

**Government of Bihar  
Civil Aviation Department**

**Selection of Consultant for preparation of Detailed Project Reports (DPRs) for  
Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports in  
Bihar, India**

**REQUEST FOR PROPOSAL (RFP)**

**RFP No.- 168  
Date:-05.02.2026**

**Civil Aviation Department  
Airport Road, Patna-800014, Bihar, India  
<https://state.bihar.gov.in/cad>**

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1. The information contained in this Request for Proposal document ("RFP Document") or subsequently provided to Applicants (Bidders/Applicants), whether verbally or in documentary or any other form by or on behalf of the Civil Aviation Department (CAD) (hereinafter referred to as "Client" or any of its employees/officers/representatives), is provided to Applicants on the terms and conditions set out in this RFP and such other terms and conditions subject to which such information is provided.
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3. This RFP includes statements which reflect various assumptions and assessments arrived at by the Client in relation to the consultancy/assignment proposed to be awarded pursuant to this RFP. Such assumptions, assessments and statements do not purport to contain all the information that each Applicant may require.
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9. The issuance of this RFP does not imply that the Client is bound to select an Applicant or to appoint the Selected Applicant/Selected Bidder for the consultancy, and the Client reserves the right to reject all or any of the Proposals without assigning any reasons whatsoever.
10. Laws of the Republic of India are applicable to this RFP.

**Government of Bihar  
Civil Aviation Department  
Airport Road, Patna - 800014**

**TENDER NOTICE**

**Request for Proposal (RFP) for Selection of Consultant for preparation of Detailed Project Reports (DPRs) for Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports in Bihar, India**

Civil Aviation Department, Government of Bihar, invites **Proposals** from competent and eligible agencies/firms who fulfil the eligibility criteria prescribed in the RFP document, for Selection of Consultant for preparation of Detailed Project Reports (DPRs) for Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports in Bihar, India. Eligible bidders can submit their responses to the RFP **on or before 27<sup>th</sup> Feb 2026, 15.00 Hrs.**

The tender document(s), may be downloaded free of cost from the **Civil Aviation Department, Govt. of Bihar website (<https://state.bihar.gov.in/cad>)**.

**Date-05.02.2026**

**Sd/-  
Secretary,  
Civil Aviation Department**

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## Notice Inviting Tender (NIT)

Secretary, Civil Aviation Department, Govt. of Bihar invites Request for Proposal (RFP) in two cover bid system for the following work in the prescribed form, from competent and eligible agencies/ firms who fulfill the eligibility criteria prescribed.

Sl. No.	RFP No.	Name of work	Duration	Last date for submission of proposal and other documents as specified	Time & date of opening of Technical bid
1.	168	Detailed Project Reports (DPRs) for Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports in Bihar, India	(i) DPR Phase – 12 months; (ii) Approval & Bid Support Phase – extendable on need basis. Construction-stage activities shall be excluded or separately contracted	<b>27<sup>th</sup> Feb 2026, 15.00 Hrs,</b>	<b>10<sup>th</sup> March 2026, 15.00 Hrs</b>

1.	Client Name	:	Civil Aviation Department, Govt. of Bihar
2.	RFP Number	:	168
3.	Bid subject/work	:	Preparation of Detailed Project Report (DPR) for Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airport in Bihar, India
4.	Estimated Contract Value	:	Open to Quote
5.	Period of Contract	:	(i) DPR Phase – 12 months; (ii) Approval & Bid Support Phase – extendable on need basis.
6.	Form of Contract	:	QCBS (70:30)
7.	Bid Type	:	Open Competitive Bidding
8.	Bid Category	:	Consultancy
9.	Mode of Bid Submission	:	Offline,
10.	Bid Validity	:	120 days from Scheduled Bid Submission closing date

11.	Bid Processing Fee	:	NA
12.	Earnest Money Deposit (EMD)	:	An EMD of Rs.1,50,000/- (One Lakh, Fifty Thousand) Only shall be remitted through Bank Draft Payable to Civil Aviation Department, Government of Bihar, Patna. The EMD of all unsuccessful bidders would be refunded within 30 days of finalization of the selection process (bidder selection).
13.	Performance Bank Guarantee (PBG)	:	The successful bidder shall submit a PBG equivalent to 3% of GST-inclusive Award value, as Security Deposit, after issue of Letter of Award (LoA) and before signing of Agreement. The PBG will be in form of Demand Draft (DD) or Bank Gurantee, issued from a Nationalized/ Scheduled Bank, with minimum validity of 12 months and in favour of Civil Aviation Department, Government of Bihar, Patna.
14.	Date of issue of RFP	:	6 <sup>th</sup> Feb. 2026
15.	Pre-Bid Meeting	:	14 <sup>th</sup> Feb 2026, 15.00 hrs IST at Conference Hall, Civil Aviation Department, Airport Road, Patna- 800014
16.	Last date for submission of Bid	:	27 <sup>th</sup> Feb. 2026, by 15.00 Hrs.
17.	Technical Bid Opening	:	10 <sup>th</sup> March, 2026, by 15.00 Hrs (Tentative date)
18.	Technical Presentation	:	17 <sup>th</sup> Mar 2026, 12.00 Hrs. onwards (Tentative date) at Conference Hall, Civil Aviation Department, Airport Road, Patna- 800014.
19.	Financial Bid Opening	:	Shall be intimated
20.	Officer Inviting Bids	:	Secretary, Civil Aviation Department, Govt. of Bihar Patna-800014
21.	Address	:	Civil Aviation Department, Govt. of Bihar, Airport Road, Patna – 800014
22.	Eligibility Criteria	:	Refer Clause 2.3 of Instructions to Applicants.

# 1. INTRODUCTION

## 1.1 BACKGROUND

The civil aviation sector in India has been witnessing sustained growth, driven by increasing passenger demand, expansion of regional and international connectivity, growth in tourism, and rising economic activity. In this context, the State of Bihar is emerging as a significant aviation market owing to its large population base, growing travel demand and strategic importance in national and international connectivity.

Jay Prakash Narayan International Airport, Patna, the primary aviation gateway of the State, has a runway length of **2,050 meters**, which restricts its capability to operate international flights using narrow-body aircraft. While a **new terminal building at Patna Airport was inaugurated in May 2025**, designed for an **annual passenger handling capacity of approximately 8 million passengers per annum**, the airport has already recorded **annual passenger traffic of around 4 million per annum**. Considering the projected **compound annual growth rate (CAGR) of about 9–10 percent** in the civil aviation sector, the existing capacity of Patna Airport is expected to be **fully saturated by the year 2033–34**.

The State of Bihar, with a population of approximately **130–140 million**, requires **robust international air connectivity** to support its long-term socio-economic development. Enhanced air connectivity is essential for promoting tourism, particularly the **Buddhist Circuit**, facilitating trade and commerce with **Southeast Asian countries** and catering to the increasing movement of business travelers, tourists, and the diaspora.

In view of the growing passenger demand and aviation safety requirements, the **Hon'ble Patna High Court** has directed **fresh consideration of an alternative airport**, specifically identifying **Sonpur (Saran)** as a potential location for development. Additionally, Govt. of Bihar proposed to develop a Greenfield airport at Sultanganj in Bhagalpur district. Pursuant to that the **Pre-Feasibility Study and Obstacle Limitation Surface (OLS) survey have already been completed** for both the proposed Greenfield airports at **Sonpur (Saran) and Sultanganj (Bhagalpur)**

**The proposed location at Sonpur, District Saran, holds strategic importance within the State of Bihar.** Sonpur is situated in close proximity to **Patna Metropolitan Region**, enabling seamless integration with the State capital while avoiding the operational and spatial constraints associated with the existing Patna Airport. The location offers **excellent regional accessibility** through an established network of **national and state highways and rail connectivity** and lies at a junction that can effectively serve **north, central, and western Bihar**, as well as parts of **eastern Uttar Pradesh**. The availability of comparatively unobstructed land, favorable terrain, and lower urban encumbrances further enhances Sonpur's suitability for development of a large-scale, future-ready international airport with scope for phased expansion.

Similarly, the proposed site at **Sultanganj, District Bhagalpur**, is strategically located to serve eastern Bihar and adjoining regions. Bhagalpur is an important regional center with religious, cultural, and economic significance, and lies in proximity to key tourist and pilgrimage destinations. Development of a greenfield airport at Sultanganj would

significantly improve regional accessibility, promote tourism and economic activity, and support balanced spatial development of aviation infrastructure across the State. The location offers favorable topography, availability of land, and potential for integration with existing road and rail networks, making it suitable for development of a modern greenfield airport.

The proposed airports are envisaged as a modern, scalable aviation infrastructure, to be planned and developed in accordance with the guidelines and standards of the **Ministry of Civil Aviation (MoCA), Directorate General of Civil Aviation (DGCA), Airports Authority of India (AAI)** and other applicable statutory authorities. The project is intended to be implemented through a transparent and competitive selection process, in line with prevailing **Government of India and Government of Bihar procurement norms**.

Further to the above, there is need for selection of a reputed Technical Consultant for preparing the Detailed Project Reports (DPRs) for the Project. The scope of the assignment for preparation of the DPRs shall broadly include the following:

- a) Assessment and gap analysis of the Pre-Feasibility Reports already prepared for the two airport projects, and fine-tuning the same into Techno-Economic Feasibility Reports (TEFRs), with due consideration of the Obstacle Limitation Surface (OLS) surveys already conducted. The Consultant shall secure the initial statutory and regulatory clearances, including Site Clearance from the Ministry of Civil Aviation, Defence Clearance / No Objection Certificate from the Ministry of Defence, and Security Clearance from the Ministry of Home Affairs, Government of India.
- b) Scaling up of the TEFRs into Detailed Project Reports (DPRs) after carrying out all necessary surveys and investigations, including but not limited to Wind Rose studies, topographic surveys and geotechnical investigations, thereby finalising runway orientation (s), airport Master Plans, detailed designs, and “good-for-tender” drawings for airside and landside / cityside components, and such other components essential in a DPR. The scope shall also include technical assistance and preparation of bid documentation for selection of concessionaire(s) / developer(s) / contractor(s), assistance during bid evaluation, and support up to signing of agreements. The DPRs shall be prepared in accordance with the Terms of Reference (TOR) specified at Appendix-III and in alignment with applicable industry norms, guidelines, and standards. All remaining Central Government approvals, including ‘In-Principle’ approval from the Ministry of Civil Aviation, shall be secured on the basis of the DPRs.
- c) Carrying out comprehensive Environmental Impact Assessment (EIA) study, and secure Environmental Clearance (EC) from the Ministry of Environment, Forest and Climate Change (MoEF & CC) for both the airports.

In this regard, it has been decided to carry out a Quality and Cost Based Selection (QCBS) process for ‘Selection of a Consultant for preparation of Detailed Project Reports (DPR) for Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports in Bihar, India’, in accordance with the Terms of Reference specified in this RFP and as per relevant industry norms.

## 1.2 REQUESTS FOR PROPOSAL

Civil Aviation Department, Govt. of Bihar invites proposal (the “Proposal”) for selection of Consultant (the “Consultant”) for the above Project, who will be responsible for providing the required consulting services for preparing the DPRs, securing necessary clearances/approvals from various State/Central Government authorities, including Environmental Clearance and Bid Process Management for development of the project.

These shall be done in line with the requirements of Greenfield Airport Policy 2008 of MoCA, in stages as described below:

- **Task 1** – Fine-Tuning of Pre-Feasibility Reports into Comprehensive Techno-Economic Feasibility Reports (TEFRs).
- **Task 2** – Necessary Surveys and detailed investigations required to obtain Site Clearance approval, In-Principle approval, Defence Clearance, Security Clearance, etc., from MoCA and other central government agencies.
- **Task 3** - Prepare comprehensive Master Plans that includes airside facilities, landside facilities, and related infrastructure, including commercial and maintenance, repair, and operations (MRO) facilities, along with other essential services for both the airports, thereby scaling up the TEFRs into Detailed Project Reports (DPRs).
- **Task 4** - Updating of Demand & Market Assessment and Economic Analysis including traffic forecast for PAX/Cargo/ATM and baggage, and Socio-Economic Cost-Benefit Analysis (CBA)
- **Task 5** - Carrying out comprehensive Environmental Impact Assessment (EIA) study and securing Environmental Clearance.
- **Task 6** – Earthwork balancing and platform levels for each facility proposed for the two airports.
- **Task 7** – Preparation of various maps.
- **Task 8** – Preparation of “Good for Tendering” design of all elements of the Aerodromes.
- **Task 9** – Obtaining clearances/approvals from various central government agencies and State agencies, and preparation of all documents, Manuals/ SOP for DGCA licensing.
- **Task 10** – Project structuring & development model.
- **Task 11** – Cost estimate for different phases of construction and operational cost including maintenance & furniture.

- **Task 12** – Preparation of Bid/Contract Documents for selection of Concessionaires/ Developers/ Contractors/ Operators for the two airports, and provide bid managerial support.
- **Task 13** – Technical specifications, special equipment, vendors etc. including monsoon mitigation plans.
- **Task 14** – Wildlife management and control measures as per ACI norms.
- **Task 15** – Land requirement beyond Airport Campus for crash road, rainwater disposal.
- **Task 16** – Understanding the requirements of stake holders and listing these out, estimating the expenditure to be incurred by the Client, preparation of draft agreement/MoU to be executed with each stakeholder as required.
- **Task 17** – Ensuring the availability of Key Personnel/ professionals/experts from multiple fields throughout the assignment.
- **Task 18** – Establishing the Manpower requirement for both the airports – from direct and through outsourcing.
- **Task 19** – Preparation of Rehabilitation & Resettlement Plans, aligned with RFTLARR Act, 2013 and its State statute.

Civil Aviation Department, Govt. of Bihar intends to select the Consultant through an Open Competitive Bidding Process in accordance with the procedure set out herein.

### **1.3 DUE DILIGENCE BY APPLICANTS**

Applicants are urged to get themselves fully informed about the assignment and the local conditions before submitting the Proposal.

### **1.4 VALIDITY OF THE PROPOSAL**

The Proposal shall be valid for a period of not less than 120 days from the last date of Bid submission / Proposal Due Date (the “PDD”).

### **1.5 SELECTION PROCESS**

The Bidder Selection Process will be based on **Quality cum Cost Based Selection (QCBS)** method, wherein **70% weightage** will be given for Technical Bid and **30%** for Financial Bid.

### **1.6 CURRENCY AND PAYMENT**

All payments to the Consultant shall be made in Indian National Rupees (INR) in accordance with the provisions of this RFP. The Consultant may convert INR into any

foreign currency as per applicable laws, and the exchange risk, if any, shall be borne by the Consultant.

### 1.7 SCHEDULE OF SELECTION PROCESS

Civil Aviation Department, Govt. of Bihar would endeavour to adhere to the following schedule for the Selection process of Consultant to undertake the assignment:

Sl.	Event Description	Date
1.	RFP Issue date	6 <sup>th</sup> Feb 2026
2.	Pre-Bid Meeting	14 <sup>th</sup> Feb 2026, 15.00 Hrs
	Venue of Pre-Bid Meeting	Conference Hall, Civil Aviation Department, Airport Road, Patna-800014
3.	Proposal Due Date (Last date of Bid Submission)	27 <sup>th</sup> Feb 2026, 15.00 Hrs,
4.	Opening of Technical Bid	10 <sup>th</sup> March 2026, 15.00 Hrs
5.	Technical Presentation by eligible bidders	17 <sup>th</sup> Mar 2026, 12.00 Hrs. onwards
	Venue of Technical Presentation	Conference Hall, Civil Aviation Department, Airport Road, Patna-800014
6.	Opening of Financial Proposals of Shortlisted Bidders	Shall be intimated
7.	Issue of LoA to the successful bidder	Shall be intimated
8.	Assignment Start Date	Shall be intimated

**Note-** Times mentioned above are Indian Standard Time (IST).

## **2. INSTRUCTIONS TO APPLICANTS**

### **2.1 GENERAL**

- a) The tender document(s), may be downloaded free of cost from the **Civil Aviation Department, Govt. of Bihar website (<https://state.bihar.gov.in/cad>)**. No payment is required for downloading the tender documents from the above website.
- b) Bids shall be submitted offline, by registered post/speed post/courier/or by hand only.
- c) Only those bidders fulfilling the eligibility criteria set out in this RFP document on the date of bid submission, shall submit bids.
- d) The last date for Bid submission, stipulated in the NIT, is firm and shall not be relaxed under any circumstances, unless officially extended by Civil Aviation Department, Govt. of Bihar and communicated so.
- e) The bidder is advised to submit the bids well before the stipulated date to avoid rejection of tender. Civil Aviation Department, Govt. of Bihar shall not be responsible for any kind of delay in submission of tender document.
- f) Earnest Money Deposit (EMD): An EMD of INR 1,50,000/- (Rupees One Lakh Fifty Thousand Only) in form of Demand draft issued in favor of Civil Aviation Department, Government of Bihar, Patna shall also be submitted with technical bid document. The EMD of all unsuccessful bidders would be refunded within 30 days of finalization of the selection process (bidder selection).
- g) The bidders who submit their bids for this RFP/tender, accept that they have clearly understood and agreed the terms and conditions including the Form/Annexures of this RFP document. Mention of price details at any place other than the designated place, shall disqualify the bidder, and the bid shall be summarily rejected.
- h) The Technical bid shall be opened first on the due date mentioned in this RFP document. This will be followed by a presentation by the eligible bidders on a later date indicated in this RFP. Only those entities that get a Technical Score greater than or equal to the minimum prescribed score (Pass Score) in this RFP, will be considered as 'Technically Qualified Bidders' and their bids alone shall be considered for financial evaluation.
- i) Each applicant shall submit only one proposal. If an applicant submits more than one proposal, such proposals shall be disqualified. Bids received after the closing date and time mentioned below will be rejected without any further communication on the matter.
- j) The competent authority / Secretary, Civil Aviation Department, Govt. of Bihar reserves the right to accept the whole or any part of the bid and the bidders shall be bound to perform the service at the rate quoted. The competent authority / Secretary, Civil Aviation Department, Govt. of Bihar does not bind itself to accept the lowest or any other bid and reserves to itself the authority to reject any or all the bids received without assigning any reason thereof. In the process, if the tender process/works are

stalled due to legal intervention or due to natural calamities, no compensation shall be paid.

- k) All bids in which any of the prescribed condition is not fulfilled or any condition including that of conditional rebate is put forth by the bidders shall be summarily rejected.
- l) The bid submitted shall become invalid if ;
- The bidder is found ineligible.
  - The bidder does not upload all the documents as stipulated in the bid document.
  - Any discrepancy is noticed, regarding the documents/credentials/proofs submitted.
  - Bids are submitted in any other modes than mentioned.
- m) The bid for the work shall remain open for acceptance for a period of **One Hundred & Twenty (120) days** from the date of opening of the Technical Bid. If any bidder withdraws the bid before the said period or the date of issue of the work order, whichever is earlier, or makes any modifications in the terms and conditions of the bid which are not acceptable to the **Secretary, Civil Aviation Department, Government of Bihar**, then the **Secretary, Civil Aviation Department, Government of Bihar** shall, without prejudice to any other right or remedy, be at liberty to forfeit **100% of the Earnest Money Deposit (EMD)** of such bidder(s). Further, the bidder(s) shall not be allowed to participate further in the bidding process of the work.
- n) **BIDDERS ELIGIBLE TO BID**
- i. The Bidder should be a Legal Entity, i.e., Sole Proprietorship/ Company (Private Limited or Public Sector)/ Partnership Firm/ LLP, and continuously operational for last 5 years. In the case of foreign entities, their Indian office/ branch/ subsidiary shall be continuously operational for last 5 years. In the case of JV/ Consortium, the Lead Member shall be continuously operational for last 5 years. If such Lead Member is a foreign entity, its Indian office/ branch subsidiary shall be continuously operational for last 5 years.
  - ii. The Bidder shall meet the conditions as per **Clause 2.3 (Eligibility Conditions for Applicants)** of the RFP.
  - iii. The Bidder shall not be blacklisted or debarred or suspended by Government or any PSU / CPSU or any semi-government agencies for whatever reason, prohibiting them from continuing in the contracting business.
- o) **Documents to be furnished for Qualification requirements of the Bidders:**
- i. Refer Section 2 (Instructions to Applicants) and Appendices.
  - ii. Availability of Key Personnel as per Clause 2.2 and Appendix-I (Form 6 & Form 8).

- iii. Qualification criteria for opening of the price bid: Refer Section 3 (Criteria for Evaluation).
  - iv. Even though the Bidders are meeting the above qualification requirements, they are liable to be disqualified / debarred / suspended / blacklisted if they have;
    - a. Furnished false / fabricated particulars in the forms, statements and / annexure submitted in proof of the qualification requirements and/or
    - b. Not turned up for entering into agreement, when called upon within the time specified in the letter of acceptance
    - c. Record of poor progress such as abandoning the work, not properly completing the contract, inordinate delays in completion, litigation history or financial failures etc., and
    - d. A history of criminal record in which the Bidder is involved, if any.
    - e. History of litigation with Government during the last 5 years in which the Bidder was involved.
    - f. Any wrong declaration or hiding of information on Clause 2.7 (Right to reject any or all Proposals) shall be viewed seriously and such firms will be blacklisted /debarred.
  - v. Even while execution of the assignment, if found that the work was awarded to the Consultancy based on false/fake certificates of experience, the Consultancy shall be blacklisted and work will be taken over.
  - vi. The bidders shall submit a written Power of Attorney authorizing the signatory of the bid to commit on behalf of the bidder.
- p) Clarifications, amplifications, and/or any other correspondence from the bidder subsequent to the opening of bid will not be entertained. The bidders are therefore advised to ensure that their bids are submitted in complete shape in the first instance itself. Post bid rebates, revisions or deviation in quoted price and/ or conditions or any such offers which will give benefit to the bidder over others will not only be rejected, but the original bid itself will get disqualified on this account and the bidder's bid security amount will be forfeited.
- q) COMPLETENESS OF BIDS**
- a) The bid shall be quoted for the entire assignment as per scope of work specified in RFP.
  - b) Part bids or incomplete bids will not be accepted under any circumstance.

## **2.2 SCOPE**

### **a) Scope of Proposal**

- i. Detailed description of the objectives, scope of services, deliverables and other requirements relating to this Consultancy are specified in this RFP.

- ii. Applicants are advised that the selection of Consultant shall be on the basis of an evaluation by Civil Aviation Department, Govt. of Bihar through the Open competitive Selection Process specified in this RFP. Applicants shall be deemed to have understood and agreed that no explanation or justification for any aspect of the Selection Process will be given and that Civil Aviation Department, Govt. of Bihar decisions are without any right of appeal whatsoever.
- iii. The Applicant shall submit its Proposal in the form and manner specified in this RFP. The Technical proposal shall be submitted in the form at Appendix-I and the Financial Proposal shall be submitted as prescribed in Appendix-II.

iv. **Key Personnel**

The Consultant’s team (the “Consultancy Team”) shall consist of the following key personnel (the “Key Personnel”):

Sl. No	Position	Minimum Educational Qualification & Experience
1	Team Leader	<ul style="list-style-type: none"> <li>• Should be a Graduate/ Post Graduate in Civil Engineering or Architecture with specialisation in Transportation Engineering/ Transportation Planning/ Infrastructure Planning/ or equivalent from a reputed institution.</li> <li>• Should have at least 15 years of post-qualification experience in the field of Infrastructure/ Transportation/Aviation Sector.</li> <li>• Should have experience of providing consultancy service for development of infrastructure facilities for an Airport (Airside &amp; Landside components), with capacity of at least 2 MPPA and designed to serve Code E aircrafts.</li> <li>• Should have experience of providing consultancy service in the capacity of a Team Leader for at least one Transportation Infrastructure project with a minimum project value of INR 1500 Crore.</li> </ul>
2	Airport Pavement Design Expert	<ul style="list-style-type: none"> <li>• Should be a Post Graduate in Civil Engineering, with specialisation in Transportation Engineering/ Transportation Planning/ Urban Planning/ Urban Engineering from a reputed institute.</li> <li>• Should have at least 10 years of post-qualification experience in Airport/ Transportation/ Infrastructure sector and should have completed Pavement Design for at least 1 (One) Airport project designed to serve Code E aircrafts and following FAA/ ICAO/ ACI standards.</li> </ul>

Sl. No	Position	Minimum Educational Qualification & Experience
		<ul style="list-style-type: none"> <li>Should have experience of providing consultancy service in a similar capacity for development of an Airport with capacity of at least 2 MPPA.</li> </ul>
3	Airport Master Planner	<ul style="list-style-type: none"> <li>Should Bachelor's degree in Architecture or Planning from a reputed institute.</li> <li>Should have at least 10 years of experience in master planning of airport projects.</li> <li>Should have provided service in a similar capacity for development of an Airport designed to serve Code E aircrafts, with handling capacity of at least 2 MPPA.</li> </ul>
4	Aviation Expert	<ul style="list-style-type: none"> <li>Should be a Graduate in Engineering, with Airport/ Aviation experience.</li> <li>Should have at least 5 years of working experience in AAI/DGCA/Airports in India, in the capacity of General Manager/ Deputy Director/ Deputy Director General/ Airport Director or equivalent.</li> <li>Should have experience for CODE E airports in ATC/CNS operations or in airport licensing in licensing authority establishment.</li> </ul>
5	Aeronautical Ground Lighting (AGL) Expert	<ul style="list-style-type: none"> <li>Should be a graduate in Electrical Engineering from a reputed institute.</li> <li>Shall have at least 10 years of post-qualification experience in Aeronautical Ground Lighting (AGL) systems.</li> <li>Should have AGL experience in at least one Airport with CAT-I approach light system.</li> </ul>
6	Hydrology Expert	<ul style="list-style-type: none"> <li>Should have PG Diploma or M.Tech/ MS in Water Resources Engineering/ Hydrology/ Drainage from a reputed institute.</li> <li>Should have at least 10 years of post-qualification experience.</li> <li>Should have designed and completed storm water drainage networks of a campus of minimum 1000 Acres.</li> </ul>
7	Geotechnical Expert	<ul style="list-style-type: none"> <li>Should be a Post Graduate in Civil Engineering with specialisation in Geotechnical engineering.</li> <li>Shall have at least 10 years of experience as Geotechnical expert.</li> <li>Should have completed at least one project of Runway &amp; associated pavement works.</li> </ul>

<b>Sl. No</b>	<b>Position</b>	<b>Minimum Educational Qualification &amp; Experience</b>
8	Financial Expert	<ul style="list-style-type: none"> <li>• Should have MBA (Finance)/ CFA/ CA/ CMA or equivalent qualification from a reputed institute.</li> <li>• Should have over 12 years of post-qualification experience in providing financial advisory services for Infrastructure Projects.</li> <li>• Should have experience in preparation of financial model for at least one International Airport project of minimum 2MPPA capacity.</li> </ul>
9	Environmental Specialist	<ul style="list-style-type: none"> <li>• Should be a Post Graduate in Environmental Engineering /Science from a reputed institute.</li> <li>• Should have at least 15 years of experience in the field of EIA, EMP, Statutory Clearances related to large scale infrastructure projects.</li> <li>• Should have experience of providing consultancy service in a similar capacity for undertaking EIA study including obtaining Environmental Clearance (EC) from the MoEF&amp;CC, GoI in last 5 years for any infrastructure project having a value of INR 500 Crore or more. (Minimum one completed project)</li> </ul>
10	Structural Expert	<ul style="list-style-type: none"> <li>• Should be a Post Graduate in Structural Engineering from a reputed institute, with at least 15 years of post-qualification experience.</li> <li>• Should have designed Steel/Concrete structure for high rise building with minimum 30,000 Sq.m. of plinth area.</li> </ul>
11	Airport Commercial Expert	<ul style="list-style-type: none"> <li>• Must be a Graduate with MBA from a reputed institute.</li> <li>• Should have at least 15 years of post-qualification experience.</li> <li>• Must have worked as commercial head for at least 3 years in any airport of minimum 2MPPA capacity.</li> </ul>
12	Aviation Fire Expert	<ul style="list-style-type: none"> <li>• Should be a Graduate in Engineering with Certification in Fire and Safety.</li> <li>• Should have worked as Fire in Charge for at least 3 years in any Airport of minimum 2MPPA capacity.</li> </ul>
13	Cargo Expert	<ul style="list-style-type: none"> <li>• Should be a graduate with a minimum 12 years of post-qualification experience in cargo.</li> <li>• Must have associated with the development of Air Cargo Terminal/ Complex (International with minimum handling capacity of 15,000 MT/Annum)</li> </ul>

Sl. No	Position	Minimum Educational Qualification & Experience
14	Contract/ Legal Expert	<ul style="list-style-type: none"> <li>Should be a Law graduate with minimum 12 years of post-qualification experience in PPP infra contracts/projects.</li> </ul>

- The CVs of **8 mandatory Key Personnel**, i.e., **Team Leader, Airport Pavement Design Expert, Airport Master Planner, Aviation Expert, AGL Expert, Hydrology Expert, Geotechnical Expert and Financial Expert** – should be mandatorily submitted along with the Technical Bids.

**Note:-**

1. The Team Leader must be from the firm/ lead firm of the consortium/ JV. Serial No. 1-4 should preferably be an employee of the firm or having a pre-existing contractual arrangement with the firm since at least 6 months prior to the time of submission of bid for this assignment. All Key Personnel must come for discussion in person with the client, as and when required.
2. In addition to the aforesaid Key Personnel, the Consultant is expected to deploy adequate number of support staff from various disciplines such as Engineering, Architecture, Urban Planning, Environment Planning, Infrastructure Planning, Quantity Surveying, CAD Engineers, Bid Process Management Personnel, Market Survey Specialist, etc., as required to perform the scope of services defined in the ToR for all activities.

**2.3 Eligibility Conditions for Applicants**

- a) Applicants must read carefully the minimum conditions of eligibility (“Conditions of Eligibility”) provided herein. Proposals of only those Applicants who satisfy the Conditions of Eligibility will be considered for evaluation.
- b) To be eligible for evaluation of its Proposal, the Applicant shall fulfil the following:

**(A) Technical Capacity:**

- i. The Bidder should be a Legal Entity, i.e., Sole Proprietorship/ Company (Private Limited or Public Sector)/ Partnership Firm/ LLP, and continuously operational for last 5 years. In the case of foreign entities, their Indian office/ branch/ subsidiary shall be continuously operational for last 5 years. In the case of JV/ Consortium, the Lead Member shall be continuously operational for last 5 years. If such Lead Member is a foreign entity, its Indian office/ branch subsidiary shall be continuously operational for last 5 years.
- ii. The Bidder should have provided consultancy services including but not limited to preparation of Detailed Project Report/ Feasibility Study/ Master Plan/ Good-For-Tender Drawings related to Airport projects designed to

serve at least Code C aircrafts. The Consultancy services should have been completed in all respects and the project completed, or physical construction stage should be in progress at the time of submission of this bid.

- iii. Joint Venture/ Consortium is allowed, provided that the number of members in such JV/ Consortium shall not exceed 4 (Four). The members of the JV/ Consortium, together, shall satisfy all the Minimum Eligibility Criteria prescribed herein. A Lead Member shall be clearly designated by the JV/ Consortium. The Lead Member should have undertaken consultancy work involving the design of an Airport to serve at least Code C aircrafts.

Sl. No.	Description
1	<p><b><u>Minimum Eligible Experience of Applicant/ Bidder:</u></b>            Consultancy services for construction of at least One Airport Project in India meeting all the below features;</p> <ul style="list-style-type: none"> <li>a) Airport area not less than 1000 Acres.</li> <li>b) Airport annual capacity not less than 2 MPPA.</li> <li>c) Airport with both international and domestic services.</li> <li>d) Consultancy services for at least Airside components of an Airport designed to serve minimum Code C aircrafts.</li> <li>e) Should have all mandatory Key Personnel, viz,- Airport Pavement Design Expert, Airport Master Planner, Aviation Expert, AGL Expert, Hydrology Expert and Financial Expert.</li> </ul>

**(B) Financial Capacity:**

- i. The Bidder shall have a minimum average annual turnover of **INR 30 Crore** (from consultancy segment alone) during the last three (3) financial years (2022-23, 2023-24 & 2024-25) as verified from the Audited Financial Statements of the Bidder.
- ii. In the case of JV/ Consortium, the Lead Member shall satisfy the aforesaid criterion.
- iii. The Bidder shall enclose with its Proposal, certificate(s) from its Statutory Auditors stating its total revenues during each of the past three financial years specified in the Proposal. In the event that the Applicant does not have a statutory auditor, it shall provide the requisite certificate(s) from the firm of Chartered Accountants that ordinarily audits the annual accounts of the Applicant.

## 2.4 Conflict of Interest

- a) An Applicant shall not have a conflict of interest that may affect the Selection Process or the Consultancy (the “Conflict of Interest”). Any Applicant found to have a Conflict of Interest shall be disqualified. In the event of disqualification, Civil Aviation Department, Govt. of Bihar shall forfeit and appropriate the Performance Security, genuine pre- estimated compensation and damages payable to Civil Aviation Department, Govt. of Bihar for, inter alia, the time, cost and effort of Civil Aviation Department, Govt. of Bihar including consideration of such Applicant’s Proposal, without prejudice to any other right or remedy that may be available to Civil Aviation Department, Govt. of Bihar hereunder or otherwise.
- b) Civil Aviation Department, Govt. of Bihar requires that the Consultant provides professional, objective, and impartial advice and at all times hold Civil Aviation Department, Govt. of Bihar interest’s paramount, avoid conflicts with other assignments or its own interests, and act without any consideration for future work. The Consultant shall not accept or engage in any assignment that would be in conflict with its prior or current obligations to other clients, or that may place it in a position of not being able to carry out the assignment in the best interests of Civil Aviation Department, Govt. of Bihar.
- c) Without limiting the generality of the above, an Applicant shall be deemed to have a Conflict of Interest affecting the Selection Process, if;
  - i. the Applicant, or Associate (or any constituent thereof) and any other Applicant or Associate (or any constituent thereof) have common controlling shareholders or other ownership interest; provided that this disqualification shall not apply in cases where the direct or indirect shareholding or ownership interest of an Applicant or Associate (or any share holder thereof having a share holding of more than 5% (five percent) of the paid up and subscribed share capital of such Applicant or Associate, as the case may be) in the other Applicant, or Associate is less than 5 per cent of the subscribed and paid up equity share capital thereof; provided further that this disqualification shall not apply to any ownership by a bank, insurance company, pension fund or a public financial institution referred to in sub-section (72) of section 2 of the Companies Act, 2013. For the purposes of this Clause, indirect shareholding held through one or more intermediate persons shall be computed as follows: (a) where any intermediary is controlled by a person through management control or otherwise, the entire shareholding held by such controlled intermediary in any other person (the “Subject Person”) shall be taken into account for computing the shareholding of such controlling person in the Subject Person; and (b) subject always to sub-clause(a) above, where a person does not exercise control over an

intermediary, which has shareholding in the Subject Person, the computation of indirect shareholding of such person in the Subject Person shall be undertaken on a proportionate basis; provided, however, that no such shareholding shall be reckoned under this sub-clause (bb) if the shareholding of such person in the intermediary is less than 26% (twenty six per cent) of the subscribed and paid up equity shareholding of such intermediary; or

- ii. constituent of such Applicant is also a constituent of another Applicant; or
- iii. such Applicant or its Associate receives or has received any direct or indirect subsidy or grant from any other Applicant or its Associate; or
- iv. such Applicant has the same legal representative for purposes of this Application as any other Applicant; or
- v. such Applicant has a relationship with another Applicant, directly or through common third parties, that puts them in a position to have access to each other's information about, or to influence the Application of either or each of the other Applicant; or there is a conflict among this and other consulting assignments of the Applicant (including its personnel and Sub-consultant) and any subsidiaries or entities controlled by such Applicant or having common controlling shareholders. The duties of the Consultant will depend on the circumstances of each case. While providing consultancy services to the Authority for this particular assignment, the Consultant shall not take up any assignment that by its nature will result in conflict with the present assignment; or
- vi. a firm which has been engaged by the Authority to provide goods or works for a project, and its Associates, will be disqualified from providing consulting services for the same project; conversely, a firm hired to provide consulting services for the preparation or implementation of a project, and its Members or Associates, will be disqualified from subsequently providing goods or works related to the same project; or
- vii. the Applicant, or Associate (or any constituent thereof), and the bidder if any, for the Project, its contractor(s) or sub-contractor(s) (or any constituent thereof) have common controlling shareholders or other ownership interest; provided that this disqualification shall not apply in cases where the director in direct shareholding or ownership interest of an Applicant, or Associate (or any shareholder thereof having a shareholding of more than 5% (five percent) of the paid up and subscribed share capital of such Applicant, or Associate, as the case may be,) in the bidder if any, or its contractor(s) or sub-contractor(s) is less than 5% (five per cent) of the paid up and subscribed share capital of such its contractor(s) or sub-contractor(s); provided further that this disqualification shall not apply to ownership by a bank, insurance company, pension fund or a Public

Financial Institution referred to in sub-section (72) of section 2 of the Companies Act, 2013.

- d) For the purposes of this RFP, Associate means, in relation to the Applicant, a person who controls, is controlled by, or is under the common control with such Applicant (the “Associate”). As used in this definition, the expression “control” means, with respect to a person which is a company or corporation, the ownership, directly or indirectly, of more than 50% (fifty per cent) of the voting shares of such person, and with respect to a person which is not a company or corporation, the power to direct the management and policies of such person by operation of law or by contract.

## **2.5 Cost of Proposal**

The Applicants shall be responsible for all of the costs associated with the preparation of their Proposals and their participation in the Selection Process including visits to Civil Aviation Department, Govt. of Bihar, Project site, etc. Civil Aviation Department, Govt. of Bihar will not be responsible or in any way liable for such costs, regardless of the conduct or outcome of the Selection Process.

## **2.6 Acknowledgement by Applicant**

It shall be deemed that by submitting the Proposal, the Applicant has:

- (a) Made a complete and careful examination of the RFP;
- (b) Received all relevant information requested from Civil Aviation Department, Govt. of Bihar;
- (c) Accepted the risk of inadequacy, error or mistake in the information provided in the RFP or furnished by or on behalf of Civil Aviation Department, Govt. of Bihar;
- (d) satisfied itself about all matters, things and information included in this RFP, necessary and required for submitting an informed Application and performance of all of its obligations there under;
- (e) agreed to be bound by the undertaking provided by it under and in terms hereof.

Civil Aviation Department, Govt. of Bihar shall not be liable for any omission, mistake or error in respect of any of the above or on account of any matter or thing arising out of or concerning or relating to RFP or the Selection Process, including any error or mistake therein or in any information or data given by Civil Aviation Department, Govt. of Bihar.

## **2.7 Right to reject any or all Proposals**

- a) Notwithstanding anything contained in this RFP, Civil Aviation Department, Govt. of Bihar reserves the right to accept or reject any Proposal and to annul the Selection Process and reject all Proposals, at any time without any liability or any obligation for such acceptance, rejection or annulment, and without assigning any reasons thereof.

- b) Civil Aviation Department, Govt. of Bihar reserves the right to reject any Proposal if:
- i. At any time, a material misrepresentation is made or discovered, or
  - ii. Misrepresentation/ improper response by the Applicant may lead to the disqualification of the Applicant. If such disqualification/rejection occurs after the Proposals have been opened and the highest-ranking Applicant gets disqualified/rejected, then Civil Aviation Department, Govt. of Bihar reserves the right to consider the next best Applicant, or take any other measure as maybe deemed fit in the sole discretion of Civil Aviation Department, Govt. of Bihar, including annulment of the Selection Process.
- c) Any dispute between the Parties as to matters arising pursuant to this Assignment and/or this Work Order or the interpretation thereof which cannot be settled amicably within ten (10) days after receipt by one party of the other party's request for such amicable settlement may be settled by arbitration in accordance with the provisions of the Arbitration & Conciliation Act 1996 by a sole arbitrator, to be appointed jointly by the parties. In case the parties are unable to appoint the sole arbitrator within 30 (thirty) days of a request made by one of the parties for appointment of the sole arbitrator, the parties may initiate appropriate proceedings under Arbitration and Conciliation Act, 1996 for appointment of panel of three (3) arbitrators. The decision of the arbitrators panel shall be final and binding on the parties.
- The parties shall bear their respective costs of arbitration and the final sharing of the arbitration cost shall be as per the award given by the panel of arbitrators.
- The venue of such arbitration shall be Patna, Bihar only, and the language of arbitration proceedings shall be English.

## **2.8. Contents of this RFP**

This RFP comprises the Disclaimer and the contents as listed below;

1. Introduction
2. Instructions to Applicants
3. Criteria for Evaluation
4. Fraudulent and Corrupt practices
5. Miscellaneous

### **Appendix I: Technical Proposal**

- Form1 : Letter of Proposal
- Form2 : Particulars of the Applicant
- Form3 : Statement of Legal Capacity
- Form4 : Power of Attorney
- Form5 : Financial Capacity of the Applicant
- Form6 : Particulars of Key Personnel
- Form7 : Eligible Assignments/Similar Assignments of the Applicant
- Form 8: CVs of Key Personnel

## **Appendix II: Financial Proposal**

## **Appendix III: Terms of Reference**

### **2.9. Pre-Bid Meeting**

A Pre-Bid Meeting will be held at Civil Aviation Department, Govt. of Bihar on the date and time mentioned in this RFP for applicants seeking clarifications, if any, on the RFP document. Civil Aviation Department, Govt. of Bihar shall endeavour to respond to the queries promptly during the meeting itself. A Pre-Bid Query Response Document may also be uploaded on the department website, if so required.

### **2.10. Addendum to RFP**

At any time prior to the deadline for submission of Proposal, Civil Aviation Department, Govt. of Bihar may, for any reason, whether at its own initiative or in response to clarifications requested by Applicants, modify the RFP document by issuing Addendum and upload the same on department website. Hence applicants are advised to visit the Civil Aviation Department on a frequent basis till the last date of bid submission. The Pre-Bid responses as well as any Addendums to the RFP shall form part of the RFP.

### **2.11. Language for submission of Bids**

The Proposal with all enclosed documents (the “Documents”) and all communications in relation to or concerning the Selection Process shall be in English language and strictly on the forms provided in this RFP. No supporting document or printed literature shall be submitted with the Proposal unless specifically asked for and in case any of these Documents is in another language, it must be accompanied by an accurate translation of all the relevant passages in English, in which case, for all purposes of interpretation of the Proposal, the translation in English shall prevail.

### **2.12. Format and signing of Proposal**

- a) The Applicant shall provide all the information sought under this RFP. Civil Aviation Department, Govt. of Bihar would evaluate only those Proposals that are received in the specified forms and complete in all respects.
- b) The Applicant shall submit only one set of the Proposal (together with originals/ copies of Documents required to be submitted along therewith pursuant to this RFP).
- c) The Proposal shall be typed and signed by the authorized signatory of the Applicant. All alterations, omissions, additions, or any other amendments made to the Proposal shall be initialed by the person(s) signing the Proposal.
- d) Applicants should note the PDD, as specified in NIT, for submission of Proposals. Except as specifically provided in this RFP or if requested by Civil Aviation Department, Govt. of Bihar, no supplementary material will be entertained by Civil Aviation Department, Govt. of Bihar and that evaluation will

be carried out only on the basis of Documents received by the closing time of PDD.

### **2.13. Technical Proposal**

- a) Applicants shall submit the Technical proposal in the formats at Appendix-I (the “Technical Proposal”).
- b) While submitting the Technical Proposal, the Applicant shall, in particular, ensure that:
  - i. The Bid Security is provided;
  - ii. All Forms mentioned in Appendix-I are submitted in the prescribed formats and signed by the prescribed signatories;
  - iii. Power of Attorney, if applicable, is executed as per Applicable Laws;
  - iv. CVs of the 8 mandatory Key Personnel have been included;
  - v. Key Personnel have been proposed only if they meet the Conditions of Eligibility laid down in this RFP;
  - vi. No alternative proposal for any Key Personnel is being made and only one CV for each position has been furnished;
  - vii. The CVs are recent, and are signed and dated by the respective Personnel and countersigned by the Applicant. Unsigned/countersigned CVs shall be rejected;
  - viii. The CVs shall contain an undertaking from the respective Key Personnel about his/her availability till the approval of final DPR;
  - ix. Key Personnel proposed have good working knowledge of English language;
  - x. Key Personnel would be available for the period indicated in the ToR;
  - xi. No Key Personnel should have attained the age of 70 years at the time of submitting the proposal; and
  - xii. The proposal is responsive in terms of this RFP.
- c) Failure to comply with the requirements spelt out above shall make the Proposal liable to be rejected.
- d) If an individual Key Personnel makes a false averment regarding his qualification, experience or other particulars, or his commitment regarding availability for the Project is not fulfilled at any stage after signing of the Agreement, he shall be liable to be debarred for any future assignment of Civil Aviation Department, Govt. of Bihar for a period of 3 (three) years. The award of this Consultancy to the Applicant may also be liable to cancellation in such an event.

- e) The Technical Proposal shall not include any financial information relating to the Financial Proposal.
- f) The proposed team shall include experts and specialists (the “Professional Personnel”) in their respective areas of expertise and managerial/support staff (the “Support Personnel”) such that the Consultant should be able to complete the Consultancy within the specified time schedule. The Key Personnel shall full-fill the qualification criteria and desirable experience.
- g) The team shall comprise other competent and experienced professional personnel in the relevant areas of expertise (where applicable) as required for successful completion of this Consultancy.
- h) The CVs of Key Personnel should be submitted in the format at Form-8 of Appendix-I.
- i) Civil Aviation Department, Govt. of Bihar reserves the right to verify all statements, information and documents, submitted by the Applicant in response to the RFP. Any such verification or the lack of such verification by Civil Aviation Department, Govt. of Bihar shall not relieve the Applicant of its obligations or liabilities hereunder, nor will it affect any rights of Civil Aviation Department, Govt. of Bihar there under.
- j) In case it is found during the evaluation or at any time before signing of the Agreement or after its execution and during the period of subsistence thereof, that one or more of the eligibility conditions have not been met by the Applicant, or the Applicant has made material misrepresentation, or has given any materially incorrect or false information, the Applicant shall be disqualified forthwith if not yet appointed as the Consultant either by issue of the LoA or entering into of the Agreement, and if the Selected Applicant has already been issued the LoA or has entered into the Agreement, as the case may be, the same shall, notwithstanding anything to the contrary contained therein or in this RFP, be liable to be terminated, by a communication in writing by Civil Aviation Department, Govt. of Bihar without Civil Aviation Department, Govt. of Bihar being liable in any manner whatsoever to the Selected Applicant or Consultant, as the case may be.
- k) In such an event, Civil Aviation Department, Govt. of Bihar shall forfeit and appropriate the Performance Guarantee amount as compensation and damages payable to Civil Aviation Department, Govt. of Bihar for, inter alia, time, cost and effort of Civil Aviation Department, Govt. of Bihar, without prejudice to any other right or remedy that may be available to Civil Aviation Department, Govt. of Bihar.

#### **2.14. Financial Proposal or Price Bid**

- a) Applicants shall submit the Financial Proposal separately, indicating the quoted amount for undertaking the assignment (inclusive of GST and all other charges).

Please refer Appendix-II.

- b) While submitting the Financial Proposal, the Applicant shall ensure the following:
- i. All the costs associated with the assignment shall be included in the Financial Proposal. These shall normally cover remuneration for all the Personnel, accommodation, travel, equipment, printing of documents, etc. The total amount indicated in the Financial Proposal shall be without any condition attached or subject to any assumption and shall be final and binding. In case any assumption or condition is indicated in the Financial Proposal, it shall be considered non-responsive and liable to be rejected.
  - ii. The Financial Proposal shall take into account all expenses and tax liabilities. For the avoidance of doubt, it is clarified that all charges and taxes, including GST shall be deemed to be included in the total cost shown in the Financial Proposal. Further, all payments shall be subject to deduction of taxes at source as per Applicable Laws.
  - iii. Financial Proposal/quote included in the technical bid shall be rejected & Bid shall stand disqualified.

#### **2.15. Submission of Proposal**

- a) Applicants shall submit the bids by registered post/speed post/courier/or by hand only.
- b) The Proposal shall be made only in the Forms specified in this RFP.
- c) The rates quoted shall be firm throughout the period of performance of the assignment up to and including discharge of all obligations of the Consultant under the Agreement.

#### **2.16 Proposal Due Date (PDD)/Last Date of Submission of Bids**

- a) Proposal should be submitted on or before the Proposal Due Date (PDD) specified in the Notice Inviting Tender (NIT) in the manner and form as detailed in this RFP.
- b) Civil Aviation Department, Govt. of Bihar may, at its sole discretion, extend the PDD by issuing a notification/ Addendum, if felt necessary.

#### **2.17 Late Proposals**

The Bid received after the PDD/ Last date of bid submission, specified in this RFP will not be entertained in any manner.

#### **2.18. Modification/withdrawal of Proposals**

- a) The Applicant may modify or withdraw its Proposal after submission, till the last date of bid submission/ PDD.
- b) After the PDD, the applicant will not be able to modify or withdraw the bids under any circumstances, unless the PDD is extended by Civil Aviation

Department, Govt. of Bihar due to some reasons.

#### **2.19. Earnest Money Deposit and Performance Bank Guarantee**

- a) Applicants shall deposit an Earnest Money Deposit (EMD) of **INR 1,50,000/-** (Rupees One Lakh Fifty Thousand Only), by Demand draft drawn in favor of Civil Aviation Department, Government of Bihar, Patna. The EMD of all unsuccessful bidders would be refunded within 30 days of finalisation of the selection process (bidder selection).
- b) The successful bidder shall submit a **Performance Bank Guarantee (PBG) equivalent to 3% of GST-inclusive Award value, as Security Deposit**, after issue of Letter of Award (LoA) and before signing of Contract. The PBG shall be from a Nationalized/ Scheduled Bank, with minimum validity of 12 months, and in favor of Civil Aviation Department, Government of Bihar, Patna, and extendable in case of delays in completion of the assignment within the stated timelines.
- c) Civil Aviation Department, Govt. of Bihar shall not be liable to pay any interest on the Performance security and the same shall be interest free.
- d) The Applicant, by submitting the bids pursuant to this RFP, shall be deemed to have acknowledged that without prejudice to Civil Aviation Department, Govt. of Bihar any other right or remedy here under or in law or otherwise, the EMD shall be forfeited and appropriated by the Civil Aviation Department, Govt. of Bihar as the mutually agreed pre-estimated compensation and damage payable to the Authority for, inter alia, the time, cost and effort of Civil Aviation Department, Govt. of Bihar in regard to the RFP including the consideration and evaluation of the Proposal under the following conditions:
  - i. If an Applicant submits a non-responsive Proposal;
  - ii. If an Applicant engages in any of the Prohibited Practices specified in Section 4 of this RFP;
  - iii. If an Applicant withdraws its Proposal during the period of its validity as specified in this RFP;
  - iv. In the case of the Selected Applicant, if the Applicant fails to reconfirm its commitments during negotiations as required vide Clause 2.23;
  - v. In the case of a Selected Applicant, if the Applicant fails to sign the Agreement or commence the assignment as specified in Clauses 2.28 and 2.29 respectively; or
  - vi. If the Applicant is found to have a Conflict of Interest as specified in Clause 2.4.
- e) The Applicant, by submitting its Application pursuant to this RFP, shall be deemed to have acknowledged that, without prejudice to Civil Aviation Department, Govt. of Bihar any other right or remedy hereunder or in law or

otherwise, its Performance Security shall be forfeited and appropriated by Civil Aviation Department, Govt. of Bihar as the mutually agreed pre-estimated compensation and damages payable to Civil Aviation Department, Govt. of Bihar for, inter alia, the time, cost and effort of the Civil Aviation Department, Govt. of Bihar in regard to the RFP, including the consideration and evaluation of the Proposal, under the following conditions:

- i. If an Applicant engages in any of the Prohibited Practices specified in Section 4 of this RFP;
- ii. If the Applicant is found to have a Conflict of Interest as specified in Clause 2.4; and
- iii. If the selected Applicant commits a breach of the Agreement.

#### **2.20. Evaluation of Proposals**

- a) Civil Aviation Department, Govt. of Bihar shall open the Proposals on the date specified in this RFP. The Technical Proposal shall be opened first, and the eligible applicants shall make a Technical Presentation on the date and time mentioned in the RFP.
- b) The Financial bids of only those bidders who satisfy the eligibility criteria and obtain qualifying Technical score in Technical bid process (Technically Qualified Bidders), will be opened and evaluated.
- c) Prior to evaluation of Proposals, Civil Aviation Department, Govt. of Bihar will determine whether each Proposal is responsive to the requirements of the RFP. A Proposal shall be considered responsive only if:
  - i. The Technical Proposal is received in the form specified at Appendix-I;
  - ii. It is received by the PDD including any extension thereof;
  - iii. It is accompanied by the EMD as specified in NIT.
  - iv. it contains all the information (complete in all respects) as requested in the RFP;
  - v. it does not contain any condition or qualification; and
  - vi. it is not non-responsive in terms hereof.
- d) Civil Aviation Department, Govt. of Bihar reserves the right to reject any Proposal which is non-responsive and no request for alteration, modification, substitution or withdrawal shall be entertained by Civil Aviation Department, Govt. of Bihar in respect of such Proposals.
- e) Civil Aviation Department, Govt. of Bihar shall examine and evaluate Proposals in accordance with the Selection Process and the criteria set out in this RFP.
- f) After the technical evaluation, Civil Aviation Department, Govt. of Bihar shall prepare a list of pre-qualified Applicants (Technically Qualified) as detailed in

Section 3 of the RFP, for opening of their Financial Proposals. The tentative date for opening the Financial proposals is indicated in the RFP.

- g) Civil Aviation Department, Govt. of Bihar will not entertain any query or clarification from Applicants who fail to qualify at any stage of the Selection Process. The financial evaluation and final ranking of the Proposals shall be carried out in terms of Clause 3.3.
- h) Applicants are informed that Selection shall be entirely at the discretion of Civil Aviation Department, Govt. of Bihar. Applicants shall be deemed to have understood and agreed that Civil Aviation Department, Govt. of Bihar shall not be required to provide any explanation or justification in respect of any aspect of the Selection Process or Selection.
- i) Any information contained in the Proposal shall not in any way be construed as binding on Civil Aviation Department, Govt. of Bihar, its agents, successors or assigns, but shall be binding against the Applicant if the Consultancy is subsequently awarded to it.

#### **2.21. Confidentiality**

Information relating to the examination, clarification, evaluation and recommendation for the selection of Applicants shall not be disclosed to any person who is not officially concerned with the process or is not a retained professional adviser advising Civil Aviation Department, Govt. of Bihar in relation to matters arising out of or concerning the Selection Process. Civil Aviation Department, Govt. of Bihar shall treat all information, submitted as part of the Proposal, in confidence and shall require all those who have access to such material to treat the same in confidence. Civil Aviation Department, Govt. of Bihar may not divulge any such information unless it is directed to do so by any statutory entity that has the power under law to require its disclosure or to enforce or assert any right or privilege of the statutory entity and/or Civil Aviation Department, Govt. of Bihar or as may be required by law or in connection with any legal process.

#### **2.22. Clarifications**

- a) To facilitate evaluation of Proposals, Civil Aviation Department, Govt. of Bihar may, at its sole discretion, seek clarifications from any Applicant regarding its Proposal. Such clarification(s) shall be provided within the time specified by Civil Aviation Department, Govt. of Bihar for this purpose. Any request for clarification(s) and all clarification(s) in response thereto shall be in writing.
- b) If an Applicant does not provide clarifications sought as above within the specified time, its Proposal shall be liable to be rejected. In case the Proposal is not rejected, Civil Aviation Department, Govt. of Bihar may proceed to evaluate the Proposal by construing the particulars requiring clarification to the best of its understanding, and the Applicant shall be barred from subsequently questioning such interpretation of Civil Aviation Department, Govt. of Bihar.

### **2.23 Negotiations post selection of Consultant**

- a) The Selected Applicant may, if necessary, be invited for negotiations. The negotiations shall primarily be for re-confirming the obligations of the Consultant under this RFP. Issues such as deployment of key personnel, approach & methodology, terms of the RFP, and any other issues necessary for effective implementation of the project shall be discussed during negotiations.
- b) In case the Selected Applicant fails to reconfirm its commitment, Civil Aviation Department, Govt. of Bihar reserves the right to designate the next ranked Applicant as the Selected Applicant and invite it for negotiations.
- c) Civil Aviation Department, Govt. of Bihar will examine the CVs of all other Professional Personnel and those not found suitable shall be replaced by the Applicant to the satisfaction of Civil Aviation Department, Govt. of Bihar.

### **2.24 Substitution of Key Personnel**

- a) Civil Aviation Department, Govt. of Bihar will not normally consider any request of the Selected Applicant for substitution of the 8 mandatory Key Personnel as the ranking of the Applicant is based on the evaluation of credentials of such Key Personnel and any change therein may upset the ranking. Substitution will, however, be permitted if the Key Personnel is not available for reasons of any incapacity or due to health or voluntary/ disciplinary resignation subject to equally or better qualified and experienced personnel being provided to the satisfaction of Civil Aviation Department, Govt. of Bihar. However, for any such replacement penalty shall be imposed @ Rs. 50,000/- for each replacement. Consecutive three such replacement shall be a cause for termination of contract.
- b) Substitution of the Team Leader will not be considered and may lead to disqualification of the Applicant or termination of the Agreement.

### **2.25 Indemnity**

The Consultant shall, subject to the provisions of the Agreement, indemnify Civil Aviation Department, Govt. of Bihar, or its associates/ agencies for an amount not exceeding the value of the contract, for any direct loss or damage that is caused due to any deficiency in Services.

### **2.26 Limitation of Liability**

The following limitation of the Consultant's Liability towards the Client can be subject to the Contract's negotiations:

“Limitation of the Consultant's Liability towards the Client:

- (a) Except in the case of gross negligence or willful misconduct on the part of the Consultant or on the part of any person or a firm acting on behalf of the Consultant in carrying out the Services, the Consultant, with respect to damage caused by the Consultant to the Client, shall not be liable to the Client;

- (i) For any indirect or consequential loss or damage; and
- (ii) For any direct loss or damage that exceeds 1x times the total value of the Contract;

(b) This limitation of liability shall not affect the Consultant's liability, if any, for damage to Third Parties caused by the Consultant or any person or firm acting on behalf of the Consultant in carrying out the Services;

#### **2.27 Award of Consultancy**

After selection, a Letter of Award (the "LoA") shall be issued, in duplicate, by Civil Aviation Department, Govt. of Bihar to the Selected Applicant / Consultant and the Selected Applicant shall, within 7 (seven) days of the receipt of the LoA, sign and return the duplicate copy of the LoA in acknowledgement thereof, and in acceptance of the award of consultancy. In the event the duplicate copy of the LoA duly signed by the Selected Applicant is not received by the stipulated date, Civil Aviation Department, Govt. of Bihar may, unless it consents to extension of time for submission thereof, cancel the LoA and the next highest-ranking Applicant may be considered.

#### **2.28 Execution of Agreement**

After acceptance of the LoA as aforesaid and remittance of Performance Bank Guarantee by the Selected Applicant, it shall execute the Agreement with Civil Aviation Department, Govt. of Bihar within a period of 30 (thirty) days from the date of acceptance of the LoA. The Selected Applicant shall execute the Agreement post negotiations on the terms and conditions of the Agreement.

#### **2.29 Commencement of Assignment**

The start date for the assignment is considered as one week from the date of execution of the Agreement with the successful Applicant, or three weeks from the date of acceptance of Letter of Award (LoA) by the successful applicant, whichever is earlier. If the Consultant fails to either sign the Agreement as specified or commence the assignment as specified herein, Civil Aviation Department, Govt. of Bihar may invite the second ranked Applicant for negotiations. In such an event, the LoA or the Agreement, as the case may be, may be cancelled/ terminated.

#### **2.30 Duration of Assignment**

The maximum duration of the assignment shall be 12 (twelve) months from the start date of assignment, or till the DPR is approved by the Ministry of Civil Aviation and 'In- principle' approval accorded for the Airport Project, whichever is later. The necessary clearances from various authorities/ agencies shall be obtained by the Consultant as per the Terms of Reference, at appropriate stages of this assignment, even if those go beyond the assignment duration.

#### **2.31 Proprietary Data**

All documents and other information provided by Civil Aviation Department, Govt. of Bihar or submitted by an Applicant/ Successful Bidder/ Consultant to Civil

Aviation Department, Govt. of Bihar shall remain or become the exclusive property of Civil Aviation Department, Govt. of Bihar. This includes any documents such as Pre-Feasibility Reports, Techno Economic Feasibility Reports, Detailed Project Reports (DPR), Environment Impact Assessment Study Report, Airport Drawings, etc. Applicants/ Selected Consultant, as the case may be, are to treat all information as strictly confidential. Civil Aviation Department, Govt. of Bihar will not return any Proposal, or any information related thereto. All information collected, analysed, processed or in whatever manner provided by the Consultant to Civil Aviation Department, Govt. of Bihar in relation to the Consultancy, including the TEFRR/ DPR, shall be the exclusive property of Civil Aviation Department, Govt. of Bihar

### 2.32 Assignment timelines

Time is essence of the assignment, and it is expected that the Consultant adheres to the timelines specified given in Appendix-III (Terms of Reference) of this RFP.

## 3. CRITERIA FOR EVALUATION

### 3.1 Evaluation of Technical Proposals

In the first stage, the Technical Proposal will be evaluated on the basis of Applicant's experience, its understanding of ToR, proposed methodology and Work Plan, and the experience of Key Personnel. **Only those Applicants whose Technical Proposals score 70 points or more out of 100 shall be eligible for further evaluation and opening of the financial bid for Evaluation in QCBS and ranked as per score achieved by them, from highest to the lowest score (S).** However, at the discretion of Civil Aviation Department, Govt. of Bihar, conditions may be relaxed for getting minimum two bids.

The Scoring criteria to be used for evaluation shall be as follows:

SI. No.	Description	Maximum Marks
1	<b>Eligible Minimum Experience of the Applicant Entity</b>	
	Consultancy services for construction of at least One Airport Project in India meeting all the below features. a) Airport area; – Between 1000 - 1500 Acres – (3.5 marks) – More than 1500 Acres, and up to 2500 acres – (4.5 marks) – Exceeding 2500 Acres – (5 marks)  b) Airport annual capacity; – Between 2 MPPA to 5 MPPA – (5 marks) – More than 5 MPPA, and up to 10 MPPA – (6.5	<b>30</b>

Sl. No.	Description	Maximum Marks
	<p><i>marks)</i></p> <ul style="list-style-type: none"> <li>- More than 10 MPPA – (7 marks)</li> </ul> <p>c) Airport with both international and domestic services – (6 marks)</p> <p>d) Provided consultancy services for at least Airside components of an Airport designed to serve minimum Code C aircrafts;</p> <ul style="list-style-type: none"> <li>- All major Airside components mentioned in clause 2.3 (A) (iv) - (5 marks)</li> <li>- All major Airside &amp; Landside components mentioned in clause 2.3 (A) (iv) – (7 marks)</li> </ul> <p>e) Have all 8 mandatory Key Personnel viz,- Team Leader, Airport Pavement Design Expert, Airport Master Planner, Aviation Expert, AGL Expert, Hydrology Expert, Geotechnical Expert and Financial Expert (5 marks)</p> <ul style="list-style-type: none"> <li>• <i>Bidders to furnish specific, conclusive and authentic proof/ evidence substantiating their claims to have met/ exceeded the minimum eligibility criteria from (a) to (d) above.</i></li> <li>• <i>Non-inclusion of CV of any mandatory Key Personnel with prescribed qualification &amp; experience,, will lead to ineligibility of the bid.</i></li> </ul>	
<b>2</b>	<b>Financial Eligibility of the Applicant Entity</b>	
	<p>Average annual turnover from the consultancy segment during last 3 financial years (2020-21, 2021-22 &amp; 2022-23):</p> <ul style="list-style-type: none"> <li>➤ Rs. 30 Crore to Rs. 50 Crore – (5 marks)</li> <li>➤ More than Rs.50 Crore, and up to Rs.100 Crore – (7 marks)</li> <li>➤ More than Rs.100 Crore, and up to Rs.150 Cr. – (9 marks)</li> <li>➤ More than Rs.150 Crore – (10 marks)</li> </ul> <ul style="list-style-type: none"> <li>• <i>Audited Financial Statements for the aforesaid last 3 FYs to be provided.</i></li> <li>• <i>Certificate with segment-wise breakup of revenue, duly certified with seal by a Statutory Auditor/ Chartered Accountant to be provided.</i></li> </ul>	<b>10</b>

Sl. No.	Description	Maximum Marks
3	<b>Approach &amp; Methodology</b>	
	<ul style="list-style-type: none"> <li>• Technical Presentation - 30 marks</li> </ul> <p>This will be evaluated against the following parameters;</p> <ul style="list-style-type: none"> <li>➤ Substance and clarity of Presentation – (Max.8 marks)</li> <li>➤ Master Plan, Technical Specification &amp; minimum duration proposed to complete the assignment – (Max.8 Marks)</li> <li>➤ Uniqueness in approach/ methodology proposed – (Max.9 marks)</li> <li>➤ Awareness of MoCA guidelines, procedures, and various regulatory requirements – (Max.5 marks)</li> </ul>	<b>30</b>
4	<b>CV's of Mandatory Key Personnel/ Experts</b>	<b>30</b>
1	<p><b><u>Team Leader</u></b></p> <ul style="list-style-type: none"> <li>• Reputation of Institute (NIT/ IIT/ IIM/ Other relevant national or foreign institutions of repute) – (1 mark)</li> <li>• Post Qualification Experience of Min. 15 years – (1 mark)</li> <li>• Handled at least one Code E Airport project of minimum 2 MPPA – (2 marks)</li> <li>• Handled airport project costing at least Rs. 1500 Crore – (1 mark)</li> </ul> <p><i>Any person just meeting the aforesaid minimum sub-criteria will get 70% marks of that sub-criteria, and those exceeding the minimum sub-criteria will get the full mark for the respective sub-criteria.</i></p>	5
2	<p><b><u>Airport Pavement Design Expert</u></b></p> <ul style="list-style-type: none"> <li>• Reputation of Institute (NIT/ IIT/ IIM/ Other relevant national or foreign institutions of repute) – (1 mark)</li> <li>• Post Qualification Experience of Min. 10 years – (1 mark)</li> <li>• Designed airport pavements for at least one Code E Airport of minimum 2MPPA – (3 marks)</li> </ul> <p><i>Any person just meeting the aforesaid minimum sub-criteria will get 70% marks of that sub-criteria, and those exceeding the minimum sub-criteria will get the full mark for the respective sub-criteria.</i></p>	5

Sl. No.	Description	Maximum Marks
3	<p><b><u>Airport Master Planner</u></b></p> <ul style="list-style-type: none"> <li>• Reputation of Institute (NIT/ IIT/ IIM/ Other relevant national or foreign institutions of repute) – (1 mark)</li> <li>• Minimum 10 years’ experience in Airport Master Planning – (1 mark)</li> <li>• Airport Master Planner for at least one completed and commissioned / under construction CODE E airport of at least 2 MPPA– (3 marks)</li> </ul> <p><i>Any person just meeting the aforesaid minimum sub-criteria will get 70% marks of that sub-criteria, and those exceeding the minimum sub-criteria will get the full mark for the respective sub-criteria.</i></p>	5
4	<p><b><u>Aviation Expert</u></b></p> <ul style="list-style-type: none"> <li>• Reputation of Institute (NIT/ IIT/ IIM/ Other relevant national or foreign institutions of repute) – (1 mark)</li> <li>• AAI/DGCA/Airports working experience in the capacity of General Manager/ Deputy Director/ Deputy Director General/ Airport Director or equivalent; minimum 5 years (APD/ Security/ Operation/ Airport system or ATC/ CNS) – (1 mark)</li> <li>• Experience for CODE E airports in ATC/CNS operations or in airport licensing in licensing authority establishment – (1 mark)</li> </ul> <p><i>Any person just meeting the aforesaid minimum sub-criteria will get 70% marks of that sub-criteria, and those exceeding the minimum sub-criteria will get the full mark for the respective sub-criteria.</i></p>	3
5	<p><b><u>AGL Expert</u></b></p> <ul style="list-style-type: none"> <li>• Reputation of institute (NIT/ IIT/ IIM/ Other relevant national or foreign institutions of repute) – (1 mark)</li> <li>• Minimum 10 years of post-qualification experience in AGL systems – (1 mark)</li> <li>• Experience in at least one Airport with CAT-I approach light system – (1 mark)</li> </ul> <p><i>Any person just meeting the aforesaid minimum sub-criteria will get 70% marks of that sub-criteria, and those exceeding the minimum sub-criteria will get the full mark for the respective sub-criteria.</i></p>	3

Sl. No.	Description	Maximum Marks
6	<p><b><u>Hydrology Expert</u></b></p> <ul style="list-style-type: none"> <li>• Reputation of Institute (NIT/ IIT/ IIM/ Other relevant national or foreign institutions of repute) – (1 mark)</li> <li>• Experience in storm water drainage network with campus area at least 1000 acres – (2 marks)</li> </ul> <p><i>Any person just meeting the aforesaid minimum sub-criteria will get 70% marks of that sub-criteria, and those exceeding the minimum sub-criteria will get the full mark for the respective sub-criteria.</i></p>	3
7	<p><b><u>Geo Technical Expert</u></b></p> <ul style="list-style-type: none"> <li>• Reputation of institute (NIT/ IIT/ IIM/ Other relevant national or foreign institutions of repute) – (1 mark)</li> <li>• Experience in airport Runway &amp; associated pavement works for at least one airport – (1 mark)</li> <li>• Experience in RSS fill works (High embankment of 20m &amp; above) – (1 mark)</li> </ul> <p><i>Any person just meeting the aforesaid minimum sub-criteria will get 70% marks of that sub-criteria, and those exceeding the minimum sub-criteria will get the full mark for the respective sub-criteria.</i></p>	3
8	<p><b><u>Financial Expert</u></b></p> <ul style="list-style-type: none"> <li>• Reputation of institute (IIM/ Other relevant national or foreign institutions of repute) – (1 mark)</li> <li>• Post Qualification Experience of at least 12 years in providing financial advisory services for Infrastructure Projects – (1 mark)</li> <li>• Preparation of financial model for at least one Airport project with minimum 2MPPA – (1 mark)</li> </ul> <p><i>Any person just meeting the aforesaid minimum sub-criteria will get 70% marks of that sub-criteria, and those exceeding the minimum sub-criteria will get the full mark for the respective sub-criteria.</i></p>	3

### **3.2 Eligible Assignments**

For the purposes of satisfying the Conditions of Eligibility and for evaluating the Proposals under this RFP, consultancy assignments granted by the government/ semi government/ PSU entity or private Airport operators in India in respect of services mentioned shall be deemed as eligible assignments (the “Eligible Assignments”).

### **3.3 Evaluation of Financial Proposal**

In the second stage, the financial evaluation will be carried out as per this Clause. Each Financial Proposal will be assigned a Financial Score (FS).

- a) For Financial Evaluation, the Total Cost indicated in the Financial Proposal will be considered.
- b) Civil Aviation Department, Govt. of Bihar will determine whether the Financial Proposals are complete, unqualified and unconditional. The cost indicated in the Financial Proposal shall be deemed as final and reflecting the total cost of services. Omissions, if any, in costing any item shall not entitle the consultant to be compensated and the liability to fulfil its obligations as per the ToR within total quoted price shall be that of the consultant.
- c) The lowest quoted Financial proposal (FL) will be given a financial score of 100 points. The financial scores of other Proposals will be computed as follows:

$$\text{Financial Score, FS} = (\text{FL} / \text{F}) \times 100$$

*Where FL – Lowest Quoted Financial Proposal (in INR), F– Quoted Price of the Financial Proposal under consideration (in INR).*

- d) **Combined and Final Score:** - Proposals will finally be ranked in accordance with their Combined Technical & Financial Scores, as per the below formula:

$$\text{Combined Score(S)} = [ (\text{TS} \times 0.70) + (\text{FS} \times 0.30) ]$$

*Where TS–Technical Score and FS–Financial Score.*

- e) The Selected Applicant shall be the applicant having the highest Combined Score. The second highest applicant shall be kept in reserve and may be invited for negotiations in case the first-ranked applicant withdraws or fails to comply with the requirements specified in in this RFP, as the case may be.

## **4. FRAUDULENT AND CORRUPT PRACTICES**

- a) The Applicants and their respective officers, employees, agents and advisers shall observe the highest standard of ethics during the Selection Process. Notwithstanding anything to the contrary contained in this RFP, Civil Aviation Department, Govt. of Bihar shall reject a Proposal without being liable in any manner whatsoever to the Applicant, if it determines that the Applicant has, directly or indirectly or through an agent, engaged in corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice (collectively

the “Prohibited Practices”) in the Selection Process. In such an event, Civil Aviation Department, Govt. of Bihar shall, without prejudice to its any other rights or remedies, forfeit and appropriate the EMD, and invoke the Performance Bank Guarantee, as mutually agreed genuine pre-estimated compensation and damages payable to Civil Aviation Department, Govt. of Bihar for, inter-alia, time, cost and effort of Civil Aviation Department, Govt. of Bihar, in regard to the RFP, including consideration and evaluation of such Applicant’s Proposal and selection in case the applicant is selected.

- b) Without prejudice to the rights of Civil Aviation Department, Govt. of Bihar under Clause 4 (a) herein above and the rights and remedies which Civil Aviation Department, Govt. of Bihar may have under the LoA or the Agreement, if an Applicant or Consultant, as the case may be, is found by Civil Aviation Department, Govt. of Bihar to have directly or indirectly or through an agent, engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice during the Selection Process, or after the issue of the LoA or the execution of the Agreement, such Applicant or Consultant shall not be eligible to participate in any tender or RFP issued by Civil Aviation Department, Govt. of Bihar during a period of 2 (two) years from the date such Applicant or Consultant, as the case may be, is found by Civil Aviation Department, Govt. of Bihar to have directly or through an agent, engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice, as the case may be.
- c) For the purposes of this Clause, the following terms shall have the meaning hereinafter respectively assigned to them:
  - i. “corrupt practice” means (1) the offering, giving, receiving, or soliciting, directly or indirectly, of anything of value to influence the action of any person connected with the Selection Process (for avoidance of doubt, offering of employment to or employing or engaging in any manner whatsoever, directly or indirectly, any official of Civil Aviation Department, Govt. of Bihar who is or has been associated in any manner, directly or indirectly with the Selection Process or the LoA or has dealt with matters concerning the Agreement or arising there from, before or after the execution thereof, at any time prior to the expiry of one year from the date such official resigns or retires from or otherwise ceases to be in the service of Civil Aviation Department, Govt. of Bihar, shall be deemed to constitute influencing the actions of a person connected with the Selection Process; or (2) save as provided herein, engaging in any manner whatsoever, whether during the Selection Process or after the issue of the LoA or after the execution of the Agreement, as the case may be, any person in respect of any matter relating to the Project or the LoA or the Agreement, who at any time has been or is a legal, financial or technical consultant / adviser of Civil Aviation Department, Govt. of Bihar in relation to any matter concerning the Project;

- ii. “fraudulent practice” means a misrepresentation or omission of facts or disclosure of incomplete facts, in order to influence the Selection Process;
- iii. “coercive practice” means impairing or harming or threatening to impair or harm, directly or indirectly, any persons or property to influence any person’s participation or action in the Selection Process;
- iv. “undesirable practice” means (1) establishing contact with any person connected with or employed or engaged by Civil Aviation Department, Govt. of Bihar with the objective of canvassing, lobbying or in any manner influencing or attempting to influence the Selection Process; or (2) having a Conflict of Interest; and
- v. “restrictive practice” means forming a cartel or arriving at any understanding or arrangement among Applicants with the objective of restricting or manipulating a full and fair competition in the Selection Process.

## **5. MISCELLANEOUS**

- a) Pre-Bid Meeting with the Applicants shall be convened at the designated date, time and place. A maximum of two representatives of each Applicant shall be allowed to participate on production of an authority letter from the Applicant.
- b) During the course of Pre-Bid Meeting, the Applicants will be free to seek clarifications and make suggestions for consideration of the Civil Aviation Department, Govt. of Bihar. Civil Aviation Department, Govt. of Bihar shall endeavour to provide clarifications and such further information as it may, in its sole discretion, consider appropriate for facilitating a fair, transparent and competitive Selection Process.
- c) The Selection Process shall be governed by and construed in accordance with, the laws of India and the Courts at Bihar shall have exclusive jurisdiction over all disputes arising under, pursuant to and/or in connection with the Selection Process.
- d) Civil Aviation Department, Govt. of Bihar, at its sole discretion and without incurring any obligation or liability, reserves the right, at any time, to;
  - i. Suspend and / or cancel the Selection Process and / or amend and / or supplement the selection Process or modify the dates or other terms and conditions relating thereto;
  - ii. Consult with any Applicant in order to receive clarification or further information;
  - iii. retain any information and /or evidence submitted to Civil Aviation Department, Govt. of Bihar by on behalf of and/or in relation to any Applicant; and /or
  - iv. independently verify, disqualify, reject and / or accept any and all submissions or other information and /or evidence submitted by or on behalf

of any Applicant.

- e) It shall be deemed that by submitting the Proposal, the Applicant agrees and releases Civil Aviation Department, Govt. of Bihar, its employees, agents and advisers, irrevocably, unconditionally, fully and finally from any and all liability for claims, losses, damages, costs, expenses or liabilities in any way related to or arising from the exercise of any rights and /or performance of any obligations hereunder, pursuant hereto and /or in connection herewith and waives any and all rights and /or claims it may have in this respect, whether actual or contingent, whether present or future.
- f) Documents and other information supplied by Civil Aviation Department, Govt. of Bihar or submitted by an Applicant shall remain or become, as the case may be, the property of Civil Aviation Department, Govt. of Bihar. Civil Aviation Department, Govt. of Bihar will not return any submissions made hereunder. Applicants are required to treat all such documents and information as strictly confidential.
- g) Civil Aviation Department, Govt. of Bihar reserves the right to make inquiries with any of the clients listed by the Applicants in their previous experience record.

**APPENDIX I: TECHNICAL PROPOSAL**  
**FORM – 1**  
**LETTER OF PROPOSAL**

Date.....

To,

Secretary,  
Civil Aviation Department, Govt. of Bihar  
Patna–800014

Subject: Selection of Consultant for preparation of Detailed Project Reports (DPRs) for Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports in Bihar, India

Dear Sir,

1. With reference to your RFP Document Ref. dated,..... we,..... having examined all relevant documents and understood their contents, hereby submit our Proposal for selection as Consultant for the captioned assignment.
2. All information provided in the Proposal and in the Appendices is true and correct and all documents accompanying such Proposal are true copies of their respective originals.
3. This statement is made for the express purpose of appointment as the Consultant for the aforesaid Project.
4. We shall make available to the Authority any additional information it may deem necessary or require for supplementing or authenticating the Proposal.
5. We acknowledge the right of the Authority to reject our application without assigning any reason or otherwise and hereby waive our right to challenge the same on any account whatsoever.
6. We declare that:
  - a. We have examined and have no reservations to the RFP Documents, including any Addendum issued by the Authority;
  - b. We do not have any conflict of interest in accordance with this RFP Document;
  - c. We have not directly or indirectly or through an agent engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice, as defined in this RFP document, in respect of any tender or request for proposal issued by or any agreement entered into with the Authority or any other public sector enterprise or any government, Central or State; and
  - d. We hereby certify that we have taken steps to ensure that in conformity with the provisions of this RFP, no person acting for us or on our behalf will engage in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice.
7. We understand that you may cancel the Selection Process at any time and that you are bound neither to accept any Proposal that you may receive nor to select the Consultant, without incurring any liability to the Applicants in accordance with this RFP document.
8. We certify that in regard to matters other than security and integrity of the country, we or any of our Associates have not been convicted by a Court of Law or indicted or

adverse orders passed by a regulatory authority which would cast a doubt on our ability to undertake the Consultancy for the Project or which relates to a grave offence that outrages the moral sense of the community.

9. We further certify that in regard to matters relating to security and integrity of the country, we have not been charge-sheeted by any agency of the Government or convicted by a Court of Law for any offence committed by us or by any of our Associates.
10. We further certify that no investigation by a regulatory authority is pending either against us or against our Associates or against our CEO or any of our Directors/ Managers / employees.
11. We hereby irrevocably waive any right or remedy which we may have at any stage at law or howsoever otherwise arising to challenge or question any decision taken by Civil Aviation Department, Govt. of Bihar in connection with the selection of Consultant or in connection with the Selection Process itself in respect of the above-mentioned Project.
12. The Earnest Money Deposit (EMD) of Rs. 1,50,000/- (Rupees One Lakh Fifty Thousand Only) are remitted, in accordance with the RFP document.
13. We agree and understand that the proposal is subject to the provisions of the RFP document. In no case, shall we have any claim or right of whatsoever nature if the Consultancy for the Project is not awarded to me/us or our proposal is not opened or rejected.
14. We agree to keep this offer valid for 120 (one hundred twenty days) from the Proposal Due Date specified in the RFP.
15. A Power of Attorney in favour of the authorized signatory to sign and submit this Proposal and documents is attached herewith in Form 4.
16. We have studied the RFP and all other documents carefully and also satisfied ourselves of the Project site. We understand that except to the extent as expressly set forth in the Agreement, we shall have no claim, right or title arising out of any documents or information provided to us by Civil Aviation Department, Govt. of Bihar or in respect of any matter arising out of or concerning or relating to the Selection Process including the award of Consultancy.
17. The Financial Proposal is being submitted separately. This Technical Proposal read with the Financial Proposal shall constitute the Application/ Bid which shall be binding on us.
18. We agree and undertake to abide by all the terms and conditions of the RFP Document.

In witness thereof, we submit this Proposal under and in accordance with the terms of the RFP Document.

**Yours Faithfully,**

.....

**APPENDIX I: TECHNICAL PROPOSAL  
FORM – 2  
PARTICULARS OF THE APPLICANT**

1.1	Title of Consultancy:	
1.2	Title of Project:	
1.3	State whether applying as Sole Firm or Lead Member of a consortium	
1.4	State the following;	
	Name of the Entity:	
	Legal status of the Entity: (e.g. Sole Proprietorship/ Partnership/ Private Limited, etc.), Please enclose supporting documents (Certificate of Incorporation / Memorandum / Articles of Association / CA certificate, etc.)	
	Country of Incorporation:	
	Registered Address:	
	Year of Incorporation:	
	Year of commencement of business:	
	Principal place of business:	
	Company profile including with mainline of business:	
	Name, designation, address and phone numbers of authorised signatory of the Applicant:	
	Name:	
	Designation:	
	Company:	
	Address:	
Mobile No.:		
Fax No		
E-mail:		
1.5	If the Applicant is Lead Member of a JV/ consortium, state the following for each of the other Member Firms:	
	(i) Name of Firm:	
	(ii) Legal Status and Country of incorporation	
	(iii) Registered address and Principal place of business.	

1.6	For the Applicant, state the following information;
	(i) In case of non-Indian Firm, does the Firm have business presence in India? If so, provide the office address (es) in India
	(ii) Has the Applicant been penalized by any organization for poor quality of work or Breach of contract in the last five years?
	(iii) Has the Applicant / or any of its Associates ever failed to complete any work Awarded to it by any public authority / entity in last five years?
	(iv) Has the Applicant or any of its Associate suffered bankruptcy / insolvency in the last five years? Note: If answer to any of the questions at (ii) to (iv) is yes, the Applicant is not eligible for this consultancy assignment.
1.7	Does the Applicant's firm / company combine functions as a consultant or adviser along With the functions as a contractor and/ or a manufacturer
	If yes, does the Applicant agree to limit the Applicant's role only to that of a consultant/ adviser to Civil Aviation Department, Govt. of Bihar and to disqualify themselves, their Associates/ affiliates, subsidiaries and/ or parent organization subsequently from work on this Project in any other capacity
1.8	Does the Applicant intend to borrow or hire temporarily, personnel from contractors, Manufacturers or suppliers for performance of the Consulting Services
	If yes, does the Applicant agree that it will only be acceptable as Consultant, if those contractors, manufacturers and suppliers disqualify themselves from subsequent execution of work on this Project (including tendering relating to any goods or services For any other part of the Project) other than that of the Consultant
	If yes, have any undertakings been obtained (and annexed) from such contractors, manufacturers, etc. that they agree to disqualify themselves from subsequent execution of work on this Project and they agree to limit their role to that of consultant / adviser For the Authority only

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**Authorised Representative**  
**For and on behalf of** \_\_\_\_\_

**APPENDIX I: TECHNICAL PROPOSAL**  
**(To be provided on the letter head of Applicant)**

**FORM – 3**

**STATEMENT OF LEGAL CAPACITY**

Date.....

To,

Secretary,  
Civil Aviation Department, Govt. Of Bihar  
Patna–800014

Subject: Selection of Consultant for preparation of Detailed Project Reports (DPRs) for Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports in Bihar, India

Dear Sir,

We hereby confirm that we, the Applicant, satisfy the terms and conditions laid down in the RFP document.

We have agreed that ..... (insert individual's name) will act as our Authorised Representative on our behalf and has been duly authorized to submit our Proposal. Further, the authorised signatory is vested with requisite powers to furnish such proposal and all other documents, information or communication and authenticate the same.

Yours Faithfully,

(Signature, name and designation of the authorised signatory)

For and on behalf of.....

**APPENDIX I: TECHNICAL PROPOSAL**  
**FORM – 4**  
**POWER OF ATTORNEY**

Know all men by these presents, we,.....having its registered office at .....do hereby constitute, nominate, appoint and authorise Mr.....son of.....and presently residing at..... Who is presently employed with us and holding the position of as our true and lawful Attorney (herein after referred to as the “Authorised Representative”) to do in our name and on our behalf, all such acts, deeds and things as are necessary or required in connection with or incidental to submission of our Proposal for and selection as the Consultant for Civil Aviation Department, Govt. of Bihar (the “Authority”) including but not limited to signing and submission of all applications, proposals and other documents and writings, participating in pre-bid and other conferences and providing information / responses to the Authority, representing us in all matters before the Authority, signing and execution of all contracts and undertakings consequent to acceptance of our proposal and generally dealing with the Authority in all matters in connection with or relating to or arising out of our Proposal for the said Project and /or upon award thereof to us till the entering into of the Agreement with the Authority.

AND, we do hereby agree to ratify and confirm all acts, deeds and things lawfully done or caused to be done by our said Authorised Representative pursuant to and in exercise of the powers conferred by this Power of Attorney and that all acts, deeds and things done by our said Authorised Representative in exercise of the powers hereby conferred shall and shall always be deemed to have been done by us.

IN WITNESS WHERE OF WE-----,THE ABOVE- NAMED PRINCIPAL HAVE EXECUTED THIS POWER OF ATTORNEY ON THIS.

For  
(Signature, Name, Designation and Address)

Witnesses:

Notarised Accepted

Notes:

The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executants(s) and when it is so required the same should be under common seal affixed in accordance with the required procedure. The Power of Attorney should be executed on non-judicial stamp paper of Rs. 1000/- (Rupees One Thousand Only) and duly notarised by a notary public.

Wherever required, the Applicant should submit for verification the extract of the charter documents and other documents such as a resolution/ power of attorney in favour of the person executing this Power of Attorney for the delegation of power hereunder on behalf of the Applicant.

**APPENDIX I: TECHNICAL PROPOSAL**

**FORM – 5**

**FINANCIAL CAPACITY OF THE APPLICANT**

Sl No.	Financial Year	Annual Revenue of the Applicant Entity	
		From all business Segments (INR Crore)	From Consultancy Segment alone (INR Crore)
1	2022-23		
2	2023-24		
3	2024-25		

**Certificate from the Statutory Auditor**

This is to certify that ----- has received the payments shown  
Above against the respective years on account of annual revenue.

Name of the audit firm:

Seal of the audit firm:

- In case the Applicant does not have a statutory auditor, it shall provide the certificate from its chartered accountant that ordinarily audits the annual accounts of the Applicant.
- Extracts of Profit & Loss Statement and Balance Sheet of the Audited Annual statements for the aforesaid financial years to be provided.

**APPENDIX I: TECHNICAL PROPOSAL**

**FORM – 6**

**PARTICULARS OF KEY PERSONNEL**

Sl. No.	Designation of Key Personnel	Name	Education Qualification	Length of Professional Experience	Present Employment		No. of Eligible Assignments
					Name of the Firm	Employed Since	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)

**Note:**

- i. All documents for Technical evaluation of Key Personnel must be submitted (Refer Sl. No. 5 of Section 3.1 - Evaluation of Technical Proposals)***
- ii. Submission of documents /additional documents after the PDD/ Last date of bid submission shall not be ordinarily entertained.***

**APPENDIX I: TECHNICAL PROPOSAL**

**FORM – 7**

ABSTRACT OF ELIGIBLE / SIMILAR ASSIGNMENTS OF THE APPLICANT

<b>Sl. No.</b>	<b>Name of the Project</b>	<b>Name of Client</b>	<b>Project Particulars (meeting eligibility requirements i.e. area, capacity etc.)</b>	<b>Payment of Professional Fee by the Applicant (Rs. Crore)</b>
<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>(5)</b>

**Note:**

- The Applicant may attach separate sheets to provide brief particulars of other relevant experience of the Applicant.
- All relevant details required for Technical evaluation of the Applicant entity shall be provided (Refer Section 3.1 - Evaluation of Technical Proposals)
- Each eligible assignment must be backed up with below mentioned documents:
  - Project sheet
  - Completion / Performance Certificate
  - Relevant extracts from Contract /RFP / Project report if applicable
  - Certification from statutory auditor / chartered accountant certifying the fee received by the Applicant

**APPENDIX I: TECHNICAL PROPOSAL**

**FORM- 8**

**CURRICULUM VITAE (CV) OF KEY PERSONNEL**

1. Proposed Position:
2. Name of the Personnel:
3. Age & Date of Birth:
4. Nationality:
5. Name of the Firm:
6. Years with the Firm (starting with present position, list every employment held)
7. Profession:
8. Education Qualification & Institution:
9. Other Training:
10. Memberships in Professional Societies / Bodies:
11. List of projects in which the Personnel has worked:
12. Name of the project:
13. Description of responsibilities:
14. Certification:
15. Any other relevant details\*:

***\* The CV shall contain all relevant details required for Technical Evaluation of Key Personnel (Refer Sl. No. 5 of Section 3.1 - Evaluation of Technical Proposals)***

I am willing to work on the Project and I will be available for entire duration of the Project assignment as required.

I, the undersigned, certify that to the best of my knowledge and belief, this CV correctly describes myself, my qualifications and my experience.

Place: .....

Date:.....

Signature of the Key Personnel:

Full Name of the Key Personnel:

.....

Signature of the Authorized Representative

Full Name of the Authorized Representative:

## **APPENDIX II**

### **FINANCIAL PROPOSAL**

- **The quoted fee (in INR) for undertaking the assignment, inclusive of GST and all other charges, shall be indicated.**
- **The quoted fee, as above, shall not be disclosed anywhere else in the tender. No hard copies indicating the fee shall be submitted along with the Technical Bid.**

## APPENDIX III

### **TERMS OF REFERENCE (ToR)**

#### **Selection of Consultant for preparation of Detailed Project Reports (DPRs) for Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports in Bihar, India**

##### **Preamble**

Government of Bihar intends to develop the **Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports, Bihar** State, India. An extent of around 4228 Acres of land in Sonpur and 931 Acres of land in Sultanpur have been identified for construction of the project. Land acquisition as per LARR Act, 2013 is in progress. **Pre-Feasibility Study and Obstacle Limitation Surface (OLS) surveys of both greenfield airport sites have already been completed.**

The next step is to peruse the OLS study data and fine-tune the Pre-Feasibility Reports into Techno Economic Feasibility Reports (TEFRs), and then scaling up the TEFRs into Detailed Project Reports (DPRs), and secure the necessary central government clearances including, but not limited to Site Clearance, Defence Clearance, Security Clearance, In-Principle Approval, Environmental Clearance, etc., for both the airports, at the appropriate stages.

Civil Aviation Department, Govt. of Bihar has decided to select a reputed Consultant for preparing the Detailed Project Reports (DPRs) for development of Sonpur Airport in Saran District and Sultanganj Airport in Bhagalpur District, Bihar. The assignment will cover aspects such as, but not limited to, data collection, surveys and investigations (Wind Rose Study, Geotechnical and Topographic Survey), Infrastructure Assessment, Preliminary Designs for Airport Works, preparation of 'good for tender' drawings, City Side Designs, Technical Assistance, project structuring, bid documentation for selection of contractor(s), followed by evaluation and signing of agreement, etc. The DPR should adhere to all stipulations & guidelines of MoCA and should be a quality and bankable project report, whereby the In-Principle approval, and other necessary approvals, can be obtained for the project.

In this context, Civil Aviation Department, Govt. of Bihar has decided to carry out a Quality and Cost Based Selection (QCBS) process for selection of a consultant for preparation of Detailed Project Reports (DPRs) for Development of Sonpur (Saran) and Sultanganj (Bhagalpur) Greenfield Airports in Bihar, India.

##### **SCOPE OF SERVICES FOR THE SELECTED CONSULTANT**

The scope of services to be rendered by the selected Consultant shall include, but not limited to the following essential tasks;

##### **Task 1 – Fine-Tuning of Pre-Feasibility Reports into Comprehensive Techno-Economic Feasibility Reports (TEFRs).**

This involves assessment of the existing Pre-Feasibility Reports and OLS survey reports of both the airports, perform Gap analysis and such other studies/ surveys as necessary, carry out market demand assessment and air traffic forecast to determine the capacities of the airports, Airport Influence Area /

regional development assessment, identifying the technical and economic factors influencing the development and operations of the airport, thereby fine-tuning the Pre-Feasibility Reports into Techno Economic Feasibility Reports (TEFRs).

For achieving this, the Consultant shall undertake a detailed analysis of passenger, aircraft, and cargo traffic, including a historical assessment covering a minimum period of the last 15 years. Based on trend analysis, future demand–supply projections shall be developed, with forecasts for passengers, aircraft movements, and cargo traffic over a 50-year horizon, taking into account key demand drivers such as industrial and regional economic growth, tourism expansion, and changes in per capita income. The forecasts shall be presented annually, with peak-hour demand and traffic patterns assessed at five-year intervals. The Consultant shall also assess and forecast air, rail, and road traffic volumes and requirements for movement of passengers, tourists, and goods, including traffic to and from the proposed Greenfield Airports and interlinkages with existing airports through road and rail connectivity.

**Task 2 – Necessary Surveys and detailed investigations required to obtain Site Clearance approval, In-Principle approval, Defence Clearance, Security Clearance, etc., from MoCA and other central government agencies.**

During this stage, the consultant shall carry out surveys commensurate with the requirements for the development of the “good for tendering” design of all elements of the project. The surveys and investigations that are required to be conducted include, but is not limited to the following;

- The Consultant will need to review the available data and / or charts of the OLS survey already carried out by the Govt. of Bihar, and if necessary, a fresh OLS study survey shall be carried out through competent AAI empaneled surveyor who has previous experience of conducting similar surveys. The Consultant shall also have competency to prepare the Aerodrome charts as required and stated in relevant ICAO documents. Consultant shall interact with AAI and be satisfied with the competency of the OLS surveyors in conducting survey, preparation of charts, etc. The actions to be taken on OLS survey output should be incorporated in the DPR.
- Utility Survey to identify all existing utilities to develop the utility protection and / or relocation plan. This would also include the reconfirmation of all existing EHT / LT electric supply lines, water lines, roads etc. to be diverted within the airport area and approaches of runway.
- Survey of any existing water streams within the project site and incase of diversion the subsoil water drainage survey is required.
- Ground water table survey within and outside the Airport.
- Safety gap analysis survey for 1000 m from Runway threshold.
- The survey of trees to be cut for the construction to be done with species details. The details and areas for replanting/ relocation of trees if required.
- To decide safe & cost-effective type of foundation, depth of foundation, load bearing capacity of soil, location of ground water and possible corrosive effects of soil and water on

foundation material, ground improvement/soil treatment, if any, required before laying/casting of foundation. In order to achieve the above objective, Soil Investigation shall be carried by consultant to evaluate the engineering properties

- Geotechnical Investigations comprising boreholes and trial pits as part of arriving at the “good for tendering” design. Such boreholes and trial pits shall be conducted at a far closer spacing. All associated laboratory testing would also be included. Requirement of ground penetrating radar survey to be confirmed. Confirmation on usable soil of adequate quantity within site.

Soil investigation Report shall include the following:-

- Introduction: (Description of work). Field Investigation: Summary of various tests carried out in the field.
- Field Investigation Photographs: (To attach Photographs showing the field test in progress along with the concerned Technician / Engineer)
- Lab Investigation: (To give Summary of various tests carried out in the lab).
- Location Map: (To give Location map of the area under investigation clearly indicating Longitudes (in case of runway/taxiway) or other land marks which can clearly identify the area under investigation. Further the location plan should also indicate test locations viz. boreholes, plate load tests, CBR Test on a well-proportionate scale),
- Longitudinal Section: (Longitudinal section of soil profile passing through various boreholes. The longitudinal section must indicate RL, water table, soil specification etc. at each borehole).
- The Soil Profile: (Detailed description of each layer/ stratification of soil considering all the bore holes, lab & field test).
- Since the construction of project would be based on soil investigation report, the accuracy and adequacy of report shall be the criteria of the contract.
- The consultant shall provide all the details pertaining to the studies or works including collection of data.
- Consultant shall make enquiries and verify regarding earlier use of the site, which can have important bearing on its suitability for the proposed structure.
- All tests shall be carried out as per latest provisions in concerned BIS code provisions including all applicable official amendments and revisions. The consultant may use any other code in case there is no BIS code for a particular test.
- The Consultant shall be liable and responsible for the correctness and accuracy of the data, calculations, analysis and recommendations furnished by them. Should any inadequacy or discrepancy be observed in the work performed by the Consultant and recommendation made by them, the Consultant shall at his own initiatives perform all such survey/ investigation and other works as may be necessary for adequacy of the recommendation/ requirements without any extra cost.
- The survey for use of available materials/ structures within campus like laterite stone, soil, granite, existing buildings, etc. to be done.

**Task 3 - Prepare comprehensive Master Plans that includes airside facilities, landside facilities, and related infrastructure, including commercial and maintenance, repair, and operations (MRO) facilities, along with other essential services for both the airports, thereby scaling up the TEFRs into Detailed Project Reports (DPRs).**

During this stage, the conceptual Master Plan needs to be prepared with additional facilities if any, thereby scaling up the TEFRs into Detailed Project Reports (DPRs).

- The land parcels beyond operational area also need to be earmarked for different commercial purposes with proposed ground formation levels for each segment.
- The ground formation levels shall be so proposed by keeping balancing between cutting & filling and overall rain water disposal network.
- Carbon emission reduction measures to achieve carbon Neutrality & Net zero may be ab initio incorporated in the Detailed Project Report, Airport Master plan, etc.
- Construction zone/area to be earmarked for site office/ Labour huts/ Plant & Machines/stocking yard etc. The area to be earmarked in such a way that during the operation of Airport this segment is useful.
- Service duct for different phases and for whole campus to be proposed.
- Study for future extension / addition of link taxi /RET etc.
- MET park locations
- Present & Future NAVAIDS/ ATC facilities
- Review of critical areas requirement of various CNS / ATM equipment
- Planning of construction in different phases
- Adequate provision for extension / expansion of operational area anticipating future operational and aero market demands.
- Existing water channel, if any, running through the project site should be protected and design of the airport should take this into account.
- Helicopter / Drone are to be identified beyond operational area.

**Task 4 - Updating of Demand & Market Assessment and Economic Analysis including traffic forecast for PAX/Cargo/ATM and baggage, and Socio-Economic Cost-Benefit Analysis (CBA).**

The Consultant shall update the analysis based on the current market scenario and determine the appropriate approach for the EPC contractor/ Developer for implementing the project. The baggage forecast study is to assess the conveyor belt requirement and processing time. Along with updating the economic analysis, market study and assessment, which would establish the commercial demand, consultant will also undertake a Socio-Economic Cost-Benefit Analysis (CBA) with estimation of Economic Rate of Return (ERR), etc.

To ensure the data used is current and relevant to the present market conditions, it will be necessary for the Consultant to update the information. The Consultant shall identify any gaps or areas that require further attention. This step is crucial for obtaining a more accurate and comprehensive

understanding of the market, facilitating informed decision-making during the project implementation. Being a Greenfield International Airport, multiple approaches for forecast study shall be done.

The consultant shall undertake an assessment of the aviation industry, analyzing key trends, challenges and opportunities. By updating the aviation industry analysis, the consultant shall provide valuable insights that will support the identification of investment and revenue-generating potentials in the airport development sector. Correlation analysis, Regression analysis, Break Even analysis, etc., are to be done.

#### **(i) Updating Demand and Market Assessment**

The focus of updating the demand and market assessment will be to evaluate the investment and revenue generation potential within the airport development sector. At this stage, the consultant shall reassess and refine the previous market and demand analysis. This step ensures that analysis remains up-to-date and relevant.

The consultant shall conduct a detailed assessment in the project catchment area and present a forecast of international and domestic operations for both passengers and cargo. The consultant's approach should involve extensive research, analyzing market dynamics, passenger traffic patterns, O&D survey, emerging technologies, regulatory frameworks, and other factors impacting the industry. reliable data sources, and industry networks. The general aviation forecast and its revenue potential to be accounted. Based on the above, traffic projection shall be over a period of 30 years.

This updated analysis shall include a comprehensive understanding of the investment landscape, identifying viable opportunities for revenue generation in airport development. By considering the established need for the airport and updating the market demand and aviation industry analysis, the consultant shall provide informed recommendations that align with the current market scenario and support the financial viability of the project.

#### **(ii) Updating Economic and Financial Assessment**

It is crucial to update the Economic and Financial Assessment during the DPR stage to ensure an accurate evaluation of the project's revenue generation potential and alleviate the financial burden on the government. The updated Economic and Financial Assessment shall encompass various essential elements for the successful implementation of the airport development project. These elements shall include:

- Phasing of Development:

Analysis shall be conducted by the Consultant to determine the optimal phasing of the airport development, considering construction timelines, operational & maintenance requirements, and market demand. The analysis should help identify the most efficient way to allocate resources and generate revenue during different project phases.

- Preparation of Business Plan, Estimation of Revenue and Sources:

A comprehensive evaluation of potential revenue streams needs to be conducted, including aeronautical and non-aeronautical revenues like land monetization revenue, concession fees, passenger charges, advertising, and other income-generating avenues. The Consultant shall quantify

and identify these revenue sources and develop strategies to maximize income generation and achieve financial sustainability. The consultant shall prepare a viable product mix for land monetization with financial analysis to assess the private concessionaire would be able to generate the revenue.

- Cash Flow Analysis and Financial Modelling:

The consultant shall prepare a financial model to assess the key financial parameters such as Project IRR, Equity IRR, DSCR, cash flows etc. The cash flow projections need to be developed, taking into account income and expenditure over the project's lifespan. Financial models will have to be constructed to assess the project's financial viability, considering operating and maintenance costs, capital investments, inflation, and revenue growth projections including internal rate of return. The models shall provide insights into the project's profitability and financial feasibility. Projected Balance Sheet, P & L, etc. are to be prepared.

- Sensitivity Analysis:

A Sensitivity analysis will be required to address uncertainties and potential risks by assessing the project's sensitivity to changes in key variables.

- Economic growth of Region/ Surroundings:

The consultant shall make an analysis showing existing key financial indicators within the region/surrounding city of Airport and the growth of these financial indicators post commission of this Airport (5 years to 10 years span)

- Airports Economic Regulatory Authority (AERA):

The consultant shall prepare all documents required for AERA approvals. Though the AERA approval is required just before the commissioning of the Airport, many basic documents are required to be collected for the preparation of various documents to submit to the AERA for the sanctioning of tariff. The consultant is expected to collect all the basic documents and provide to enable Airport operator to proceed further. These documents include similar AERA proceedings for comparable Airports and the clear picture of supporting documents to be prepared and ensured during construction stage.

- Financing Options and Feasibility:

The Consultant shall explore different financing options, such as partnerships, government grants, loans, and other funding mechanisms. A thorough evaluation of these options will be required in order to determining their feasibility, considering factors like interest rates, repayment terms, and potential impacts on the project's financial performance.

- Social Cost Benefit Analysis & Assessment of Key Economic Benefits:

The assessment shall include examining the broader social and economic benefits of the airport development project, including job creation, increased tourism, enhanced connectivity, and regional development. This analysis shall provide a comprehensive understanding of the project's socio-economic impact and workout the economic rate of return (ERR) for the project, contributing to informed decision- making and policy formulation.

- Assessment of Benefits during Construction and Operation:

The Economic and Financial Assessment shall encompass an analysis of the benefits expected during both the construction and operation phases of the project including generation of revenue during the construction phase. The evaluation shall be such that it will highlight the positive economic effects of the project at each stage, enabling stakeholders to comprehend its value and contribution to the local and national economy.

The objective shall be to ensure a thorough understanding of the revenue potential and financial implications of the airport development project. The Consultants findings shall guide the implementation of strategies to reduce the financial burden on the government and promote sustainable revenue generation.

**Task-5 - Carrying out Environmental Impact Assessment (EIA) study and securing Environmental Clearance.**

This involves carrying out comprehensive Environmental Impact Assessment (EIA) study to evaluate the environmental and social impacts arising out of the projects, including impacts on air quality, noise levels, traffic, land use, drainage, aesthetics, heritage structures, and traditional communities. Propose appropriate mitigation measures and prepare draft Rehabilitation Action Plan (RAP) and Environment Management Plan (EMP), as required, for obtaining Environmental Clearance from the Ministry of Environment, Forest and Climate Change (MoEF&CC) for both airports. All details as per the prescribed checklist and formats shall be furnished by the Consultant for submission to MoEF&CC. An experienced representative of the Consultant shall participate in all meetings with MoEF&CC, including Public Hearings, as stipulated under the EIA Notification, 2006.

**Task 6 – Earthwork balancing and platform levels for each facility proposed for the two airports.**

During this stage the consultant shall undertake the following;

- In the construction the proposed platform levels to be arrived in such a way that the cutting and filling quantity shall match.
- In case cutting quantity is found more than filling, the area for such filling to be identified within the airport campus.
- The impact of royalty of using minor minerals like laterite, soil, granite, boulders, etc., obtained from the premise.
- The probability of blasting in cases of hard rock and its quantification as well as alternatives.
- Lead chart preparation.
- The computation of bulk earth work with multiple platform levels and comparison between them.
- Special machinery requirement for bulk earthwork and to reduce the execution time.
- Requirement of RSS /Soil Retaining Structures.

**Task 7 – Preparation of various maps.**

The consultant shall prepare the following maps;

- Air space Zoning Map has to be prepared based on OLS survey. This map is required to

- be submitted by the Airport operator to AAI for their vetting.
- Aeronautical Survey Map
  - Geological Survey Map. The existing Geological Survey maps of the area published by the GSI can be used, provided the map reflects the earth composition & structure at the Airport site to understand various types of rocks/sediments and other geological features prevailing at the Airport site.
  - Noise mapping/ Noise contour
  - Airport location map including 15 Km radius.
  - List of obstacles to be controlled by Local Self Government Department (Height control).
  - Survey and making list of other structures/ markets/ objects to be monitored and controlled by LSGD to protect the environment for safe operation. (As per Airport Environment Management Committee to be appointed by Government of Bihar).
  - The survey map of existing structures /utilities/ waterbody/ HT line, etc.
  - Drawings of obstruction survey in four directions.

#### **Task 8 – Preparation of “Good for Tendering” design of all elements of the Aerodromes.**

Based on the updated Master Layout Plan, the airport components shall be developed further to prepare “good for tendering” designs. Consultant shall recommend conceptual architectural elements and prepare conceptual architectural plan of Terminal Building, ATC and Technical Block, Services Block, other facilities etc. While working out, value engineering inputs including the use of renewable energy resources and adherence to ECBC norms / GRIHA rating to be considered by the Consultant. For GRIHA, the minimum rating should be 4 star and above. For LEED, it should be minimum Gold Rating.

These drawings shall have allocation of areas for most economical and systematized flow pattern of activities and fulfilling all requirements indicated by AAI/DGCA/MOCA. The conceptual drawings prepared shall be in adherence to local bye laws and incorporate all necessary statutory and regulatory requirements to be met including local and international aviation compliance requirements, commercial considerations and such other necessary for execution. The tender design of all airside components shall be carried out as per the CAR and ICAO standards and National Codes and Standards as applicable. The landside components shall be designed to a “good for tendering” level.

During this DPR stage, major emphasis shall be given for completion of civil, mechanical and architectural design including mechanical processes (such as the potable water system, storm water drainage system etc.) to ensure that they are integrated properly into the structures. Architectural concepts shall be developed, and structural systems shall be identified. All the required site investigations including the chemical analysis of water, soil analysis and topography, shall be identified before completing this step.

The Consultant shall develop “Good for Tendering” design drawings to communicate the design that would be developed. A Design Report shall be prepared with drawings and shall include an outline of materials, their specifications and equipment and furniture /IT specifications which are

then used as a basis for estimating construction cost estimates with specific recommendations prior to actual design. The equipment and accessories shall include those which are required for operation and maintenance also.

This stage shall include carrying out good for tendering” design as follows:

**a. Airside Components and their Phased Implementation Plan which shall include:**

- Horizontal and vertical geometrical design for Runway, Taxiway and Aprons as well as for lighting
- Longitudinal Sections
- Aircraft pavement structure and Ramp equipment platform
- Typical cross-section of runways and taxiways and their associated strips and aprons
- Proposals for the provision of aids for navigation with full details of AAI requirements including phased installation.
- Proposal for the phased construction of runway, taxiways and aprons etc. including operational walls, roads etc.
- Static tank including water source for both runway end & service duct for present & future

**b. Communication, Navigation, Surveillance, Air Traffic Services and Aeronautical Meteorology Systems / Equipment**

- Preparation of CNS/ATM equipment inventory and infrastructure required for the airport in consultation with the Airports Authority of India.
- Instrument Landing System including sub components to be included
- Following ICAO guidelines and best international practices and national requirements,
- Preparation of proposal for CNS/ATM & Meteorological system and their phased implementation. The MET inventory of various equipment shall be included.
- Preparation of proposal for Air Traffic Control, Air Traffic Control Building and Fire Station including IMD requirements.

**c. Airport Support Services and their Phased Implementation Plan which shall include**

- Design of total Rainwater system network.
- Airport operation Support services, quantification and preliminary design such as main power supply, stand-by power supply, power distribution, etc. The solar power also will be considered. The solar system shall be designed with anti-glaring system.
- Airport rescue and firefighting (RFF) services requirements
- Airport operation and maintenance services and equipment
- Aircraft maintenance facilities, such as maintenance hangars and the associated aprons and taxiways
- All IT related works like CCTV / TETRA
- General aviation, cargo and aircraft hydrant refueling facilities, EV charging facilities,

Night soil pits, Isolation bay, cooling/fire pits as per latest BCAS guidelines.

- Addressing security requirements and any other security system/services/facilities, specific requirements of security gate.
- Digi Yatra boarding facility
- Other Airside requirements of Airlines/Ground Handling agents etc.

**d. Landside Components and their Phased Implementation Plan which shall include**

- Preliminary Design for Airport Terminal Building and airport entrance along with 3D visualizations. The space requirements to be matched with the capacity yardstick recently published by BCAS.
- Airport Ground Access
- Airport multi-modal access
- Parking facilities
- Terminal road ways and curb side
- Regional and local ground access / transit facilities
- Car/Bus park & Toll booth management system
- Power House
- Underground Sump
- Auxiliary buildings like office space for airport company staff included in a part of terminal building, Canteen, Flight Kitchen Service block, Cloak room, Police Aid post, Medical facilities, quarantine facilitates for passengers, plants, animals etc.
- STP
- APHO
- Public Toilet, etc.
- Pilgrim facilities
- Carbon Neutrality & GRIHA/LEED rating
- Air cargo terminal building – The design parameters, cargo flow, warehousing, and other parameters to be specified. The whole complex to commission the cargo meeting all their regulatory requirements to be specified.
- EV charging facilities, Fuel & Gas station for operation area vehicles and machineries and also for general public
- Utilities such as water supply, sewer & wastewater treatment, storm water drainage areas and power supply etc. including solid waste disposal system considering cut grass removal from operational areas also.
- Service ducts for utilities

**e. Airfield Ground Lighting**

- Runway Lighting (Edge lights, End lights, Turning Pad lights, centerline lights Power Requirement, Simple Approach Light & Precision Approach Category 1 Light (upgradable to Category 2), Runway Threshold Lights, PAPI System)
- Signages, PBB & AVDGS
- Taxiway (Edge Lights, Guidance Signs)
- Aprons Lighting
- Airfield Ground Lighting Control System, ALCMS, CCR
- Associated works (Illuminated Wind Cone, Landing Direction Indicator, Aerodrome Beacon, etc.)
- Sub Station Building including equipment along with HT & LT distribution network with DG back up & UPS for AGL and Area Lighting.

**f. Surface Access**

- Approach Roads to the Terminal Building and to other facilities.
- Pavement Design including Jeepable road along the property boundary
- Parking facilities
- Property wall
- Landscaping
- Crash roads

**g. Electrical**

- Solar plant of adequate capacity
- Power supply from BSPHCL including second feeder
- Firefighting related works
- MEP /Electrical /IT /HVAC, etc. for PTB & other buildings
- Lift/ Escalator /BHS etc.
- Xray /Inline Xray
- Other ELV/ IT related works

**h. Standard and Regulations**

The development of the project should be in accordance with National Civil Aviation Policy (NCAP), 2016 and any other policy issued by Ministry of Civil Aviation from time to time. The consultant shall comply with all pertinent guidelines and standards, such as ICAO & CAR guidelines, Indian Standards and codes, and AAI & DGCA guidelines, that apply to the various studies and design of Airport Facilities. The consultant shall comply with the relevant DGCA Civil Aviation Requirements Section 4 Series 'F' PART I dated 16.10.2006, as amended from time to time. The consultant shall suggest performance standards and design criteria. When

assessing the alternatives, the evaluation of their cost-effectiveness shall consider their potential investment and recurring costs. Furthermore, factor such as reliability, safety for the public and personnel, environmental impacts, durability and future life, and ease of operation and maintenance shall be given due consideration.

**Task 9 – Obtaining statutory clearances/approvals from various central government agencies and State agencies, and preparation of all documents, Manuals/ SOP for DGCA licensing.**

The consultant shall assist Civil Aviation Department, Govt. of Bihar/ Airport company in getting all required approvals in order to implement the development and operation of the proposed airports. The consultant shall prepare all appropriate documentation and applications that may be required to be submitted to DGCA, MoCA, IAF, AAI, MoEF&CC, State Pollution Control Board, etc., for and as part of obtaining statutory approvals.

Thus, the role of the Consultant does not end with preparation of DPR. The necessary clearances from various authorities shall also be obtained by the Consultant, at appropriate stages of this assignment, even if those go beyond the assignment duration.

Some of the Agencies/ Authorities from which clearances shall be necessary are listed below:

- Ministry of Civil Aviation (MoCA)/ DGCA
- Ministry of Defense
- MoEF & CC
- State Pollution Control Board, Bihar
- State Ground Water Board/ Department
- Local Body clearances
- AIP promulgation
- Any other clearance required as per the latest MoCA policy for development of Greenfield International Airports
- BCAS vetting of all installations
- Electrical Inspector at approvals, Fire NoC, etc.
- Any other Central or State Government or Local bodies or Statutory Authorities.
- Central Gazette notification
- DOT approvals for Spectrum /VHF etc.
- IATA code allocation
- Declaration for Civil authority for Immigration check post
- Airport Environmental Committee of Government of Bihar
- Four letter indication locator for Airport
- PESO approval
- Custom notification and Importer / Exporter code
- Preparation of all Manuals /SOPs /Documents for Airport operations

### **Task 10 – Project structuring & development model.**

The consultant shall further identify and evaluate alternative models for project structuring and advise on the recommended model for the implementation of the project. This shall include the following tasks:

- Determining the indicative structure for developing the Project.
- Optimize the Project structure under various implementation options.
- Demarcation of the roles of the key stakeholders.
- Definition of the institutional framework for implementation of the Project.
- Risk Analysis– Mitigation measures for various risks such as natural hazards, development risk, regulatory risk, commercial risk, financial risk, security risk or any other risk associated with the project, etc.
- The consultant shall evolve a marketing strategy for successfully marketing the airport among prospective users of the airport facilities. The consultant shall also list out the incentives available or that may be provided by the concerned authorities to make the project attractive for the users and investors. The consultant shall also workout long term marketing strategy to enable this project to remain attractive for user agencies, demand responsive and both Indian/ foreign airlines. The analysis may include aspects like total available market, served available market, growth prospects, target consumers and preferences, competitions, value package, delivery that meets consumer expectation exceptions etc.
- The consultant shall suggest appropriate measures to make the project **bankable**
- The consultant shall suggest appropriate packages for attracting investment.
- The consultant shall identify the various issues and agencies that will need to be coordinated for the successful implementation of the project. The consultant shall propose an optimal organization structure for the management, execution and operation of the project

### **Task 11 – Cost estimate for different phases of construction and operational cost including maintenance & furniture.**

The consultant shall prepare the estimate based on current market rates for each phase of construction. The cost shall also include operation & maintenance cost including furniture. The cost for all equipment, IT Hardware, TETRA systems, wildlife management and control, trolley procurement and AMC, irrigation for landscaping, reusing STP treated water, environmental monitoring during and Pre-construction, AODB/ ERP, BDDS equipment, vehicles, mobile command post, dog kennel, CISF barrack and equipment, Interior design, façade cleaning, Housekeeping high access equipment, insurance, TETRA, outsourcing manpower /consultancy etc. The cost recovery for Central Government agencies to be accounted. This is because, being a Greenfield Airport, the Airport Operator needs to bear the cost towards the services of Customs, MET and AAI. Further, certain expense of CISF also has to be met by the Airport operator as per

NASAFT. (Certain expenses will only be reimbursed after the Airport Operator incurs the expenditure). Hence all these costs shall also be estimated. The project cost to be benchmarked with the cost of similar projects. Cost disbursement phasing also to be submitted.

The consultant shall identify the sources, availability, lead and landed cost at site of materials required for construction including confirming their suitability for use in the works with respect to technical requirements. As applicable, the consultant shall identify the borrow areas/dump areas/quarry as applicable for borrowing/ dumping suitable /excavated earth /Aggregate for filling as well as construction, if required including the lead and landed cost from such borrow areas.

**Task 12 – Preparation of Bid/Contract Documents for selection of Concessionaires/ Developers/ Contractors/ Operators for the two airports, and provide bid managerial support.**

During this stage, the Consultant shall prepare all bid/ procurement documents necessary for the procurement of the EPC Contractor or PPP Concessionaire (or any other entity depending on the mode of procurement that would be selected) for the implementation and construction of the project.

The scope will include the following;

- Preparation of standard bidding documents like RFQ, RFP, Contract Agreement and all relevant documents until the identification and signing of the contract with the execution agency.
- Assist Civil Aviation Department, Govt. of Bihar in conducting the pre-bid meetings with prospective bidders, answering the queries raised by the prospective bidders.
- Assist Civil Aviation Department, Govt. of Bihar in the review of the tenders received from bidders in consultation with Civil Aviation Department, Govt. of Bihar and assess the completeness of documentation and seek clarification wherever appropriate.
- Assist Civil Aviation Department, Govt. of Bihar in the technical evaluation of the bids received and selection of the preferred bidder.
- Assist Civil Aviation Department, Govt. of Bihar in negotiations with the selected bidder and giving all clarifications to the bidders including issuing addendum/ corrigendum as the case may be.
- Assist Civil Aviation Department, Govt. of Bihar in executing the contract /agreement with the successful bidder.

**Task 13 – Technical specifications, special equipment, vendors, etc. including monsoon mitigation plans.**

The consultant shall draft the technical specifications for various works to be executed. The Airport requires various equipment including many special equipment. The consultant shall furnish the list and technical specifications of all that equipment, with indicative market prices, in line with the guidelines issued by regulatory bodies like DGCA/BCAS/AAI, etc. Such specification with vendors details must be capable for tendering action by the client. The quantification of each equipment with justification is to be furnished.

The work involves huge bulk earth work changing the existing whole ground terrain. This shall not result in the haphazard way of rainwater exit during execution time particularly during monsoon. Till proper storm water drain network is established at site according to the master plan, the water flow can be haphazard if proper planning and mitigation works are not done. Such heavy flow of rainwater from the huge catchment area can create difficulties for the nearby residing public and their premises. The consultant shall plan such mitigation plan to avoid difficulties to the public and their premises.

**Task 14 – Wildlife management and control measures as per ACI norms.**

The Airport operational area must be free from wild animals, birds, etc., for the safe operation. ACI has established specific standards and requirements in this regard. The wild animal entry must be prevented in such a way that the rainwater flow is also not obstructed. The grill to be positioned and designed accordingly. The bird activity within Airport and surroundings to be got studied with an expert including migratory birds' presences if any. The migratory birds can cause operational problems for the Aircraft. The bird control measures and mitigation plan must be with the support of an expert report in the field. Some of these activities would be part of the EIA study which the Consultant has to undertake for obtaining EC from MoEF&CC.

**Task 15 – Land requirement beyond Airport Campus/ Master Plan Area for crash road, rainwater disposal.**

The Airport shall be provided with a crash road on both ends of the Runway. The crash road from the end of the Runway must be connected to a public road. The consultant shall identify the route and design this road for the ACFT movement. The land requirement beyond Airport premise to be worked out for the land acquisition purpose. Similarly, the rainwater generated within Airport campus must ultimately reach a perennial source which shall be outside Airport campus. The consultant shall design such drainage network and calculate the land requirement for land acquisition by the Government.

**Task 16 – Understanding the requirements of stake holders and listing these out, estimating the expenditure to be incurred by the Client, preparation of draft agreement/MoU to be executed with each stakeholder as required.**

The consultant shall understand the requirements with various stakeholders like Customs, Airlines, Immigration, CISF, AAI, State Water Authority, etc., with respect to their Infrastructure/ Inventory requirements and list down in details. The consultant shall prepare the draft agreement documents for each stakeholder after assessing their requirements. Their office requirement within PTB, Technical block, etc., to be properly evaluated and accommodated duly complying with the prevailing standards and practices. The comparison with similar Airport is also to be furnished.

**Task 17 – Ensuring the availability of Key Personnel/ professionals/experts from multiple fields throughout the assignment.**

The consultant shall ensure the availability and involvement of Key Personnel at all times, throughout the duration of this assignment, as detailed in relevant sections of this RFP document

**Task 18 – Establishing the Manpower requirement for both the airports – from direct and through outsourcing.**

The consultant shall evaluate the staff pattern and requirements for the airport company to be formed. The manpower requirement shall be under different category like direct, through consultancy and through manpower contract like for operation and maintenance, etc.

The requirement shall be in a progressive way. Such requirement shall be further benchmarked with industry and similar Airports. The quantification of each category shall be further subdivided for each function like housekeeping, trolley retrieval, bird chasing, plant operation, etc.

**Task 19 – Preparation of Rehabilitation &Resettlement Plans, aligned with RFCTLARR Act, 2013 and its State statute.**

Considering the large extent of land involved (in excess of 2,000 acres) and the socio-economic as well as political sensitivities associated with land acquisition for the project, the Consultant shall prepare a comprehensive Rehabilitation and Resettlement (R&R) Plan. The R&R Plan shall be prepared in full compliance with the provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act, 2013) and the applicable State statutes and rules framed thereunder. The scope shall include identification and enumeration of affected families and assets, assessment of social and livelihood impacts, estimation of compensation and entitlements, formulation of resettlement and livelihood restoration measures, institutional arrangements for implementation, grievance redressal mechanisms, and an implementation schedule aligned with the overall project timelines. The Consultant shall also provide necessary technical support and documentation to facilitate statutory approvals and stakeholder consultations, as required under the Act and related rules.

***Note: All the above elements of the scope are only indicative and any other scope for the approval of DPR and follow-up measures required by the Ministry of Civil Aviation/ other Ministries/ authorities also need to be carried out by the agency as part of the assignment.***

### DELIVERABLES, TIMELINES AND PAYMENT SCHEDULE

The timeframe for deliverables and payment schedules would be as set out in the table below:

Sl. No.	Deliverables/ Payment Milestones	Tasks to be completed (under Scope of Services)	Maximum Time Duration (Commencement of work, T=0)	Percentage of Fee
1	Assessment of Pre-Feasibility Reports, perusal of OLS data, Gap Analysis and submission of findings	Task 1 (part)	T+4weeks	10%
2	Submission of Survey Report	Task 2	T+8 weeks	10%
3	Fine tuning of the Pre-Feasibility Reports into Techno Economic Feasibility Reports (TEFRs), and their submission	Task 1 (part)	T+12 weeks	10%
4	Finalization of Master Plan	Task 3	T+15 weeks	10%
5	Submission of Draft DPR	Tasks 4, 6, 7, 8, 10, 11, 13, 14, 15, 16, 17, 18, 19	T+32 weeks	20%
6	Submission of Final DPR to MoCA for obtaining 'In-Principle' approval from MoCA		T+36 weeks	5%
7	Submission of Final EIA Report for appraisal by MoEF&CC, as part of securing EC for the projects	Task 5 (part)	T+48 weeks	10%
7	Obtaining clearances from various agencies, including In-Principle approval, EC, etc.	Tasks 5 (part), 9	Parallely, at appropriate stages (T+52 weeks)	10%
8	Preparation of Bid Document(s)	Task 12	Parallely, at appropriate stage (T+52 weeks)	10%
9	Submission of Bid Evaluation Report		Parallely, at appropriate stage (T+52 weeks)	5%

**Note:**

- The above payment schedule may be modified and finalised after award of the contract, based on negotiations with the Successful Bidder, by suitably redistributing the total fee amount among the various tasks / scope components.

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