

Date: 14/02/2023

**ADDENDUM**

S.No.	Existing Terms and Condition	Revised Terms and Condition
1.	<p><b>NOTICE INVITING E-TENDER PROVISION OF HELICOPTER SHUTTLE SERVICES ON SELECT ROUTES IN THE STATE OF UTTARAKHAND FROM NSOP HOLDERS</b></p> <p>Uttarakhand Civil Aviation Development Authority (UCADA) proposes to select helicopter shuttle service operators on select routes in the state of Uttarakhand on license basis for a period of three years. The routes being offered in this Bid are as follows:</p> <p>(i) Guptkashi-Kedarnath/Guptkashi - Kedarnath (out of 4 approved helipads, operation will be permitted from 2)</p> <p>(ii) Phata- Kedarnath/Kedarnath- Phata (out of 8 approved helipads, operation will be permitted from 4)</p> <p>(iii) Sirsi-Kedarnath/Kedarnath - Sirsi (out of 6 approved helipads, operation will be permitted from 3)</p> <p>(iv) Govindghat-Ghangaria/Govindghat - Ghangaria (out of 2 approved helipads, operation will be permitted from 1)</p>	<p><b>For NOTICE INVITING E-TENDER PROVISION OF HELICOPTER SHUTTLE SERVICES ON SELECT ROUTES IN THE STATE OF UTTARAKHAND FROM NSOP HOLDERS</b></p> <p>Uttarakhand Civil Aviation Development Authority (UCADA) proposes to select helicopter shuttle service operators on select routes in the state of Uttarakhand on license basis for a period of three years. The routes being offered in this Bid are as follows:</p> <p>(i) Guptkashi-Kedarnath/Kedarnath -Guptkashi (out of 5 approved helipads, operation will be permitted from 2)</p> <p>(ii) Phata- Kedarnath/Kedarnath- Phata (out of 8 approved helipads, operation will be permitted from 4)</p> <p>(iii) Sirsi-Kedarnath/Kedarnath - Sirsi (out of 6 approved helipads, operation will be permitted from 3)</p> <p>(iv) Govindghat- Ghangaria/Ghangaria - Govindghat (out of 2 approved helipads, Operation will be permitted from 1)</p>
2.	<p><b>SECTION I: INTRODUCTION</b></p> <p><b>1.2 Tender Objective &amp; Scope</b></p> <p>The objective of tendering out select routes to selected Bidders is to provide safe, dependable, economical and continuous helicopter shuttle services to pilgrims and other passengers on the following routes</p> <p>(i) Guptkashi-Kedarnath/Kedarnath -Guptkashi (out of 4 approved helipads, operation will be permitted from 2) Upper Fare Ceiling: Rs 3818</p>	<p><b>For SECTION I: INTRODUCTION</b></p> <p><b>1.2 Tender Objective &amp; Scope</b></p> <p>The objective of tendering out select routes to selected Bidders is to provide safe, dependable, economical and continuous helicopter shuttle services to pilgrims and other passengers on the following routes</p> <p>(i) Guptkashi-Kedarnath/Kedarnath -Guptkashi (out of 5 approved helipads, operation will be permitted from 2) Upper Fare Ceiling: Rs 3950 (One Way)</p>

	<p>(ii) Phata- Kedarnath/Kedarnath- Phata (out of 8 approved helipads, operation will be permitted from 4) Upper Fare Ceiling: Rs 2704</p> <p>(iii) Sirsi-Kedarnath/Kedarnath - Sirsi (out of 6 approved helipads, operation will be permitted from 3) Upper Fare Ceiling: Rs 2482</p> <p>(iv) Govindghat- Ghangaria/Ghangaria - Govindghat (out of 2 approved helipads, Operation will be permitted from 1) Upper Fare Ceiling: Rs 2108</p> <p><b>Note: The bidders who will quote the rates higher than the above stated upper fare ceilings shall be excluded from the process of finding L1 rates.</b></p>	<p>(ii) Phata- Kedarnath/Kedarnath- Phata (out of 8 approved helipads, operation will be permitted from 4) Upper Fare Ceiling: Rs 3000 (One Way)</p> <p>(iii) Sirsi-Kedarnath/Kedarnath - Sirsi (out of 6 approved helipads, operation will be permitted from 3) Upper Fare Ceiling: Rs 2750 (One Way)</p> <p>(iv) Govindghat- Ghangaria/Ghangaria - Govindghat (out of 2 approved helipads, Operation will be permitted from 1) Upper Fare Ceiling: Rs 2400 (One Way)</p> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. The Upper Fare Ceilings are exclusive of all applicable taxes and inclusive of Yatra Facilitation charges. (Yatra Facilitation Charges will be inclusive of GST)</li> <li>2. The bidders who will quote the rates higher than the above stated upper fare ceilings shall be excluded from the process of finding L1 rates.</li> <li>3. 05% escalations in final fare for each sector may be considered each year if required.</li> </ol>
3.	<p><b>Page No. 44</b></p> <p><b>HELIPAD LIST (Table A)</b></p>	<p><b>For Page No. 44</b></p> <p><b>HELIPAD LIST (Table A)</b></p> <p>For Guptkashi sector please read total as 05 helipads instead of 04. Pavitra Dham Helipad added in the Guptkashi Sector. If the helipad is found unsuitable by DGCA, the selected operator operating from Pavitra Dham helipad will need to select and operate from another approved helipad in that sector.</p>
4.	<p><b>SECTION I : INTRODUCTION</b></p> <p><b>1.2 Tender Objective &amp; Scope</b></p> <p>The selected bidders shall own/ lease at least 03 helicopter of which minimum 02 should be offered for the Tender (01 Main Helicopter for shuttle services &amp; 01 Standby helicopter which should be available within 24hrs in lieu of the main helicopter) which meet the specifications laid down in the RFP for shuttle operations and at least one helipad on a continuous basis for</p>	<p><b>SECTION I : INTRODUCTION</b></p> <p><b>1.2 Tender Objective &amp; Scope</b></p> <p>The selected bidders shall own/ lease at least 02 helicopter for the Tender (01 Main Helicopter for shuttle services &amp; 01 Standby helicopter which should be available within 24hrs in lieu of the main helicopter) which meet the specifications laid down in the RFP for shuttle operations and at least one helipad on a continuous basis for each service being operated for the duration of the shuttle operations</p>

	each service being operated for the duration of the shuttle operations in order to ensure smooth operations at specified Route(s) awarded to them.	in order to ensure smooth operations at specified Route(s) awarded to them. For understanding If a bidder bids for more than one sector the bidder should have 01 main helicopter for every sector separately and should have 01 standby helicopter for all sectors. For leased helicopters the bidder should produce lease agreement during the time of Bid however before 07 <sup>th</sup> April 2023 the leased helicopter should be endorsed on the NSOP of the operator. An affidavit stating the same is to be submitted during the time of Bid.
5.	<p><b>2.11 Bid Security (EMD)</b></p> <p><b>2.11.1</b> Bids would need to be accompanied by a Bid Security for Rs 45,00,000/- (Rs. Forty-Five lakh only). The Bid Security shall be kept valid through the Bid Validity Period and would be required to be extended if so required by UCADA.</p>	<p><b>For 2.11 Bid Security (EMD)</b></p> <p><b>Please read 2.11.1</b> Bids would need to be accompanied by a Bid Security for Rs 15,00,000/- (Rs. Fifteen lakh only). The Bid Security shall be kept valid through the Bid Validity Period and would be required to be extended if so required by UCADA.</p>
6.	<p><b>2.34 Performance Security</b></p> <p><b>2.34.1</b> The Successful Bidder(s) shall each furnish Performance Security of Rs. 100 lakhs by way of an unconditional and irrevocable Bank Guarantee issued by a scheduled bank located in India with a validity of 30 days beyond the bid validity in favour of UCADA, as required under the Agreement</p>	<p><b>For 2.34 Performance Security</b></p> <p><b>Please read 2.34.1 as</b> “The Successful Bidder(s) shall each furnish Performance Security of Rs. 30 lakhs by way of an unconditional and irrevocable Bank Guarantee issued by a scheduled bank located in India renewable each year of tender with a validity of 30 days beyond the validity of Contract Agreement”</p>
7.	<p><b>SECTION II : BIDDING PROCEDURE</b></p> <p><b>2.17 Sealing and Marking of Bid</b></p> <p><b>2.17.1</b>The Bidder shall seal the Technical bid (Key Submissions and Qualification Information) (Part I) and the Financial Bid (Part II) in separate envelopes, duly marking the envelopes as “TECHNICAL BID (KEY SUBMISSIONS &amp; QUALIFICATION INFORMATION)” and “FINANCIAL BID”. The first two Parts shall then be sealed in an outer envelope duly marked as “OTHER SUBMISSIONS”. These envelopes shall then be sealed in an outer envelope.</p>	<p><b>SECTION II: BIDDING PROCEDURE</b></p> <p><b>2.17 Sealing and Marking of Bid</b></p> <p><b>2.17.1</b>The Bidder shall seal the Technical bid (Key Submissions and Qualification Information) (Part I) duly marking the envelope as “TECHNICAL BID (KEY SUBMISSIONS &amp; QUALIFICATION INFORMATION)” and submit the Hard Copy of the Technical bid and originals as mentioned in the RFP as submitted at <a href="http://www.uktenders.gov.in">www.uktenders.gov.in</a> at UCADA on prescribed date.</p>

8.	<p><b>SECTION II : BIDDING PROCEDURE</b></p> <p><b>2.35</b> Each operator will have to provide 10 flying hours to meet exigencies as determined by UCADA. During the license period to UCADA, in case of unutilised flying hours, the respective operator will have to pay @ 95,000/- per flying hours to UCADA. These services will be provided as per the direction of CEO, UCADA.</p>	<p><b>For SECTION II : BIDDING PROCEDURE</b></p> <p><b>Please read 2.35 as</b> “Each operator will have to provide 10 flying hours (on non-chargeable basis) each Yatra season to meet exigencies as determined by UCADA. Each operator will provide the flying hours when directed by UCADA, failure in doing so will attract a penalty of Rs 02 lakh each time. In such a case the balance number of hours will remain unchanged. For utilization of these hours a roster will be followed. These services will be provided as per the direction of CEO, UCADA.”</p>
9.	<p><b>SECTION III: CRITERIA FOR QUALIFICATION</b></p> <p><b>3.2 Eligibility Criteria</b></p> <p><b>3.2.1.9</b> The Bidder must have its own Pilots (minimum 03 pilots per machine) cleared by DGCA for Hill flying Operations (having minimum 1500 hrs of hill flying experience and currency) on its Payroll for the last Six (06) Months (Authenticated documents to be furnished in Technical bid).</p>	<p><b>For SECTION III: CRITERIA FOR QUALIFICATION</b></p> <p><b>3.2 Eligibility Criteria</b></p> <p><b>3.2.1.9</b>The Bidder must have its own Pilots (minimum 03 pilots for the main/standby helicopter being offered for tender) cleared by DGCA for Hill flying Operations having minimum <b>1500 hrs (Including 500 hrs of hill flying) as PIC experience and should be current.</b></p> <p>At the time of bid the bidder can have 02 qualified pilots on its payroll and can give an undertaking for that the third qualified pilot will be on its payroll before the commencement of the shuttle services. Authenticated documents for 02 pilots and an affidavit for third pilot to be furnished in the technical bid.</p>
10.	<p><b>SECTION III CRITERIA FOR QUALIFICATION</b></p> <p><b>3.2 Eligibility Criteria</b></p> <p><b>3.2.1.1</b> The Bidder as an entity must be currently in the business of operating helicopter services under valid Non-Scheduled Operator’s Permit (NSOP) of DGCA, India, valid on date of submission of bid remain valid up to 31st December, 2023 (supporting documents of NSOP to be enclosed in Technical bid)</p>	<p><b>For SECTION III CRITERIA FOR QUALIFICATION</b></p> <p><b>3.2 Eligibility Criteria</b></p> <p><b>Please read 3.2.1.1as</b> “The Bidder as an entity must be currently in the business of operating helicopter services under valid Non-Scheduled Operator’s Permit (NSOP) of DGCA, India, valid on date of submission of bid, supporting documents of NSOP to be enclosed in Technical bid. On subsequent renewals, the operator will provide the updated copy of NSOP documents”.</p>
11.	SECTION IV GENERAL TERMS & CONDITIONS	<b>For SECTION IV GENERAL TERMS &amp; CONDITIONS</b>

	<p>13. The booking of Heli tickets for shuttle services will be 100% online through website authorized by UCADA. 05% of the tariff of each booked ticket as Yatra Facilitation Charges shall be charged by UCADA from each shuttle operator. Booking charges/convenience fees over and above the ticket charges shall be collected from the passenger by the ticket booking agency authorised by UCADA. Dynamic pricing system over and above the L1 rate may be introduced. The SOP for the dynamic pricing system will be as directed by UCADA which will be binding on all the selected bidders. 15% Emergency Quota will be reserved. In case the in-situ booking for heli ticket is permitted, the operator shall have to make proper arrangements of pre-fabricated structure booking station at its operating helipad having sufficient seating arrangements for security personnel and staff of UCADA. Such booking station should also be equipped with computer/desktop terminal, printer and other necessary equipment along with seamless internet connectivity. The detailed SOP for such in-situ booking shall be communicated by UCADA at later date.</p>	<p><b>Point No. 13.</b> The booking of Heli tickets for shuttle services will be 100% online through website authorized by UCADA. <b>03% (Inclusive of GST)</b> of the tariff of each booked ticket as Yatra Facilitation Charges shall be charged by UCADA from each shuttle operator. Booking charges/convenience fees over and above the ticket charges shall be collected from the passenger by the ticket booking agency authorised by UCADA. Dynamic pricing system over and above the L1 rate may be introduced. The SOP for the dynamic pricing system will be as directed by UCADA which will be binding on all the selected bidders. 15% Emergency Quota will be reserved. In case the in-situ booking for heli ticket is permitted, the operator shall have to make proper arrangements of pre-fabricated structure booking station at its operating helipad having sufficient seating arrangements for security personnel and staff of UCADA. Such booking station should also be equipped with computer/desktop terminal, printer and other necessary equipment along with seamless internet connectivity. The detailed SOP for such in-situ booking shall be communicated by UCADA at later date.</p>
<p>12.</p>	<p><b>SECTION IV GENERAL TERMS &amp; CONDITIONS</b>  <b>42.03</b> Ambulances will be hired by the District Administration which will be located one each at Guptkashi, Phata and Sirsi respectively. The cost of hiring of these ambulances will be borne collectively by the shuttle operators.</p>	<p><b>For SECTION IV GENERAL TERMS &amp; CONDITIONS</b>  <b>42. Deleted</b></p>
<p>13.</p>	<p><b>SECTION III CRITERIA FOR QUALIFICATION</b>  <b>3.2 Eligibility Criteria</b>  <b>3.2.1.10</b> All helicopters offered by bidder should have capability to land at 11000 ft with minimum 6+1 passengers with a 30 min endurance and 20 min safety margin at ISA + 20° (performance charts outlining the parameters should be provided).</p>	<p><b>For SECTION III CRITERIA FOR QUALIFICATION</b>  <b>3.2 Eligibility Criteria</b>  3.2.1.10 All helicopters offered for Kedarnath Ji Shuttles by bidder should have capability to land at 11000 Ft. with minimum 6+1 passengers with a 30 min endurance and 20 min safety margin at ISA + 20° (performance charts outlining the parameters should be provided). For Hemkund Sahib Ji all helicopters offered by bidder</p>

		<p>should have capability to land at 10000 Ft. with minimum 6+1 passengers with a 30 min endurance and 20 min safety margin at ISA + 20° (performance charts outlining the parameters should be provided).</p>
14.	<p><b>SECTION IV GENERAL TERMS &amp; CONDITIONS</b>  <b>43. Penalties</b>  <b>a)</b> When the helicopter is requisitioned by UCADA and if any operator refuses or shows inability, a penalty of Rs 02.00 lakh will be levied.  <b>b)</b> Withdrawal of any helicopter on the grounds of reduced pilgrim traffic etc. shall be allowed only after the Operator has obtained the specific written approval of the Chief Executive Officer/ Addl. Chief Executive Officer, UCADA failing which a penalty @ Rs 20,000/- per scheduled flying hour (subject to a maximum of Rs. 100,000/- per day) shall be liable to be imposed. The above penalty shall also apply in case the Operator suspends flying beyond 24 hours, on account of some technical snag/ non availability of pilots or any other reason whatsoever. The penalty amount shall be double in the subsequent days of suspended operations i.e. Rs. 40,000/- per scheduled flying hour (subject to a maximum of Rs. 200,000/- for 2nd day), Rs. 80,000/- per scheduled flying hour (subject to a maximum of Rs. 400,000/- for 3rd day) and so on till 07 days after which the contract of the successful operator can be cancelled.  <b>c)</b> In the event of receipt of any complaint regarding inconvenience caused to the pilgrims possessing valid tickets, misbehaviour with a passenger, or any other such complaint relating to the Operator or its staff duly deployed for duties, the matter shall be investigated by the UCADA solely or</p>	<p><b>SECTION IV GENERAL TERMS &amp; CONDITIONS</b>  <b>For Clause No. 43. Penalties sub para(e)</b>  <b>e)</b> The successful bidder should submit the copy of manifest and part of the boarding pass at the end of each calendar month. Delay by one week in submission will attract a penalty of Rupees one lakh per week.  <b>h)</b> Each operator will have to provide 10 flying hours (on non-chargeable basis) each Yatra season to meet exigencies as determined by UCADA. Each operator will provide the flying hours when directed by UCADA, failure in doing so will attract a penalty of Rs 02 lakh each time. In such a case the balance number of hours will remain unchanged. For utilization of these hours a roaster will be followed. These services will be provided as per the direction of CEO, UCADA.  <b>i)</b> Copy of Tech Log will have to be submitted to UCADA on requirement basis. Delay in submission will attract a penalty of Rupees one lakh per instance. Any other methodology regarding compilation and submission of logs, as directed by UCADA have to be complied with.</p>

jointly with the operator. In case the complaint is found to be genuine, the Operator shall be liable to refund an amount not exceeding the amount of the passenger fare for the sector for which the passenger(s) holds a valid ticket and a penalty of Rs. 20,000/- for such an incident, payable to UCADA. In case of recurrence of such verified complaint, an additional penalty of Rs. 10,000/- per case shall be levied, over and above the previous penalty imposed in such a case. A report in respect of each such complaint, if any, shall be sent to the Operator's Head Office. Further, if more than 03 complaints are found genuine, the contract of the successful operator can be cancelled.

**d)** The offered helicopters mentioned in the Bid should be exclusively for the purpose of this tender and should not be offered on any other contract during the shuttle period. An undertaking on Notarised Rs 100 Stamp paper in this regard is to be submitted with the Technical Bid. In case of any violation, penalty to the tune of Rs 10 Lakh will be imposed.

**e)** The successful bidder should submit the copy of tech log and part of the boarding pass at the end of each calendar month. Delay by one week in submission will attract a penalty of Rupees one lakh per week.

**f)** Any violation of DGCA Norms/Tender Terms/Black-marketing a fine of Rs 5 lac will be imposed on the operator and further in case of reoccurrence of the same the operators shall be blacklisted for operating in the state of Uttarakhand.

**g)** The Bidder should not have any outstanding dues payable to UCADA & GMVN. The Operator shall be liable to pay an interest at the rate of 18% per annum on the shuttle royalty due amount payable to the UCADA in case the payment is

	<p>delayed beyond a period of 07 days; besides attracting any penal consequence arising out of violation of any of the terms and conditions of the Agreement.</p>	
15.	<p><b>INTRODUCTION</b>  <b>1.3 Roles and Responsibilities</b>  Own/ lease at least 03 helicopter of which minimum 02 should be offered for the Tender (01 Main Helicopter for shuttle services &amp; 01 Standby helicopter which should be available within 24hrs in lieu of the main helicopter) which meet the specifications laid down in the RFP for shuttle operations and at least one helipad on a continuous basis for each service being operated for the duration of the shuttle operations in order to ensure smooth operations at specified Route(s) awarded to them.</p>	<p><b>SECTION I : INTRODUCTION</b>  <b>1.3 Roles and Responsibilities</b>  The selected bidders shall own/ lease at least 02 helicopter for the Tender (01 Main Helicopter for shuttle services &amp; 01 Standby helicopter which should be available within 24hrs in lieu of the main helicopter) which meet the specifications laid down in the RFP for shuttle operations and at least one helipad on a continuous basis for each service being operated for the duration of the shuttle operations in order to ensure smooth operations at specified Route(s) awarded to them. For leased helicopters the bidder should produce lease agreement during the time of Bid however before 07<sup>th</sup> April 2023 the leased helicopter should be endorsed on the NSOP of the operator. An affidavit stating the same is to be submitted during the time of Bid.</p>
16.	<p><b>SECTION II</b>  <b>BIDDING PROCEDURE</b>  <b>2.36</b> If the L-1 bidder does not sign the Agreement, it will liable to be blacklisted for 02 years along with forfeited of EMD from the date of notification.</p>	<p><b>For SECTION II</b>  <b>BIDDING PROCEDURE</b>  <b>2.36</b> If the L-1 bidder does not sign the Agreement, it will liable to be blacklisted for 03 years from the date of notification along with forfeiture of EMD.</p>
17.	<p><b>GENERAL TERMS &amp; CONDITIONS</b>  <b>Point 13</b>  The booking of Heli tickets for shuttle services will be 100% online through website authorized by UCADA. 05% of the tariff of each booked ticket as Yatra Facilitation Charges shall be charged by UCADA from each shuttle operator. Booking charges/convenience fees over and above the ticket charges shall be collected from the passenger by the ticket booking</p>	<p><b>For GENERAL TERMS &amp; CONDITIONS</b>  <b>Point 13</b>  The booking of Heli tickets for shuttle services will be 100% online through website authorized by UCADA. <b>03% (Inclusive of GST)</b> of the tariff of each booked ticket as Yatra Facilitation Charges shall be charged by UCADA from each shuttle operator. Booking charges/convenience fees over and above the ticket charges shall be collected from the passenger by the ticket booking agency authorised</p>



	<p>agency authorised by UCADA. <b>Dynamic pricing system over and above the L1 rate may be introduced.</b> The SOP for the dynamic pricing system will be as directed by UCADA which will be binding on all the selected bidders. 15% Emergency Quota will be reserved. In case the in-situ booking for heli ticket is permitted, the operator shall have to make proper arrangements of pre-fabricated structure booking station at its operating helipad having sufficient seating arrangements for security personnel and staff of UCADA. Such booking station should also be equipped with computer/desktop terminal, printer and other necessary equipment along with seamless internet connectivity. The detailed SOP for such in-situ booking shall be communicated by UCADA at later date.</p>	<p>by UCADA. <b>Dynamic pricing system over and above the L1 rate may be introduced.</b> The SOP for the dynamic pricing system will be as directed by UCADA which will be binding on all the selected bidders. 15% Emergency Quota will be reserved. In case the in-situ booking for heli ticket is permitted, the operator shall have to make proper arrangements of pre-fabricated structure booking station at its operating helipad having sufficient seating arrangements for security personnel and staff of UCADA. Such booking station should also be equipped with computer/desktop terminal, printer and other necessary equipment along with seamless internet connectivity. The detailed SOP for such in-situ booking shall be communicated by UCADA at later date.</p>
18.	<p><b>3.2 Eligibility Criteria</b>  <b>3.2.1 Technical Capacity for purpose of evaluation</b>  3.2.1.22 The Applicants must provide the necessary information as per Appendix 7, 7A and 7B.</p>	<p><b>For 3.2 Eligibility Criteria</b>  <b>3.2.1 Technical Capacity for purpose of evaluation</b>  3.2.1.22 The Applicants must provide the necessary information as per Appendix 7.</p>
19.	<p><b>3.2 Eligibility Criteria</b>  <b>3.2.1 Technical Capacity for purpose of evaluation</b>  3.2.1.24  (a) The successful bidder should submit the copy of tech log and part of the boarding pass at the end of each calendar month. Delay by one week in submission will attract a penalty of Rupees one lakh per week. Any other methodology regarding compilation and submission of logs, as directed by UCADA has to be complied with.</p>	<p><b>For 3.2 Eligibility Criteria</b>  <b>3.2.1 Technical Capacity for purpose of evaluation</b>  3.2.1.24  (a) Copy of Tech Log will have to be submitted to UCADA on requirement basis. Delay in submission will attract a penalty of Rupees one lakh per instance. Any other methodology regarding compilation and submission of logs, as directed by UCADA have to be complied with.</p>
20.	<p><b>GENERAL TERMS &amp; CONDITIONS</b>  Point 19  (ii) The Operator shall pay royalty equal to Rs 5,000 per landing at Shri Kedarnath Ji Helipad &amp; Rs 3,000 per landing at Ghangaria helipad.</p>	<p><b>For GENERAL TERMS &amp; CONDITIONS</b>  Point 19  (ii) The Operator shall pay royalty inclusive of GST equal to Rs 5,000 per landing at Shri Kedarnath Ji Helipad &amp; Rs 3,000 per landing at Ghangaria helipad.</p>

21.

**SECTION IV**

**GENERAL TERMS & CONDITIONS**

14. From the total permitted flying hours each day for operations, some timeslots shall be allotted for charter services or shuttle services from other locations. Detailed scheme will be shared by UCADA at later date.

**For SECTION IV**

**GENERAL TERMS & CONDITIONS**

14. Selected shuttle operator involved in charters operations will be permitted to take their charters directly for Kedarnath Ji Helipad only during their shuttle operations slot, for this they will have to stop their shuttle operations during this time. The tickets of such charter operators will be booked online as per the actual number of passengers travelling and the tickets booked will be of the sector they are operating from. At no instance will the shuttle operations and charter operations be undertaken simultaneously by that operator and violation to this will lead to black listing of that operator and the same will be reported to DGCA.

Regarding the charter operations by non-shuttle operators, a roster of the shuttle operators will be maintained on a weekly basis. The charter operators will tie up with the rostered shuttle operators so that the shuttle operator stops its operation to accommodate the said charter enabling it to land at Kedarnath Ji Helipad. The ticket fare involved for the charter operations will be paid to the shuttle operator accommodating the charter. For the same actual number of passengers travelling by charter will be ticketed (to and fro at the fare which is the lowest among the three sectors) and will be booked by the charter operator online towards the accommodating shuttle operator. It will be the responsibility of both the shuttle and charter operator that there is no violation of DGCA norms due to simultaneous operation/landing by both at Kedarnath Ji Helipad or for any other reason.

**Note:**

1. Total number of seats reserved/available for such charter passengers will be 180 daily.

		<p>2. All those tickets which will be booked by charter operators will be reserved and available online and payment for the same will be settled accordingly by the bank to respective shuttle operator.</p> <p>3. Charter seats will be released a day prior to the date of charter operation only.</p> <p>4. Non utilized charter seats may be released for general booking on dynamic pricing.</p> <p>5. The charter operator who is not involved in shuttle operation will not be constrained to land/wait at the rostered shuttle operator's helipad.</p> <p>6. The rostered shuttle operator will ensure there is minimum delay to the chartered operator.</p> <p>7. Yatra facilitation charges and booking convenience fees will also be charged on actual number of passengers.</p>
22.	<p><b>SECTION IV</b> <b>GENERAL TERMS &amp; CONDITIONS</b></p> <p>17. Operator shall be under obligation to accord preference to the Senior Citizens (more than 60 years old), and differently abled persons and to other persons as may be directed by CEO/Additional CEO, UCADA, while boarding the passengers.</p>	<p><b>For SECTION IV</b> <b>GENERAL TERMS &amp; CONDITIONS</b></p> <p>17. Operator shall be under obligation to accord preference to the differently abled persons and to other persons as may be directed by CEO/Additional CEO, UCADA, while boarding the passengers.</p>
23.	<p><b>BoQ Rates</b></p> <p>(i) Guptkashi-Kedarnath/Kedarnath -Guptkashi Rs 3818</p> <p>(ii) Phata- Kedarnath/Kedarnath- Phata Rs 2704</p> <p>(iii) Sirsi-Kedarnath/Kedarnath - Sirsi Rs 2482</p> <p>(iv) Govindghat- Ghangaria/Ghangaria - Govindghat Rs 2108</p>	<p><b>In BoQ:-</b></p> <p><b>a) Column number 3 (Upper Fare Ceiling) may be read as</b></p> <p>(i) Guptkashi-Kedarnath/Kedarnath -Guptkashi Rs 3950</p> <p>(ii) Phata- Kedarnath/Kedarnath- Phata Rs 3000</p> <p>(iii) Sirsi-Kedarnath/Kedarnath - Sirsi Rs 2750</p> <p>(iv) Govindghat- Ghangaria/Ghangaria - Govindghat Rs 2400</p> <p><b>b) Column number 5(Total Amount with taxes) may be read as</b> "Total Amount exclusive of taxes"</p>