

S.No	Pre-bid queries	Responses
1.	The authority has as per Clause 1.2.7 has offered Viability Gap Funding for the project in the form a lump sum one time Grant at the beginning of the project towards the Capital Expenditure. We would like to know if this grant can be extended towards the operating expenditure also for a period of 5 years at least.	No change in conditions.
2.	Since the Authority has as per Clause 1.2.7 asked for Revenue Share from 1 st anniversary of the Project COD, can the authority give the Executing Agency a moratorium of 15 years for sharing revenue?	The Bidder is provided with the option of quoting the year from which revenue would be shared (the year from the COD where the bidder finds it feasible) with the Authority, since selection of the Bidder is based on the NPV.
3.	Will the Authority assist in revenue creation through marketing and promotional activity through the Karnataka State Tourism Development Corporation please?	Applicant has to do its own marketing and promotional activities.
4.	<ul style="list-style-type: none"> i. The project is for development of only air strip or for entire facility such as arrival and departure lounge, baggage handling, security, waiting lounge etc.. ii. Area of the above area and design basis mentioned in the tender iii. Any mention of ATC iv. Air strip specs such as length ,width, shape etc. v. Length of taxi way width of taxi way vi. Elevation and lat long of the airport vii. is OLS survey report conducted already if yes will you share them before tender viii. Operations duration timing day / night ix. Type of fixed wing operation x. Capacity of passengers foot fall per day in and out xi. Is the under UDAAN project. Is there an Apron area where fixed wing aircraft / STOL craft can be parked , if yes for how many aircrafts xii. Capacity of fueling station xiii. Fire station vehicle shed xiv. Perimeter lighting and security wall is required or not xv. Strength of staff and space for office required 	The project is for development of entire facility-No frill airport The guidelines issued by MOCA is enclosed for reference.

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	xvi. Total area available for the project and what is the FAR xvii. Water source if yes or not xviii. Electricity will be provided or not xix. Lighting is still a must for low light condition landing and take off as per new IRF regulation for pan India ? ICAO/ DGCA	
5.	Can we have consortium partner from out side the country for experience .	As per the bid document.
6.	Our Joint venture partner is an America's leading company with an Indian operation at Bangalore having an annual turnover of 1600 Cr hence already present since last 7 years in India is a big infra company but not specifically airports will we qualify	Please refer to the tender conditions mentioned in RFP Clause 3.3
7.	The area which if permitted to develop for other activities under a revenue generation module what is the protection for investments and will the KSIIDC allow us to avail project funding through banking sector by way of Collateral security since we could bring in financial investors as well to make the project viable and successful with our proposal	Funding has to be arranged by the Developer. KSIIDC will not provide any collateral for funding by the Developer.
8.	what will be title of the land and who will the ownership be with , is it leased out or given FOC for development of the project.	The ownership of land will vest with the Authority. Only the concession to use of the land for development and operation for a period of 30 +15 years would be made available to the Developer by the Authority.
9.	Can we get support and assistance for licenses from government bodies with the help of KSIIDC	KSIIDC would provide necessary support and assistance for obtaining clearances from the state government, but the representative will work with the developer.
10.	The grant which KSIIDC may provide will it be collateral free. interest free ,	The grant is provided for the development of airstrip based on the terms and conditions provided in the Project Development Agreement
11.	It is recommended & requested that both your proposed Airports are designed & Compatible to handle at least ATR-72 Aircraft, which is a Very Popular Aircraft used by Regional Airlines, Successful RCS Airlines.	The runway length available for Chikkamagalur & Shivamogga airstrip is 1200 m which is suitable for 20-seater aircraft. Based on the demand, the increase in runway length can be examined for Shivamogga airstrip only
12.	Correspondingly the escalation in the Cost is also suitably revised.	There is no revision in the cost.

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13.	We would like to have the Dimensions of the (length ,Breadth) Land identified for the Proposed Airports, to enable us to Plan our other Non -Aeronautical activities etc. properly.	Dimensions Provided in PIM
14.	It is requested that in your RFP-- Page 30,---3.2.1. item (h) "Documentary Evidence of for Valid AOP from DGCA, may be deleted. It may not be possible for the Airport Operators to own an Airlines also.	The Applicant can form a joint venture or consortium with an NSOP/SOP airline operator.