

2nd Pre-Bid Queries for “Request for Proposal for Selection Of Operator For Providing Air Services to various destinations in Madhya Pradesh”

No: NIT No: 758/ MPTB/ 2024

System No: 2024_ MPTB _331025

06/02/2024

Firm Name- Jet Serve Aviation Pvt. Ltd.				
S. No	RFP Clause no and Page no.	Clause as stated in RFP	Query/Remark	Query Response
1)	Section I Instructions To Bidders (ITB) Clause 2 Brief Description of Bidding Process Sub-Clause 2.4 Page No. 5	<p>The Bidder giving the lowest VGF per flying hour or highest Premium per flying hour as Financial Bid, provided the Bid is responsive in terms of the ITB, shall be asked by MPTB immediately after the opening of the Bids, to furnish a Bank Guarantee, of Rs 50 lakhs within 15(fifteen) days of the receipt of MPTB's letter to show its commitment (the “Commitment Security”) towards its Financial Bid. The Financial Bid of the bidder quoting the LOWEST VGF/HIGHEST PREMIUM per flying hour shall be considered for declaration as the selected bidder (the “Selected Bidder”) only when MPTB receives the Commitment Security within the specified time hereinabove. For further clarity the below mentioned illustrations have been defined:</p> <p>Scenario 1: If two bids have been received by MPTB, namely form Bidder A and Bidder B, wherein, bidder A hasquoted a VGF of INR 20,000 per flying hour and Bidder B has quoted a Premium of INR 20,000 per flying hour. In such a case Bidder B will be awarded the project since they have quoted Premium. Thus, premium will be given precedence over VGF.</p> <p>Scenario 2: Alternatively, if two Bids are received from Bidder X and Bidder Y by MPTB, where Bidder X has quoteda VGF of INR 20,000 per flying</p>	Request to reduce Bank Guarantee amount to Rs 20 Lakhs	No Change

		<p>hour and Bidder Y has quoted a VGF of INR 30,000 per flying hour, BidderX will be awarded the contract as they have quoted lowest VGF between the two bids received.</p> <p>Scenario 3: Lastly, if two bids are received from Bidder C and Bidder D, where Bidder C has quoted a premium of INR 30,000 per flying hour and Bidder D has quoted a premium of INR 40,000 per flying hour. In this case Bidder D will be awarded the contract since they have quoted the highest premium per flying hour.</p>		
2)	<p>Section II</p> <p>AIR SERVICE OPERATION AGREEMENT</p> <p>Sub-section - PRELIMINARY</p> <p>Clause 1</p> <p>DEFINITIONS AND INTERPRETATION</p> <p>Sub-Clause 1.1</p> <p>Point No. 16</p> <p>Page No. 42</p>	<p>Flying hours shall mean the total flying time between two destinations from 'engine-on' to 'engine- off'. The validity of the flying hours shall be authenticated by DGCA or ATC.</p>	<p>Request to revise as under:</p> <p>"Flying hours shall mean the total flying time between two destinations from 'engine-on' to 'engine- off'. The validity of the flying hours shall be authenticated by FRB."</p>	No Change

3)	<p>Section I Instructions To Bidders (ITB) Clause 17.19 Operational Efficiency</p> <p>Sub-Clause 17.19.1 Page No. 15</p>	<p>17.19.1 Each scheduled flight 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 flight is cancelled for whatever reason zero (0) 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 Air Service Operations shall not be considered satisfactory for the month and MPTB shall appropriate damages as provided in the table below not exceeding 10 % of the VGF/Premium paid for the month:</p> <table><tr><td>Score of the operator</td><td>Amount of penalty</td></tr><tr><td>80% to < 90%</td><td>2.5%</td></tr><tr><td>75% to < 80%</td><td>5.0%</td></tr><tr><td>70% to < 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>	Score of the operator	Amount of penalty	80% to < 90%	2.5%	75% to < 80%	5.0%	70% to < 75%	10.0%	<p>Request to insert the following-</p> <p><u>“However, delay due to reason beyond operator’s control like ATC, weather delay, Crew health or any other issue will not be considered.”</u></p>	<p>Kindly refer Clause 15- “Force Majeure” of Air Service Operation Agreement (Section II) as provided in RFP</p>
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4)	<p>Section II AIR SERVICE OPERATION AGREEMENT</p> <p>Clause 7. OPERATIONAL EFFICIENCY</p> <p>Sub-Clause 7.1 Page No. 50</p>	<p>7.1 Each scheduled flight would be evaluated out of a maximum of 10 (ten) marks on the basis of delay inscheduled departure. For each flight that departs on scheduled time or a delay of up to 90 minutes10 marks shall be noted. If delayed for more, 7 marks shall be noted. If the flight is cancelled for whatever reason zero (0) marks shall be noted. For each monththe total of such marks shall be submitted by the Operator to MPTB. If the Operator scores less than 90%, the Air Service Operations shall not be considered satisfactory for the month and MPTB shall appropriate damagesas provided in the table below not exceeding 10 % of the VGF/Premium paid for the month:</p>	<p>Request to insert the following-</p> <p><u>“However, delay due to reason beyond operator’s control like ATC, weather delay, Crew health or any other issue will not be considered.”</u></p>	<p>Kindly refer Clause 15- “Force Majeure” of Air Service Operation Agreement (Section II) as provided in RFP</p>								

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5)	<p>Section I</p> <p>INSTRUCTIONS TOBIDDERS (ITB)</p> <p>Clause 17.19 Operational Efficiency Page No. 15</p> <p>Sub-Clause 17.19.9 (inserted vide corrigendum 1)</p>	<p>17.19.9 Deficiency in Flying Hours</p> <p>The Operator is required to fly a minimum of 150 Hours per month to be eligible for claiming VGF for the respective month. Each month the flying schedule would be evaluated as well.</p> <p>For each months flight schedule the total of Flying Hours shall be submitted by the Operator to MPTB. If the Operator flies less than 150 Hours per month the Air Service Operations shall not be considered satisfactory for the month and MPTB shall appropriate damages as provided in the table below not exceeding 10 % of the VGF/Premium paid for the month:</p> <table><tr><th>Flying Hours of the Operator</th><th>Amount of penalty</th></tr><tr><td>140 to < 150</td><td>2.5%</td></tr><tr><td>130 to < 140</td><td>5.0%</td></tr><tr><td>120 to < 130</td><td>10.0%</td></tr><tr><td>Below 120 Hours</td><td>Not Eligible for VGF for the Month</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. This penaltywill be levied over and above the penalty levied under clause 17.19.1 and 17.19.7</p>	Flying Hours of the Operator	Amount of penalty	140 to < 150	2.5%	130 to < 140	5.0%	120 to < 130	10.0%	Below 120 Hours	Not Eligible for VGF for the Month	<p>Request to revise the clause as under-</p> <p>“The Operator is required to fly a minimum of 150 Hours per month <u>subjected to allotment of routes and other clearances like ATC, Weather, Route etc.</u> Each month the flying schedule would be evaluated as well.</p> <p>For each months flight schedule the total of Flying Hours shall be submitted by the Operator to MPTB. If the Operator flies less than 150 Hours per month the Air Service Operations <u>due to default on the part of operator, they</u> shall not be considered satisfactory for the month and MPTB shall appropriate damages as provided in the table below not exceeding 10 % of the VGF/Premium paid for the month:</p> <table><tr><th>Flying Hours of the Operator</th><th>Amount of penalty</th></tr><tr><td>140 to < 150</td><td>2.5%</td></tr><tr><td>130 to</td><td>5.0%</td></tr></table>	Flying Hours of the Operator	Amount of penalty	140 to < 150	2.5%	130 to	5.0%	<p>Kindly refer Point no. 6 of Corrigendum 3</p>
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