh tender and invite fresh bids for the selected route as deemed appropriate.</p>
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