Tender No. 55(3)2016-PUR/T-83 dated 17/10/2016

Hiring of Helicopter to carry out low altitude Heliborne Geophysical Surveys in parts of Ganga-Yamuna Doab, Allahabad & Koushambi District, Uttar Pradesh.

Consequent upon Pre-Bid Conference held on 01/11/2016, the following documents are attached.

1. Minutes of Pre-Bid conference and Clarifiations issued during the Pre-Bid Conference.

2. Attendance sheet of the firms attended the Pre-Bid Conference.

- Controller of Stores & Purchase

Minutes of the Pre-Bid Conference held
on 01/11/2016 at CSIR-NGRI, Hyderabad
to give Clarifications for issues raised by firms against
Tender No. 55(3)2016-PUR/T-83 dated 17/10/2016
for Hiring of Helicopter to carry out low altitude Heliborne Geophysical Surveys in parts of Ganga-Yamuna Doab, Allahabad & Koushambi District, Uttar Pradesh.

The following attended the conference.

From Technical & Purchase Committee (Services)

Dr. N.PURNACHANDRA RAO, Chief Scientist	- Chairman
Dr. G.ASHOK BABU, Sr.Principal Scientist	- Member
Dr. SUBASH CHANDRA, Principal Scientist	- I/O - Member
Sri. S.RAJU, Sr.Principal Scientist	- Member
Sri.SATEESH CHANDRAPURI, Scientist	- Alt IO - Member
Mrs. M.VIJAYAKUMARI, COFA	- Member
Sri.S.GNANAPRAKASAM, COSP	- Member - Convener

From Firms:

1. M/s. Himalayan Heli Services, New Delhi, represented by Sri. Harsh Vardhan Sharma, Director.
2. M/s.U-Tair India Pvt. Ltd., New Delhi, represented by Sri. J.P. Goel, Executive Director.
3. M/s.Heritage Aviation Pvt. Ltd., New Delhi, represented by Sri.Sulabh khaira, Vice President, Business Development and Sri. Rohit, CEO.
4. M/s.Global Vectra Helicorp Ltd., New Delhi, represented by Capt. Sanjay Panwar.

The TPC has given detailed replies/clarifications after going through issues raised by the following firms and also modified the BEC (Technical - Clause No. 4)

1. M/s. Himalayan Heli Services, New Delhi, email dated 26/10/2016
2. M/s.U-Tair India Pvt. Ltd., New Delhi, email dated 27/10/2016

The replies / clarifications given /modifications made to BEC are in the Annexure enclosed.

(G.ASHOK BABU) 4/11/2016 (SUBASH CHANDRA) 4/11/16 (S.RAJU)

(S. CHANDRAPURI) 4/11/16 (M.VIJAYAKUMARI) 4/11/16 (S.GNANAPRAKASAM) 4/11/16

Dr. N.PURNACHANDRA RAO 4/11/16
Chairman

Replies given and modifications made to BEC during the Pre-bid Conference held on 01/11/2016

Sl. No.	Clarifications sought	Reply of NGRI
	M/s.UT Air	
1.	In the "SCOPE OF WORK", the Probable duration of flying is given as 10 days during November 2016 – April, 2017. Please clarify whether once the flying starts, it will be continuously for 10 days or in piece meal i.e. the 10 days period could be spread between Nov. 16 and April 2017 ? What happens in case there is some snag in the SkyTEM or VTEM equipment after the helicopter is requisitioned for flying but is not able to fly because of snag in the system? Will such period be treated as "Standing day" and shall be paid as such or there will be some additional compensation in such a situation.	It is planned to fly for collecting useful geophysical data along 2600 line km coverage **in one go**. It is expected that above work can be done within 10 days with per day production in the range of 200-400 line km. However, the survey need to be permitted from the DGCA and MOD including local administrative and airport authority. All the above permissions are one time except permission from airport, where the helicopter company may need to coordinate in real time. It is quite routine kind of business which helicopter company need to know. These permission has to be arranged by the helicopter company and necessary documentary support will be provided by CSIR-NGRI. In addition to the permissions, weather condition, health of the instruments or other unforeseen technical issues may also affect our daily production. In such situation, there may be possibility of the standing day also and payment may be covered as per contract terms.
2.	In case the successful bidder is to use skilled foreign Pilot for the assignment, he will be required to obtain DGCA's FATA for such Pilots. The process of obtaining FATA involves security clearance from various Govt. agencies which usually takes 2-3 months. In the case of present tender, the flying is expected to take place during November, 2016 and the last date of submission of tenders is 15.11.2016. With the above requirement of the tender, the intending bidder cannot bid on the basis of hiring a skilled foreign Pilot and he will have to depend only on skilled Indian Pilot who are available in very limited numbers as stated in your Tender Documents also under "Scope of Work" – Pilots "…… Since there is limited availability of Indian skilled pilots having expertise in carrying out low altitude heliborne underslung geophysical (SkyTEM/VTEM or equivalent system, a combination of skilled foreign pilot and an Indian pilot may be required" The lack of sufficient time in finding and employing foreign skilled pilots and completion of FATA formalities will lead to limiting the participation to only those Companies who already have Indian skilled Pilots for doing such job. This anomalous position need to be corrected by giving a longer period of 3 to 4 months to successful bidders to arrange for skilled foreign Pilots.	The minimum essential period whatever is required has to be followed. The survey to commence as soon as all the permissions are obtained. It is important to note that the survey has to be completed within this flying season latest by April 2017. Timely completion of the survey is of utmost importance. All the bidders have to make sure that they have experienced pilots as mentioned in the tender document for timely completion of the survey. Considering the above queries **the duration stands revised any time from March 1st to April 30th, 2017**. The duration may be altered subject to weather conditions or any unavoidable condition.
3	The BID EVALUATION CRITERIA, under the heading A. TECHNICAL point 5) c states that "the Pilots should be on the payroll for last two years "	The condition applies to both Indian and Foreign Pilots.

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	It need to be clarified whether this condition is applicable only to Indian Pilots or to foreign skilled Pilots also. If this condition is applicable for Indian Pilots only and not to foreign skilled Pilots, why it is so? If a foreign Pilot without being in the long term/regular employment of the bidder can be used for the job than why not the Indian Pilot also? The desirability to delete this stipulation may be considered so that only those helicopter Companies who are already doing this type of work do not continue to monopolise the business.	The pilots should be on the payroll of the bidding company as on date of bid submission (or) the bidding company should have a legally enforceable agreement/undertaking with the Pilot for employing for conducting the survey, as on date of bid submission. Further, two foreign pilots can be deployed, subject to security clearance by authorities concerned.
4	Clause 4 of the BEC relating to the experience of the Bidder states that "The bidder……should have experience of 100 Hrs. or 1000 LKM flying for Airborne Geophysical Surveys for CSIR/GOVT/PSU Agencies ". In case a bidder has already formed a JV with a foreign Company who have required type of experience of substantially higher flying hrs (i.e. much more than stated in the bid document) but not with CSIR/GOVT/PSU agencies but with reputed foreign private companies (supported by documents), will such experience of working with private companies be also considered for the purpose of eligibility ?	The experience with private companies will be equally considered.
5	Clause 7) a of BEC A. Technical states that "Only Companies with "Accident Free Record" in the last 5 years will be considered/preferred for technical evaluation of the bidders. This clause also require a complete Accident history of all type of helicopters on the NSOP of the Company. This clause need to be further clarified to state that the accident history of all the helicopters which were endorsed from time to time on the NSOP of the bidder during last 5 years should be furnished.	The bidder should have accident free record of low level flying for productive 10,000 LKM survey keeping sensor as low as 30 m above ground under slung operation carrying load around 500 - 800 kg. Documentary evidence to this effect shall be submitted along with the Bid document.
	M/s. Himalayan Heli Services, New Delhi	
6	We would like submit one clarification/observation with regard to "Bid Evaluation Criteria" as following: Given that Airborne Geophysical VETM/SkyTEM Low flying is technically difficult that has to also requires a matching experience of high quality aircraft maintenance capabilities. If not then the Bidder's accountability is compromised. It is, therefore, extremely crucial qualification for an NSOP holder to be "Approved by the DGCA under CAR 145 as Maintenance Organisation" having the capability of maintaining the Aircraft. In case the NSOP holder is not Approved under CAR 145 then it obvious that they are Outsourcing the Maintenance of their Helicopters to some other Operator / Maintenance	After detailed discussions, the committee decided not to accept this, as anyway submission of valid STC is mandatory as per Clause No. 2 of "Bid Evaluation Criteria". However, the committee modifies the above criteria to get competitive offers, considering the limited availability of Helicopters with STC. "The bidder should have minimum two AS 350 B3 helicopters with valid STC for VTEM/SKYTEM/equivalent (Time Domain Electromagnetic system), with associated electronics should be provided by the equipment supplier to NGRI,

	Agency. This further boils down to the fact such an NOSP holder would not be granted STC Approval (for VTEM/SkyTEM) by the DGCA as it can only be granted to an Approved Operator/Maintenance Agency that has CAR 145 Approval. It may not be out of place to bring it to your kind notice that AMD, as one of the Conditions to qualify for the Technical Bid for it's Airborne Geophysical Survey, gives this clause " Firm having >Helicopter Maintenance approval on type and crew available to ensure required flying in a month (approximately 150 hrs)". Hope you will find merit in our above submission.	(or) The bidder should have minimum two AS 350 B3 helicopters and submit undertaking to submit STC for for VTEM/SKYTEM/equivalent (Time Domain Electromagnetic system with associated electronics), within 3 weeks from the date of bid submission.

Further the committee recommends to modify the following BEC (Technical – Clause No. 4) as under

1.	4. The bidder as a Company (or) registered partnership firm (or) concern should have experience of 100 hrs. or 10000 LKM flying for Airborne Geophysical Surveys (VTEM/SKYTEM or equivalent) for CSIR/GOVT./PSU Agencies to be supported with documentary evidence towards the same. **(Documents to show experience of the bidder shall be provided).**	4. The bidder as a Company (or) registered partnership firm (or) concern should have experience of productive 10000 LKM flying for Airborne Geophysical Surveys (VTEM/SKYTEM or equivalent) for CSIR/GOVT./PSU /private Agencies to be supported with documentary evidence towards the same. **(Documents to show experience of the bidder shall be provided).**

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CSIR - NATIONAL GEOPHYSICAL RESEARCH INSTITUTE

(Council of Scientific & Industrial Research)

UPPAL ROAD, HYDERABAD-500 007,(AP), INDIA

ATTENDENCE SHEET FOR THE PRE-BID MEETING

Tender No. 55(3)2016-Pur/T-83 dated 17/10/2016

Hiring of Helicopter to carry out low altitude Heliborne Geophysical Surveys in parts of Ganga-Yamuna Doab, Allahabad & Koushambi District, Uttar Pradesh.

The following Bidders have attended for the Pre-bid meeting held on 01/11/2016 – 10.30 a.m. at Committee Room – Cyber Building, CSIR-NGRI, Uppal Road, Hyderabad.

Sl. No.	Name & Designation	Company Name & Address	Contact Telephone No. with e-mail
1.	Harsh Vardhan Sharma Director	Himalayan Heli Services, 7-L.S.C. Madanejit New Delhi.	9810026003 harsh@himalayanheli.com
2.	J.P. Goel Executive Director	UTair India Pvt Ltd 24 Ferozeshah Rd New Delhi-1	9971593114 jp.goel@utair.co
3	Capt Sanjay Panwar	Global Vectra Helicorp Ltd A-54 Kailash Colony New Delhi	9953007575 captpanwar@gvhl.net
4	Sulabh Khaira VP-Business Dev	Heritage Aviation Pvt Ltd 506, Bhikaji Cama, New Delhi	9833907291 sulabh@heritage aviation.in
5	Rohit Mallya CEO	Heritage Aviation Pvt Ltd 506, Bhikaji Cama, New Delhi	9811404015 rohit.mallya@heritage aviation in