

RFP for Setting up Flying Training Institute in Kalaburagi Airport on Public Private Partnership Basis

Pre-Bid Conference : Response to Queries

S. No.	Ref. Clause/ Page No.	Bidders Queries	KSIIDC's Responses
1.	1.2.11	The proposed rental of Rs 620.00 per sq.m PA with escalation of 7.5% compounded annually.	The licence fee for the land is revised to Rs. 575/- per Sq. M per annum for the first four years and the next revision will be due in fifth year (that is, next revision will be effective from 01.04.2022)
2.	14.	One year security deposit requirement	Clause is deleted.
3.	2 A g. 6.1. g	Rs 70 lakhs performance guarantee requirement, is extremely high and unviable.	Amount of performance guarantee has been revised to Rs.25 lakhs.
4.	1.2.14	The cost of building basic infrastructure would be a mere ~Rs. 0.5 -1.0 Crs. or 0.5% of the total cost of the entire Airport. A small investment for the Government, but a large one for a Training Organisation. ...include these minor specifications in the scope and conclude the work.	Only necessary vacant land as required by the individual FTIs inside the airport will be made available.
5.	2.13.1.4 a)	Paid up capital	This requirement has been revised to Rs. 50 lakhs only.
6.	2.13.1.4 b)	Net Worth Requirement.	This clause is deleted.

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		...we request that the requirement of net worth be removed.	
7.	2.13.1.4 c)	Annual Turnover criteria	Minimum annual turnover during the preceding three Financial Years is Rs. 25 lakhs.
8.	2.13.1.3 b)	Past experience of training Pilots	The applicant should have trained at least 20 members (CPL holder) in the last 5 years.
9.	2 A h 6.1. h	Concession Period	The concessions period has been revised to 20 years
10.	1.2.14	The Tender states specifically Flight Training activities. Other than Flight Training, in order to develop other aviation related verticals in Kalaburagi.	No changes.
Other / General			
11.		AAI might have limited Watch-hours during the day. It is critical that for seamless functioning we do not have any restrictions from AAI for conducting of Training operations during the day and night as per DGCA approved syllabus and movement of vehicles and personnel and general administrative issues.	CNS/ATM services at the airport will be provided by AAI as per the Government of India policy at all airports in India. Hence watch hours at the airport for the operation of all flights at the airport will be finalised from time to time in consultation with the AAI. Airside movement of vehicles and personnel etc will also be governed by the AAI.

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12.		Application to DGCA for clearance of Kalaburagi airport for Flight training.	The application for aerodrome licence for public use of the airport has been submitted to DGCA
13.		Access Control and Security: We request clarifications on the following points: Would BCAS have an office in Kalaburgi?	Airport Security and all related issues concerning the issue of AEPs etc will be as per the BCAS guidelines and a Chief Security Officer has already appointed to establish the Airport Security at the airport. The Airport Security at Kalaburagi will be under the administrative control of the BCAS Regional Office at Hyderabad.
14.		Fuelling: The airport will not have a Fuel Farm. If so then Fuel supplier needs to be contracted and they need to provide fuelling equipment to provide Fuel.	Requirement regarding fuelling facility will be examined.
15.		Power connections: In order to run the business efficiently and economically it is imperative to have a good quality Industrial Power connection.	Necessary power supply is available.