

**GOVERNMENT OF KARNATAKA  
DEPARTMENT OF TOURISM**

No.DTR/PLN-2/18/2008-09

**RESPONSES TO PRE-BID QUERIES**

**Selection of Helitour Operator for development of Helitourism in Karnataka - Pre-bid Meeting held on February 11, 2010**

Department of Tourism, Government of Karnataka herein responds to the queries raised by the Bidders. Accordingly, amendments have been introduced in the RFP which are addressed in Corrigendum 2

Sl. No.	Reference	Query	Response
1.		<p>Could single engine helicopters be offered for the Project for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Single engine helicopters are used across the world for helitourism purpose</li> <li>2. Single engine helicopters are cost effective thus make the project viable</li> <li>3. Single engine helicopter is also safe to fly</li> </ol>	<p>All the bidders present at the meeting were of the opinion that world over single engine helicopters are used for the purpose of helitourism as the same is cost effective and hence, commercially viable.</p> <p>Prospective bidders have requested DoT to consider single engine helicopters for the proposed project, DoT has agreed to this proposition.</p> <p>Operator shall be allowed to operate single-engine helicopters for the project.</p>
2.		<p>Could the hourly fixed rate assured by DoT to the Operator, paid per Assured Flying Hour be increased from Rs.30,000/- as the Operator is entrusted to look after the entire project?</p>	<p>As single-engine helicopters are allowed to be provided for the project, there shall be no change in Assured Flying Hour rate, i.e. Rs.30,000/- per Assured Flying Hour, keeping in view the fact that the operation cost of a single-engine helicopter is lesser than a twin-engine helicopter.</p>
3.		<p>Could the Assured Flying Hours be increased from 28 hours per month?</p>	<p>Owing to the requests by prospective Bidders for increase in the Assured Flying Hours, DoT shall increase the Assured Flying Hours to thirty (30) number of flying hours per month during the Season.</p>
4.		<p>Would the Government allow the operator to take up any other charter if there are no bookings for Helitour?</p>	<p>DoT shall not allow the Operator to take up any Charter services utilizing the Helicopter that is offered for the Project during the Season</p>
5.		<p>Does the minimum assured flying consist only the flying within the circuit? Can the operator charge additional if the tourist needs to be picked up from or dropped at a place outside the circuit?</p>	<p>Assured Flying Hours would include the following:</p> <ol style="list-style-type: none"> <li>1. Flying hours within the Circuit</li> <li>2. Flying hours for pick up/ drop to Tourists from Bangalore and any of the other two Base Stations</li> </ol> <p>The Operator of a particular Circuit shall not be allowed to fly to/ within destinations of any other circuit (except the Base Stations)</p> <p>The additional tariff charged from the Tourist for pick-up/drop from Bangalore or any of the Base Stations shall form part of the RFHH = Revenue earned out of flying hours for Helitour</p>
6.		<p>Would DoT provide the accommodation for the crew at Base Stations.</p>	<p>DoT would make available rest rooms to the Crew at the Base Stations. However, the accommodation for the Crew at the Base Stations is to be taken care by the Operator</p>

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7.		Could there be an extension of date for the submission of bid?	The Bid Due Date (date of submission of the bids) has been postponed from February 25, 2010 to <b>March 26, 2010 at 1600 hours.</b>
8.	Volume 1 Clause 2.3.1	Please clarify the lock-in conditions for other members of the Consortium.	It is clarified that the other members of the Consortium shall hold not less than 10% of the paid up equity capital of the Helitour Operator throughout the Agreement Period.
9.	Volume 2, Clause 1.1	Can "Circuits" be defined?	"Circuits" shall mean a cluster of tourism destinations which are ideally accessed during the Season; the cluster of tourism destinations and the Season are listed in Schedule II
10.	Volume 2 Clause 1.1	In the definitions "Emergency Repairs" has been wrongly referred to Article 6.3	The definition of "Emergency Repairs" shall be amended and read as; "Emergency Repairs" shall have the meaning ascribed thereto in Clause 4.14(q)
11.	Volume 2 Clause 1.1	In the definitions, "Heli Tour Plan"/"HTP" has been wrongly referred to Article 4.5	The definition of "Heli Tour Plan"/"HTP" shall be amended and read as; "Heli Tour Plan"/"HTP" shall have the meaning ascribed in Clause 4.8
12.	Volume 2 Clause 4.1(c)	Please mention the amount of Performance Security and indicate when the same would be released.	The amount of Performance Security is Rs 36, 00, 000/- (Rupees Thirty Six Lakhs only) per Circuit.  Clause 4.1.(c) shall be read as 4.1. (c) Release of Performance Security The Performance Security shall remain in force and effect throughout the Agreement Period and subject to other provisions of the Agreement, shall be released by DoT to the Operator within a period of 60 days from Termination Date or Expiry Date as the case may be.
13.	Volume 2 Clause 4.3 (b)	In case of non-availability of the Helicopter, please indicate the time within which an alternative helicopter is to be deployed.	Clause 4.3 (b) shall be read as 4.3. (b) in case of non-availability of the Helicopter for any reason whatsoever, deploy an alternative helicopter similar to Helicopter, at its own risk and cost, within an hour of such non-availability so as to avoid inconvenience to the Tourists and disruption of Helitour Services.

Sd/-  
Director  
Department of Tourism, Government of Karnataka