

## Response to Pre-Bid Queries for UDAN 5.5

S. No.	Perspective bidder	Related Document & Clause	Description of Para	Clarification/ Change sought by perspective bidder	Response of the Authority
1.	Spicejet Ltd.	Scheme Clause 2.1.4.3	If however, the MoCA and / or the Implementing Agency is required to immediately withdraw the Scheme and / or suspend or cancel agreements entered into pursuant to the Scheme, in such an event, notwithstanding anything mentioned in this Scheme, the MoCA, the Implementing Agency, concerned State Governments, concerned airport / Water Aerodrome / Helipad operators, or any other agency supporting any of these entities shall not be liable for any loss or damage suffered by the Selected Airline Operator, save and except for the obligation of the Implementing Agency to disburse the applicable VGF amount for RCS Flight operations already undertaken prior to withdrawal / discontinuation of the Scheme.	Refer to Clause 2.1.4.3 under section Key Construct. Our Query is What about liability to passengers / other stakeholders arising from cancellation of ops as a result of this? This needs to be covered as well.	Liability of other stakeholders will be as per Scheme provisions.
2.	Spicejet Ltd.	Scheme Clause 2.2.3	In case any airline operator wishes to connect an airport / Water Aerodrome / heliport that is not an RCS Concession Airport, it may approach the Implementing Agency and submit an expression of interest based on which the Implementing Agency will coordinate with the concerned agencies for extending the relevant concessions specified	Refer to Clause 2.2.3 Airport Water Aerodrome/Helipads to be covered under the scheme - We would like to know Is this clause applicable for existing WAs or will it be applicable for proposed locations as well?	The list of Water Aerodromes and Helipads is provided in Annexure 1C and 1D of the Scheme respectively. Bidder may refer to these Annexures and Corrigendum (if applicable) for the available locations.

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			under the Scheme. In case any such airport is a defence airport, approval from the Ministry of Defence, Government of India will need to be obtained for permitting joint use / civil operations under the Scheme.		
3.	Spicejet Ltd.	Scheme Clause 2.6.1.3	From the date of notification of the Scheme, proposals in a particular Region can be approved such that up to 50% of the estimated annual outflows for that bidding round can be committed to such proposals. MoCA may consider revising such limit from time to time as may be required.	Refer to Clause 2.6.1.3 RCS Allocation - We would like to know Estimated annual outflows? How arrived at? Will this be disclosed to participating airline operators?	It is to inform that estimated annual outflows can only be calculated post opening of eligible financial bids. If required, the relevant information will be shared with the concerned bidder(s) during evaluation.
4.	Spicejet Ltd.	Scheme Clause 2.6.3	Accordingly, the total VGF approved for a particular airline operator under the Scheme will be capped to an annual limit corresponding to 40% of the estimated annual outflows for that bidding round, provided further that the VGF approved to such airline operator in any given Region does not exceed 60% of the allocation cap for such Region (refer Section <b>Error! Reference source not found.</b> ). MoCA may consider revising such limit from time to time as may be required based on the assessment undertaken by MoCA / Implementing Agency.	Refer to Clause 2.6.3 RCF Allocation - We like to know What happens if SAO bids for more than 40 Percent of routes or more than 60 Percent of routes in specific region?	In this case, the concerned bidder will be informed and asked to select proposals so that its bid amount will fall within the limit.

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5.	Spicejet Ltd.	Scheme Clause 2.6.4.1	If relevant, in order to encourage operations through helicopters and sea plane under the Scheme, up to 10% of the estimated annual outflows for that bidding round shall be earmarked for operations through helicopters and up to 5% of the estimated annual outflows for that bidding round shall be earmarked for operations through seaplanes. MoCA may consider revising such limit from time to time as may be required based on the assessment undertaken by MoCA / Implementing Agency.	Refer to Clause 2.6.4.1 RCS Allocation - We like to know What happens if SAO being seaplane operator submits bids exceeding 5 Percent of estimated annual outflow?	As stated in the clause 2.6.4.1, the provision will be applicable only if relevant. Since UDAN 5.5 is a special round exclusively for Seaplanes and Helicopters, this clause will not be applicable.
6.	Spicejet Ltd.	Scheme Clause 2.8.5	If at any time after the commencement date for an RCS Route, the average quarterly passenger load factor for the RCS Route for four continuous quarters exceeds eighty-five percent (85%), the Implementing Agency reserves the right to conclude the Exclusivity Period prior to the expiry of three (3) years from the date of commencement of RCS Flight operations. For the avoidance of doubt, the quarterly passenger load factor shall be calculated by dividing the number of passengers flown with the total number of seats offered in the quarter.	Refer to clause 2.8.5 Exclusivity of operation - We suggest that If Quarterly pax load is greater than 85 percent consider increasing allowed frequency rather than removing exclusivity	No change is contemplated.

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7.	Spicejet Ltd.	Scheme Clause 3.3.2.2	For RCS Routes providing connectivity to other than Priority Area(s), the number of RCS Flights to be operated in a week with VGF shall be a minimum of three (3) and a maximum of seven (7) departures per week from the same RCS Concession Airport such that the RCS Flights are operated on at least three (3) days of the week.	Refer to clause 3.3.2.2 Minimum performance specs - To check if this can be substituted such that committed annual frequency can be completed within a shorter time span.	No change is contemplated.
8.	Spicejet Ltd.			A general query with regard to creating network post submission of routes for stage length. Can someone use route/network of other carrier.	<p>Post submission of routes, stage lengths are validated by RCS cell on the portal. No communication in respect of routes is made with any individual bidder, hence, prospective has to refer portal in this regard.</p> <p>The validated routes shall be available to bidders.</p>
9.	Maritime Energy Heli Air Services Pvt. Ltd.			Extension of SAO Tenure for Seaplane Services The current tenure of three years under the SAO Agreement for seaplane services poses significant challenges. Seaplane variants are inherently more expensive to procure or lease, maintain, and operate compared to their wheeled counterparts. Additional cost burdens include: High manpower costs due to the need for internationally qualified pilots, as domestic expertise is currently unavailable. Increased maintenance costs arising from	As per Scheme provisions.

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				moisture ingress and related factors. We request that the SAO tenure for seaplanes be extended to five years to address these challenges and support operator viability. Revision of VGF for Seaplane Operations Operating costs for seaplanes are significantly higher due to factors like procurement, maintenance, and manpower expenses. For an average one-way distance of 250 km, the current VGF support falls short by approximately? 5,000 per seat to achieve viability.	
10.	Maritime Energy Heli Air Services Pvt. Ltd.			Provision of Detailed Coordinates for Proposed Waterdromes. The list of proposed waterdrome sites includes numerous water bodies; however, exact coordinates of these sites are not provided. Many of these water bodies span vast areas, making it challenging to assess site suitability and operational costs accurately without precise location details. We request that the respective state governments be asked to provide detailed coordinates of the proposed waterdrome sites to enable a thorough evaluation of flight and cost parameters.	Water Aerodromes available for bidding are proposed by State Governments. Hence, bidders are requested to undertake their own due diligence as per NIEP clause 3.2.
11.	Maritime Energy Heli Air Services Pvt. Ltd.			Extension of Mobilization Period There is a global shortage of suitable seaplanes as well as an acute scarcity of trained pilots qualified to operate them. Given these challenges, the current mobilization period of 120 days from the issuance of the Letter of Award (LOA) is extremely tight to ensure the timely launch of services. We request that the mobilization period be extended to 180 days from the LOA	No change is contemplated.

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				to allow operators sufficient time to mobilize aircraft and resources across all assigned routes. We sincerely appreciate your understanding and hope these suggestions will be taken into account to ensure the successful implementation of RCS-UDAN initiatives for seaplane services	
12.	Pawan Hans Ltd.			The tender evaluates bids based on the lowest Viability Gap Funding (VGF) quoted. However, the VGF caps for single-engine and twin-engine operations differ, with the latter being higher due to increased operational costs. This disparity places twin-engine bids at a disadvantage, as they are unlikely to compete with single-engine bids on an absolute VGF value for the same route. To address this, we propose evaluating bids based on the percentage of VGF quoted relative to the applicable VGF cap: For each bid, calculate the percentage of VGF quoted as: $\text{Percentage of VGF Quoted} = (\text{Quoted VGF} \div \text{Applicable VGF Cap}) \times 100$ . The bid with the lowest percentage would then be considered the most competitive.	As per Scheme provisions