



Andhra Pradesh Airports Development Corporation Ltd. (APADCL)
(A GOVERNMENT OF ANDHRA PRADESH UNDERTAKING)

RESPONSE TO BIDDERS

APADCL/ DAGADARTHI AIRPORT/MD/APADCL/2025-26 DT. 14.11.2025

RFP NO. 01/DAGADARTHI AIRPORT/APADCL/ 2025-26 DT.04.09.2025

**DEVELOPMENT, OPERATION AND MAINTENANCE OF A GREENFIELD AIRPORT AT
DAGADARTHI, NELLORE DISTRICT IN ANDHRA PRADESH ON PPP BASIS**

Issued by

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AUTHORITY'S RESPONSE TO QUERIES FROM BIDDERS
(RFP NO. 01/DAGADARTHI AIRPORT/APADCL/ 2025-26 DT.04.09.2025)

Queries: RFP and the Draft CA for Development, Operation and Maintenance of a Greenfield Airport at Dagadarthi, Nellore District in Andhra Pradesh, India on PPP basis

S. No	Document (RFP/ Draft CA)	Clause reference	Queries from the Bidder	APADCL Response
1.	RFP	1.1.2 Applicability of State Civil Aviation Policy	As per the AP Civil Aviation Policy, 2015 following benefits are available: • Viability Gap Funding (VGF) of up to 20% from the State Government in addition to the 20% from the Central government (Clause 18(h)); • creation of project-specific SPVs to expedite approvals and land acquisition; • support for obtaining clearances like MoEF; • establishment of the Andhra Pradesh Regional Airport Development Fund (APRADF) with a 100 crore corpus, • 100% exemption on stamp duty, reimbursement of electricity duty and property tax etc. Requesting the Authority to kindly include and extend these benefits under the AP Civil Aviation Policy, 2015.	• Please refer to the clause 7.13 of the Techno-Economic Feasibility Report (TeFR) on financial viability of the project. • Please refer to the clause 1.1.5 of the RFP, the selected Bidder will have to incorporate an SPV. • Please refer to the clause 4.1.2 (b) of the Draft CA:- “The conditions Precedent required to be satisfied by the Authority shall be deemed to have been fulfilled when the Authority shall have: (b) procured Applicable Permits relating to pre-construction activities, which are required to be mandatorily obtained by the Authority: (i) Defence clearance from the Ministry of Defence, GoI, and (ii) Environment Clearance from the Ministry of Environment and Forests, GOI.”

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				All benefits available as per applicable laws, policies shall be discussed and explored with the selected Concessionaire. No change in Tender conditions.
2.	RFP	1.1.9	RFP Clause 1.1.9 states that certain statutory approvals are awaited. Requesting the Authority to kindly share indicative timelines for obtaining these pending clearances. Provide copies of approvals obtained till date. Requesting the Authority to please clarify on the rights available to the Selected Bidder in case any of these pending approvals are rejected or delayed beyond the prescribed period.	Please refer to the ANNEXURES of the TeFR for the copies of approvals obtained till date: - Annexure 1.1 – NOC from Ministry of Defence - Annexure 1.2 – Site clearance from MoCA - Annexure 1.3 – In principle approval from MoCA - Annexure 1.4 – Environmental clearance from MoEF Please refer to the clause 4.1.2 of the Draft Concession Agreement, which states as below: ‘The Concessionaire may, upon providing the Performance Security to the Authority in accordance with ARTICLE 9, at any time after 60 (sixty) days from the date of this Agreement, by notice require the Authority to satisfy any or all of the Conditions Precedent set forth in this Clause 4.1.2 within the period prescribed in such notice and such period shall not be less than the period available for the Concessionaire to achieve the Appointed Date’ Further, the clause states: ‘Provided that upon written intimation to the Concessionaire, the Authority may fulfil its

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				Conditions Precedent set forth in this Clause 4.1.2 within an extended period of 120 (one hundred twenty) days, after the expiry of the date prescribed in the notice provided by the Concessionaire under this Clause 4.1.2.’ No change in Tender conditions.
3.	RFP & Draft CA	1.1.10 & 10.2.11 Licence, Access and Right of Way Annex I, Schedule A.1	Map 1A and 1B under Schedule A.1 of the CA do not provide demarcation between Airport Side and City Side Development. Requesting the Authority to kindly provide the status of land acquisition and Right of Way for the Project. Details of land parcels still under acquisition are to be provided. Share a map clearly marking the exact area of Airport Site and City Side Development under acquisition till date for the Project The total land as provided under in the Table under Map 1B mentions the “Airside development with Airport City side” as 582 acres and below that as sub-clause B it provides for City side Development. Requesting the Authority to kindly clarify if Airport City side and City Side Development are separate areas.	The exact area for the Airside and city side are tabulated in Annex 1 (Schedule A) of the draft Concession Agreement. Total land of 1,171.49 acres is in possession of Govt. of AP. Please also refer to the clause 1.1.10 of the RFP which states ‘Land acquisition will be completed as per due process by the Authority and handed over to the Concessionaire before signing of the Concessionaire agreement.’ Please refer to the Amendment Notice 5 for the updated map.
4.	RFP	1.2.1 & 1.2.4	Clause 1.2.1 of the RFP states that “The Bid shall be valid for a period of 120 (one hundred and twenty) days from the Bid Due Date.”	The Bid shall be valid for a period of 180 (one hundred and eighty) days from the Bid Due Date as mentioned in clause 1.2.4.

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		Description of the Bidding Process	However, Clause 1.2.4 and the Tender Application Form (Appendix-I, Clause 30) mention a bid validity period of 180 days from the Bid Due Date. Requesting the Authority to kindly clarify the bid validity period that would be considered.	Please refer to the Amendment Notice No 5.
5.	RFP	2.2.2 (A) & (B) Conditions of Eligibility	Clause 2.2.2(A) requires demonstration of Technical Capacity over the past 10 financial years through Eligible Projects. However, Clause 2.2.2(B) allows reliance on the Net Worth of a parent company or Affiliate for Financial Capacity. Requesting the Authority to kindly consider extending a similar provision to Technical Capacity, allowing Applicants to rely on the Eligible Experience of their parent company or Affiliate, so that entities with relevant group-level experience are not excluded from participation.	No change in Tender conditions.
6.	RFP	2.2.3 (a) (iv) O&M Experience	Clause 2.2.3(a)(iv) requires the Managing Director/CEO to have 10 years of airport management experience. Requesting the Authority to clarify required on what constitutes as ‘airport management experience’ Requesting the Authority to kindly consider relaxing this requirement to allow for equivalent experience held by other senior leadership or board members, or to consider cumulative experience across key personnel.	Please refer to the Amendment Notice No 5.

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7.	RFP	2.3.5 Requirement of Security Clearance	Requesting the Authority to please clarify application for security clearance as per Form B of Appendix VII to be made prior to Bid Submission. Requesting the Authority to please clarify the nature of security clearance required to be obtained or available with the Bidder.	Please refer to Clause 5.7 and 5.9 of CA. This relates to employment of foreign nationals by the Concessionaire and/or its contractors and their sub-contractors. Please refer 1 June 2022, the Ministry of Home Affairs (MHA) notification on Companies (Appointment & Qualification of Directors) Rules, 2014 (Rules) If the Bidder's company and its Directors are from the specified countries of the MHA notification above, then the details are required as per Annexure VII of the RFP. No change in Tender conditions.
8.	RFP	2.27 (ii) License Fees	"during the subsistence of this RFP" creates ambiguity. Requesting the Authority to kindly clarify whether escalation of 6% is applicable during the RFP stage itself, or whether it becomes applicable only after the Concession Agreement is signed and the Concession Period begins.	Please refer clause 2.27 (i) in RFP which states "Upon execution of the Concession Agreement and in further consideration of the Authority providing leave and licence rights for the Airport Site and City Side Development for the Project to the Concessionaire and granting the rights and access set forth in the Concessionaire Agreement, the Concessionaire shall pay Licence Fee to the Authority". Please refer to the definition of "License Fee" in the draft Concession Agreement, which states: "...increased annually by 6% (six per cent) during the subsistence of this agreement." No change in Tender conditions.

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9.	Draft CA	5.3.5 Obligations relating to Change in Ownership & 7.1 (d) Representations and warranties of the Concessionaire	5.3.5 “The Concessionaire, any Consortium Member, or any of their Affiliates shall not, directly or indirectly, whether by itself or together with any Person acting in concert, hold more than twenty-six percent (26%) of the subscribed and paid-up equity share capital in any airline company operating within India during the Term of this Agreement.” 7.1(d) “neither it nor the Preferred Bidder (including the members thereof, if any) has the equity ownership of any scheduled airline or cargo airline exceeding 26% (twenty six percent) of the total Equity of the Concessionaire; ” Requesting Authority to limit the restriction to only for ‘scheduled airlines’ as provided in 7.1(d) of CA. Requesting the Authority to consider limiting the restriction to only those Affiliates whose experience has been relied by Preferred Bidder at time of Bidding.	Please refer to the Amendment Notice No 5.
10.	Draft CA	5.4 Obligations relating to Shareholding of the Authority Golden Share and Affirmative Rights	Authority holds a non-transferable “Golden Share” with veto rights over key corporate decisions. This gives disproportionate control to the Authority over internal corporate matters and undermines autonomy of the concessionaire and may deter investors. Requesting the Authority to consider deleting the provision of Golden Share.	No change in Tender conditions.

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11.	Draft CA	10.2.2 & 10.11 License Fees	Clause 10.11 states “leave and licence rights for the Airport Site and City Side Development for the Project to the Concessionaire” The entire licensed land is 1379.7 acres and the License Fees at Rs. 20,000 per acre escalated by 6 % every year . Requesting the Authority to consider License Fee for pass through as the same relates to expense incurred for the infrastructure. Requesting the Authority to consider limiting the License Fee for Airport Site only. The License Fee for City Side Development to be applicable to the extent such Site is taken by Concessionaire for that purpose.	Please refer to the Amendment Notice No 5. for change in total area.
12.	Draft CA	10.3.4 Procurement of the Site	The term “three-sixty” to be corrected as “three hundred sixty”.	Please refer to Amendment Notice No 5.
13.	Draft CA	10.3.4 Procurement of the Site	Delay in grant of Right of Way by the Authority shall not affect its rights under the Agreement. Access to land is required for timely Construction works execution. Requesting the Authority to kindly consider providing relief to the Concessionaire through extension of construction timelines in case of delay in handing over land within 360 days.	No change in Tender conditions.
14.	Draft CA	10.27 &		

S. No	Document (RFP/ Draft CA)	Clause reference	Queries from the Bidder	APADCL Response
		10.29 Licence, Access and Right of Way	The clauses are repetitive and one of them to be deleted.	Clause 10.27 is for License Granted and 10.29 is for Lease Granted. No change in Tender conditions.
15.	Draft CA	16.6.1 Reduction in the Scope of the Project	Concessionaire is required to pay 80% of the unfulfilled scope of project in the event Concessionaire fails to complete any construction work due to reasons attributable to the Authority or force majeure, for deemed fulfilment of such unfulfilled scope of project. There is no saving to Concessionaire in respect of unfulfilled scope of work due to Force Majeure/ Authority's failure. AERA allows return only on actual, prudently incurred capital expenditure. Since no asset is created in such cases, the payment cannot be included in the Regulatory Asset Base (RAB) or recovered through tariffs. Further, any similar provision for Concessionaire bearing the liability attributable to Authority's failure or Force Majeure has not been provided in other executed Concession Agreement. Requesting Authority to consider deleting the provision.	No change in Tender conditions.
16.	Draft CA	17.11.5 Use of Airport by Defence Forces	Concessionaire to earmark land for Defence Forces as per Schedule B. However, Clause 6 of Schedule B is marked "Deleted," and no specific area or layout has been provided. Requesting the Authority to kindly clarify the exact location and boundaries of the Defence Area to be allocated.	Please refer to the Amendment Notice No 5.

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			Requesting the Authority to consider a a waiver of the License Fee applicable on this earmarked area is requested. since this land is reserved for Defence Forces.	
17.	Draft CA	17.20.1 Authority's right to take remedial measures	“In the event the Concessionaire does not maintain and/or repair the Airport or any part thereof in conformity with the Maintenance Requirements, the Maintenance Manual or the Maintenance Programme, as the case may be, and fails to commence remedial works within 15 (fifteen) days of receipt of the O&M Inspection Report or a notice in this behalf from the Authority or the Independent Engineer, as the case may be, the Authority shall, without prejudice to its rights under this Agreement including Termination thereof, be entitled to undertake such remedial measures at the risk and cost of the Concessionaire, and to recover its cost from the Concessionaire. In addition to recovery of the aforesaid cost, a sum equal to 20% (twenty per cent) of such cost shall be paid by the Concessionaire to the Authority as Damages. For the avoidance of doubt, the right of the Authority under this Clause 17.20.1 shall be without prejudice to its rights and remedies provided under Clause 17.19 “ Failure by Concessionaire to commence remedial work within 15-day period is being considered as breach of the Agreement which is a ground for Termination of Concession. Requesting Authority to consider revising 15-day period to 180 days.	No change in Tender conditions.

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			Requesting the Authority to consider deleting the provision for 20% of such cost as Damages, as AERA's Consultation Paper dated 18 August 2025 prescribes damages for deviations from performance standards and Concessioneing Authority should not exceed the same.	
18.	Draft CA	27.2.2 Per Passenger Fees	“The Per-Passenger Fee shall be increased annually by the percentage variation in the Price Index from the preceding Accounting Year.” Please clarify if the escalation in the Per Passenger Fee is to be undertaken from the 5th year onward.	The escalation for the Per Passenger Fee will start from 7 th year onward.
19.	Draft CA	36.2.1 Termination for Authority Default	Requesting the Authority to kindly include a provision for Termination by Concessionaire due to Default by Authority for failure to provide at least 90% of total Site area for Right of Way required for Airport Construction. This aligns with other Concession agreements.	Please refer to the clause number 10.3.2 (Page 87) of the draft CA, which reads: “Without prejudice to the provisions of Clause 10.3.1, the Parties hereto agree that on or prior to the Appointed Date, the Authority shall have granted vacant access and Right of Way such that the Appendix shall not include more than 10% (ten percent) of the total area of the Airport Site required and necessary for the Airport” No change in Tender conditions.

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20.	Draft CA	Annex I, Schedule A, 1. Table providing total land area	The term “Airport City Side” appears inconsistent with the defined land classifications in CA. Kindly clarify whether “Airport City Side” is intended to refer to the Airport Site, or if it represents a separate land category. Requesting the Authority to provide for the Selected Bidder to have the right to take on license the City Side Development area as and when required.	Please refer to the definition of ‘City Side’ in the draft CA, which reads as below: “shall mean the portion of Site for City Side Development admeasuring 726.36 acres, earmarked for commercial development, as set out in Annex-III of Schedule-A;” Whereas the definition of ‘Airport site’ is defined in the draft CA as below: “means real estate identified in Annex-III of Schedule-A and earmarked for the development of the Airport;” Please also refer to the map 1B: Site Location and the table below, the ‘Airport Site’ and ‘City Side’ together comprise the total land area. Please refer Amendment Notice No 5 for change in land area.
21.	Draft CA	24.6.3 Sub-licensing of City Side Development	Concessionaire has to take prior approval of Authority for any license of more than 11 months. Generally all commercial contracts in City Side are more than 11 months and this may lead to a situation wherein for each contract Concessionaire has to take approval of Authority. Authority is requested to give complete flexibility to Concessionaire in respect to the development and licensing of City Side and condition of prior approval should be removed.	No change in Tender conditions.
22.	Draft CA	40.2 Change in Law – Reduction in costs	The clause needs to be deleted. This denies the benefit to the Concessionaire in terms of upside which is in general available to every stakeholder.	No change in Tender conditions.

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			“If as a result of Change in Law, the Concessionaire benefits from a reduction in costs or increase in net after-tax return higher of Rs. 1 cr. and 0.5% of the Aeronautical Charges in a year, Agreement will be amended so as to place the Concessionaire in the same financial position as before.”	
23.	Draft CA Schedule A Annex II	5 Master Plan	Authority is requested to change the clause as under: The Preferred Bidder has submitted the initial Master Plan to the Authority within 180 (one hundred eighty) 60 (sixty) days of the execution of this Agreement.	No change in Tender conditions.
24.	Draft CA	10.2.8 10.9 Lease vs. License	Authority is requested to provide the airport Site on Lease basis as contained in clause 10.2.8. However, clause 10.9 provides for License which creates the ambiguity, and appropriate changes may be incorporated in the concession agreement.	Please refer to the Amendment Notice No 5.

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25.	Draft CA	18.6.9	CA requires that airport should be maintained considering IATA Level of Service – C. However, as per A.P. Civil Aviation Policy 2015, Nellore airport has to be constructed as a no-frill low / cost airport. Hence, it is requested that requisite Level of Service – ‘D’ Should be considered for Nellore airport. This would help in keeping the airport charges lower.	Envisaged Airport at Dagadarthi is not a no-frill/low-cost airport. It will be a full commercial. Based on the recommendations of report of the inter-ministerial group on norms and standards for determining the capacity of the airport terminals, a level of service "C" is recommended to provide a reasonable level of service for all components required in Terminal Building. Therefore, a level service "D" shall not be suitable for the area requirements of terminal building. No change in Tender conditions.
26.	Other	Copies of Key Documents	Copies of following key documents are required: - Site Clearance approval needed - GoO Approval needed - Applicable Permits - Traffic study report - Soil investigation & topography survey report - Detail Project Report. - Hydrology and Hydraulics study of the airport site. - High Flood Level (HFL) of the nearby waterways, rivers, streams. - Techno economic feasibility report	Please refer to the below clause of the TeFR for the copies of approvals obtained till date: - Annexure 1.1 – NOC from Ministry of Defence - Annexure 1.2 – Site clearance from MoCA - Annexure 1.3 – In principle approval from MoCA - Annexure 1.4 – Environmental clearance from MoEF Traffic Study, Soil Investigation & Topography are included in the TEFR. Please refer to the ANNEXURE Appendix 1 of this same document. for Hydrological assessment report including HFL data of nearby waterways, rivers and streams.
27.	RFP	1.1.3	Concession Period Extension Request to extend concession period to 99 years	

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		Concession Period Extension	The 45-year concession term is financially unviable, as projections indicate the airport will reach 2 million passengers only after 20 years of operations. With construction time factored in, the concessionaire may face operational losses for significant number of concession period —effectively consuming half the concession period before returns begin. Given this timeline, recovering investments and generating returns within the remaining tenure becomes extremely challenging for any investor. Request to extend concession period to 99 years, similar to Sindhudurg Airport (95-year concession). Longer tenure improves financial viability and investor confidence.	Please refer to the TeFR for commercial viability study of the project within the specified tenure. Please also refer to Amendment Notice No 5. on extension and its conditions.
28.	RFP	2.27 License Fees & 2.28 Project Development Fees	RFP Clause 2.27 & 2.28 states that License & Project Development Fees to be incurred by Concessionaire. Request for Waiver of License Fee and Project Development Charges • The license fee structure significantly adds to per passenger aeronautical yield, especially during the initial years when traffic is low and revenues are limited. • We request a waiver of license fee and project development fees, considering that: ○ The overall airport development will be phased over time, based on demand and catchment analysis. ○ Full utilization of the land area will take several years, yet the concessionaire is expected to bear the entire fee burden from Day 1, which is financially unsustainable.	Please refer to the Amendment Notice No 5. for reduction in Project Development Fees. No Change in Tender Conditions for License Fees.

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			These waivers will strengthen the project's financial viability by enabling phased development aligned with actual demand, while avoiding the burden of full fees from Day 1—helping maintain affordable airport charges and ensuring smoother financial closure.	
29.	RFP	Para 1.1.3	Para 1.1.3 DBFOT model, Estimated CAPEX shown as Phase 1 : 916 cr. It's very high for a greenfield airport where in no traffic data is provided and initial traffic is shown as 0.38 MPPA & 0.56 MPPA in FY 30. No break for the project cost is provided. Copy of TEFR should have been made part of RFP at free of cost for ease of understanding project details by prospective bidders being PPP model. ie As per Para 1.2.1 Rs 2 Lac is cost for TEFR.	Please refer to chapter 6 of TEFR for detailed computation of Capex. Bidders are encouraged to carry out independent financial analysis of the project. TEFR has been provided to the Bidders who have requested through email to the Authority. No change in Tender conditions.
30.	RFP	Para 1.1.3, Page 2 (Table	Page 2, Table : Phase 1 is shown as 2025-26 to 2039-40, Design daily demand is shown as 3827 Pax without showing any backup details/ projection basis. Seems to be not relevant.	Please refer to the section 3 of the TeFR for the 'Passenger traffic and cargo demand assessment' No change in Tender conditions.
31	RFP	Para 1.1.3, Concession Period	Concession Period is only 45 Yrs is too short period for the CAPEX envisaged for a small regional airport traffic.	Please refer to the section 7 of the TeFR on the 'Financial analysis' of the project with the given assumptions. Bidders are encouraged to carry out independent financial analysis of the project. Please refer to the clause 3.1.1 of the draft CA which states "the Concessionaire shall, at any time not earlier than 40th (fortieth) anniversary of the Appointed Date and no later than 42nd (forty second) anniversary of the Appointed Date,

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				(a) inform, in writing, to the Authority of its interest for renewal/ extension of the Concession by an additional period along with an undertaking and confirmation that it agrees to participate in an international competitive bidding process for the determination of concession fee for such additional period, in the form and manner, as may be prescribed by the Authority” Further the clause 3.1.1 (b) of the draft CA also states: “ (b) In the event, the Authority decides to accept such request for extension/renewal pursuant to (a) above and the Concessionaire participating in such international competitive bidding, (i) the Affiliate(s) of the Concessionaire shall not be qualified, either directly or indirectly, to participate in any such international bidding process; (ii) the Concessionaire shall be deemed to be qualified to submit the financial bid of such international bidding process without being required to participate in the pre- qualification process and shall not be required to submit any documents for pre-qualification; and (iii) the Concessionaire shall have the right to match the highest bid received

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				pursuant to such international bidding process, if its bid is within 10 % (ten per cent) of the highest bid that may be offered at that time in accordance with the terms and conditions of the bidding documents of the international bidding process issued therein. Please also refer to Amendment Notice No 5 on extension.
32	RFP	Para 1.1.9	Status of clearances: In absence of approvals and probable riders how can any bidder submit his quote which may have financial implications as well as operational hindrances eg MoD and MOEF, “ In principal Approval of MoCA is only for domestic airport & doesn’t cover scope for International operations.	Please refer to the clause 4.1.2 and 4.1.2 (b) of the draft CA, which reads as below: “The Concessionaire may, upon providing the Performance Security to the Authority in accordance with ARTICLE 9, at any time after 60 (sixty) days from the date of this Agreement, by notice require the Authority to satisfy any or all of the Conditions Precedent set forth in this Clause 4.1.2 within the period prescribed in such notice and such period shall not be less than the period available for the Concessionaire to achieve the Appointed Date, and the Conditions Precedent required to be satisfied by the Authority shall be deemed to have been fulfilled when the Authority shall have: (b) procured Applicable Permits relating to pre-construction activities, which are required to be mandatorily obtained by the Authority, including the following:

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				i. Defence Clearance No. 2(12)/2015/D(Air-II) dated 30 March 2017, from the Ministry of Defence, GOI; ii. Environment Clearance F. No. 10-21/ 2016-IA.III; IA/AP/MIS/50659/2016 dated 13th April 2017 from the Ministry of Environment and Forests, GOI; No change in Tender conditions.
33	RFP	Para 1.2.4	Bid security is very high due to indicative CAPAX of 950Cr, i.e. Rupees 5 Cr. Must be made reasonable to encourage participations.	Please refer to the clause 1.2.4 of the RFP, which states “a bid security of Rs 5,00,00,000 (Rupees Five Crores) (“Bid Security”) specified in the Bidding Documents, refundable no later than 60 (Sixty) days from the Bid Due Date.” No change in Tender conditions.
34	RFP	Para 1.2.7	PP fee : Per Pax fees has been asked from 6th Anniversary of COD, that should be increased to 10th COD, to make project viable due low footfall ie as projected by authority in first two phases i.e. only 1.4 to 3.2 MPPA (Pg 2).	No change in Tender conditions.
35	RFP	Para 1.3 Schedule of Bidding	Schedule of bidding: Table Point 5 & 6, 7- time lines are too short for submission of bids i.e only 17 days only, it must be increased by 60 days.	Please refer to the Amendment notice no 3 and 4 for the revised timeline.
36	RFP	Para 2.2.2 (A)	Technical capacity- One thousand eight hundred crores - We are of the opinion that as project cost itself is quite high which has a direct impact of this criteria, must be reduced by 2/3 i.e. not more than 400-500 Crores.	No change in Tender conditions.
37	RFP	Para 2.2.2 (B)	Financial Capacity - must also be reduced proportional to technical capacity.	No change in Tender conditions.

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38	RFP	Para 2.2.3 (a)	Lock in period for O & M partner, 10 years should be reduced to 5 yrs considering size of the project.	Please refer to the Amendment Notice No 5.
39	RFP	Para 2.2.3 (b)	O&M Experience - why International airport operation experience has been made must for a project which has a approval for domestic operations only?	Please refer to the Amendment Notice No 5.
40	RFP	Para 2.28	PDF - demand has been made for 45 Cr which is very high and must be reduced as initial traffic is very very low for first 20 years, it must be NiL.	Please refer to the Amendment Notice No 5.
41	RFP	Para 2.28, Appointed Date	Must be linked to 90% of total Project land acquisition, which must include 100% of airside / Airport land.	Please refer to the clause number 10.3.2 of the draft CA, which reads: “Without prejudice to the provisions of Clause 10.3.1, the Parties hereto agree that on or prior to the Appointed Date, the Authority shall have granted vacant access and Right of Way such that the Appendix shall not include more than 10% (ten percent) of the total area of the Airport Site required and necessary for the Airport” No change in Tender conditions.
42	RFP	Para 6.1	Court of Vishakhapatnam has been mentioned which is quite far from project site, it may be Vijayawada.	Please refer to the Amendment Notice No 5.
43	Draft CA	Para 3.2	City side development - FAR allowed must be mentioned for real estate projects.	Please refer to the clause 24.5 of the draft CA on ‘Restriction on Floor Space Index (FSI)’, which states: “Subject to the provisions of the Master Plan, the Floor Space Index (FSI) of City Side Development shall be the lower of 1.5 (one point five) and the limit specified by the local

S. No	Document (RFP/ Draft CA)	Clause reference	Queries from the Bidder	APADCL Response
				authorities under Applicable Laws. The height of any structure to be built on City Side Development shall not exceed the limit generally specified by the Authority or Designated GOI Agency, as the case may be, for different zones adjoining its airports. For the avoidance of doubt, the FSI of 1.5 (one point five) referred to hereinabove shall be computed with reference to the total area earmarked in the Master Plan as City Side Development, but excluding the areas reserved for roads, parks and other common facilities and amenities.” No change in Tender conditions.
44	Draft CA	Para 4.1.2	Pending approvals from MoD and MOEF - must be provided prior to bid submission or selected bidder may be given option to walk out of his obligations without any financial implication / penalties, if any of the pending approval contains restrictive condition which may hinder normal operation of the airport.	Please refer to the clause 4.1.2 and 4.1.2 (b) of the draft CA, which reads as below: “ The Concessionaire may, upon providing the Performance Security to the Authority in accordance with ARTICLE 9, at any time after 60 (sixty) days from the date of this Agreement, by notice require the Authority to satisfy any or all of the Conditions Precedent set forth in this Clause 4.1.2 within the period prescribed in such notice and such period shall not be less than the period available for the Concessionaire to achieve the Appointed Date, and the Conditions Precedent required to be satisfied by the Authority shall be deemed to have been fulfilled when the Authority shall have: (b) procured Applicable Permits relating to pre-construction activities, which are required to be mandatorily obtained by the Authority, including the following:

S. No	Document (RFP/ Draft CA)	Clause reference	Queries from the Bidder	APADCL Response
				iii. Defence Clearance No. 2(12)/2015/D(Air-II) dated 30 March 2017, from the Ministry of Defence, GOI; iv. Environment Clearance F. No. 10-21/ 2016-IA.III; IA/AP/MIS/50659/2016 dated 13th April 2017 from the Ministry of Environment and Forests, GOI;” No change in Tender conditions.
45	Draft CA	Para 4.2	Damage for delay - may be reduced to 0.05% considering traffic size of the project, with a max Cap of 50% of bid security amount. It must be imposed on Per month basis instead of projected per day basis.	No change in Tender conditions.
46	Draft CA	Para 5.1.(K)	Supply of electricity & water: Authority must provide free of cost Power from 02 different sources & water line provisions up to the boundary of the project site.	As mentioned in clause 6.1.2 of the draft Concession Agreement “The Authority agrees to provide support to the Concessionaire and undertakes to observe, comply with and perform, subject to and in accordance with the provisions of this Agreement and Applicable Laws, the following:” The point (i) further states: “Provide assistance in procurement of provisions of electricity and water up to the boundary of the Airport before the COD for Phase 1 capacity requirement of the Airport;” No change in Tender conditions.

S. No	Document (RFP/ Draft CA)	Clause reference	Queries from the Bidder	APADCL Response
47	Draft CA	Para 6.1	Obligation of the authority: Another para must be included -- handover minimum 90% of the project land which must cover 100 % of the airport land to concessionaire on the appointed date.	Please refer to the clause number 10.3.2 of the draft CA, which reads: “Without prejudice to the provisions of Clause 10.3.1, the Parties hereto agree that on or prior to the Appointed Date, the Authority shall have granted vacant access and Right of Way such that the Appendix shall not include more than 10% (ten percent) of the total area of the Airport Site required and necessary for the Airport” No change in Tender conditions.
48	Draft CA	Para 9.1.1	Performance security - must be reduced in proportion to project cost.	No change in Tender conditions.
49	Draft CA	Para 10.11	License Fee: It must commence after lapse of first 5-6 years to make project viable.	No change in Tender conditions.
50	Draft CA	Para 12.5.2	Rate of penalty is considered as 0.1% per day which is considerable very high it may be considered as 0.1% per week.	No change in Tender conditions.
51	Draft CA	Para 4.1.2 Annex I, Table B(ii), Page 237	Page 237- Show in Table"B"(ii) dense forest area measuring 46.85 Acres within project site? how the authority propose to manage that forest close to active runway operation considering safety of aircraft? why Concessionaire is supposed to pay license fees for the area which he can't even use?	Please refer to the Amendment Notice No 5.

S. No	Document (RFP/ Draft CA)	Clause reference	Queries from the Bidder	APADCL Response
52	Draft CA	Annex I, Para 2	How authority propose to deal with existing DM channel and Mango garden? DM channel must be diverted by authority prior to appointed date and Mango farm may fall well within Runway strip so as they will forming as obstacle, they should also be removed by authority prior to appointed date.	As per the TEFR prepared but RITES, the CAPEX on account of diversion of DM Channel and removal of Mango Farm within the runway strip is included in the Airport Development CAPEX. The Environmental Clearance for construction of culverts over existing DM Channel and felling of mango trees shall be facilitated by APADCL. Any modification in the approach of diverting the channel and felling of trees will require amendment in Environmental Clearance and the same shall be the responsibility of the concessionaire.

S. No	Document (RFP/ Draft CA)	Clause reference	Queries from the Bidder	APADCL Response
53	Draft CA	Annex I, Para 4.3	About conclusion: It's silent that who will remove these obstacles above the ground or below the ground? It must be done by Authority.	Please refer to the ANNEXURE Appendix 2 of the same document for the list of obstacles and the responsible parties to remove them. In addition, please also note: - The concessionaire shall be responsible for overall Aeronautical Zoning in compliance with DGCA Civil Aviation Requirements around the airport area including conducting OLS Surveys and mitigation of obstacles. - Any obstacle not part of this exhaustive list (or any updated list provided by the authority from time to time), will be removed by APADCL through state government agencies if the utility is owned by the state government else if the same is not owned by state government shall be the removal of the same will be the responsibility of the concessionaire. No change in Tender conditions.
54	Draft CA	Para 3.12, Pg 403	Vizag Airport: Seems this document has been copied from published draft CA of Bhogapuram airport and wrongly incorporated here, may be looked into. As it has no relevance with Nellore Airport.	Please refer to the Amendment Notice No 5.

S. No	Document (RFP/ Draft CA)	Clause reference	Queries from the Bidder	APADCL Response
55	Draft CA	Annex 3,4,5,7 Pg 410-411	Refer about Health & customs control: Authority may clarify about intended use of this airport as a domestic airport or as an International airport? As In principal approval document is yet to be provisioned for concessionaire.	Please refer to the definition of ‘Airport’ in the draft CA, which states: “Airport means the Greenfield domestic airport comprising of the Initial Phase at _____ in the State/UT of _____ and includes all its buildings, equipment, facilities and systems and including, where circumstances require, any Expansion thereof;” No change in Tender conditions.



Managing Director
AP Airports Development Corporation Ltd.

ANNEXURES

Appendix-1:

i) Hydrology and Hydraulics study of the airport site. ii) High Flood Level (HFL) of the nearby waterways, rivers, streams.

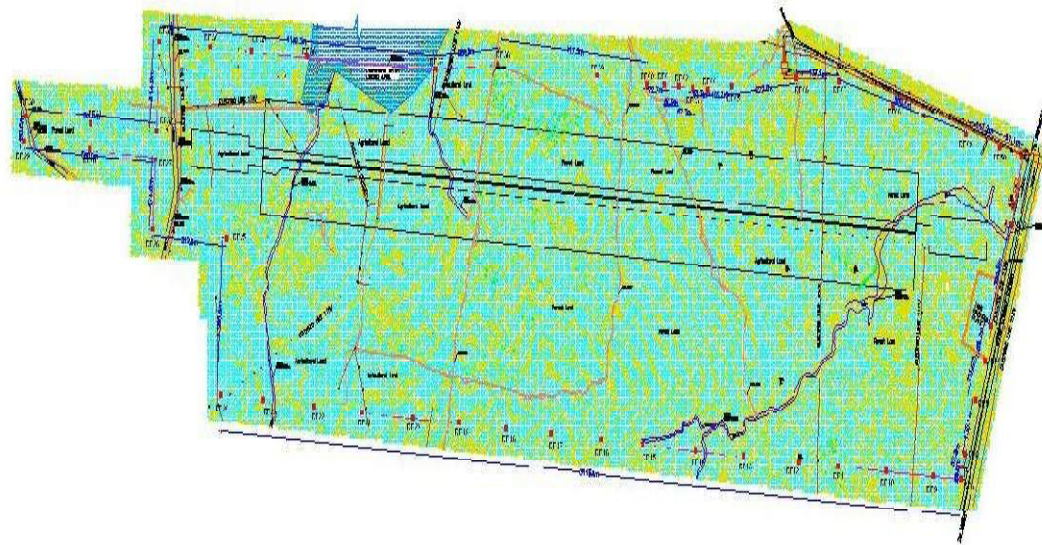
HYDROLOGICAL ASSESSMENT OF THE NELLORE AIRPORT CATCHMENT AREA

1. Nellore Airport Site

The Proposed Airport site (identified by district administration is) is located about 30 Kms North of Nellore. The site is situated on west side of Guntur-Chennai Highway (NH-16). Dagadarthi, the proposed site is 32 Kms from Kavali, 52 Kms from Gudur and 65 Kms from Kandukur.

2. Hydrological Study Area

Based on the topographical and hydrological survey undertaken at the airport site, the following catchment map of the airport site was established:



Raw Data used for the study:

- Based on the topographical surveys undertaken by M/S DSR Surveys

Software's used for this hydrological assessment:

- Google Earth
- QGIS
- Geospatial Manager
- Open Roads

3. Airport Catchment Area

The total catchment area of the airport is 386.4 hectares.

4. Maximum 24 hour Rainfall

The maximum 24 hour rainfall as per IMD Climatological normal is 523.4 mm

5. Discharge Calculations

- Catchment Area = 386.4 hectares
- Climate Change Factor = 1.15
- Coefficient of Runoff = 0.3 (As per table 6.5 of IRC SP 42:2014)
- Time of Concentration = 0.52 hours
- Corresponding Rainfall (For Time of Concentration) = 29.6 cm/hr □ Discharge (As per Rational Formula) = 96.07 cumecs

6. High Flood Levels of Nearby Water Bodies**A. Kalangi River**

Location: Sullurpet, on the Kalangi River.

New HFL: 7.4 meters

Previous HFL: 6.65 meters

B. Pennar River

Location: Nellore Anicut, on the Pennar River

New HFL: 19.57 meters

Previous HFL: 18.21 meters

Appendix-2:

Addition to Annex I, Para 4.3 of Draft CA (Conclusion from feasibility study about viability of Site):
A detailed exhaustive list of obstacles and the responsibility for their removal as shared by the TEFR consultant.

EXHAUSTIVE LIST OF OBSTACLES AND THE RESPONSIBILITY OF THEIR REMOVAL

LIST OF OBSTACLES AND REMOVAL RESPONSIBILITY					
UUID	OBJECT NAME	LATITUDE	LONGITUDE	LOCATION	Obstacles Removal Responsibility
DAGA_7113	ELECTRIC POLE	14°41'42.90554"N	79°57'00.67730"E	WITHIN RWY STRIP	APADCL through State Government Agencies
DAGA_7114	ELECTRIC POLE	14°41'44.10752"N	79°56'59.38758"E	WITHIN RWY STRIP	APADCL through State Government Agencies
DAGA_6032	GROUP OF TREES	14°41'44.17445"N	79°56'58.06203"E	WITHIN RWY STRIP	Concessionaire
DAGA_7115	ELECTRIC POLE	14°41'45.27807"N	79°56'58.14726"E	WITHIN RWY STRIP	APADCL through State Government Agencies
DAGA_7087	ELECTRIC POLE	14°41'45.18660"N	79°56'56.42556"E	WITHIN RWY STRIP	APADCL through State Government Agencies
DAGA_6197	TREE	14°41'45.52583"N	79°56'56.26593"E	WITHIN RWY STRIP	Concessionaire
DAGA_6033	GROUP OF TREES	14°41'35.79214"N	79°56'59.46442"E	WITHIN T. S.	Concessionaire
DAGA_6034	GROUP OF TREES	14°41'35.93161"N	79°56'53.29028"E	WITHIN T. S.	Concessionaire
DAGA_7155	ELECTRIC POLE	14°41'35.06604"N	79°56'44.83220"E	WITHIN T. S.	APADCL through State Government Agencies

DAGA_6084	GROUP OF TREES	14°41'35.49148"N	79°56'43.49578"E	WITHIN T. S.	Concessionaire
DAGA_7152	ELECTRIC POLE	14°41'36.65518"N	79°56'45.33057"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6102	GROUP OF TREES	14°41'36.85129"N	79°56'46.01145"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7157	ELECTRIC POLE	14°41'38.38377"N	79°56'45.88100"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7070	ELECTRIC POLE	14°41'38.59609"N	79°56'50.17542"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7069	ELECTRIC POLE	14°41'40.15886"N	79°56'50.22969"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6019	GROUP OF TREES	14°41'41.25845"N	79°56'49.74297"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7068	ELECTRIC POLE	14°41'41.57802"N	79°56'49.94830"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7067	ELECTRIC POLE	14°41'43.04689"N	79°56'49.69151"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6196	TREE	14°41'39.88629"N	79°56'48.38339"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6023	GROUP OF TREES	14°41'40.53257"N	79°56'46.47950"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7160	ELECTRIC POLE	14°41'40.19759"N	79°56'45.84917"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7158	ELECTRIC POLE	14°41'41.74976"N	79°56'45.81966"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6100	GROUP OF TREES	14°41'42.20681"N	79°56'45.42422"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6083	GROUP OF TREES	14°41'40.03465"N	79°56'44.63485"E	WITHIN APP. FUNNEL	Concessionaire

DAGA_6085	GROUP OF TREES	14°41'36.09594"N	79°56'37.98860"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6091	GROUP OF TREES	14°41'37.49201"N	79°56'34.82479"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6090	GROUP OF TREES	14°41'38.61943"N	79°56'34.63642"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6092	GROUP OF TREES	14°41'38.83118"N	79°56'36.89126"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7145	ELECTRIC POLE	14°41'44.65066"N	79°56'41.72102"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7146	ELECTRIC POLE	14°41'44.59886"N	79°56'40.37741"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7147	ELECTRIC POLE	14°41'46.15993"N	79°56'40.55869"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7144	ELECTRIC POLE	14°41'43.16314"N	79°56'42.74215"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6202	TREE	14°41'44.75303"N	79°56'42.84121"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7149	ELECTRIC POLE	14°41'46.22482"N	79°56'42.34768"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7159	ELECTRIC POLE	14°41'46.28023"N	79°56'44.78632"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7143	ELECTRIC POLE	14°41'43.40170"N	79°56'44.39049"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6201	TREE	14°41'43.79165"N	79°56'44.27002"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7066	ELECTRIC POLE	14°41'42.23426"N	79°56'47.77812"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7065	ELECTRIC POLE	14°41'43.57799"N	79°56'46.76912"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies

DAGA_6024	GROUP OF TREES	14°41'43.72000"N	79°56'46.47816"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7150	ELECTRIC POLE	14°41'46.31013"N	79°56'45.66489"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7064	ELECTRIC POLE	14°41'44.83998"N	79°56'47.61688"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6021	GROUP OF TREES	14°41'47.14484"N	79°56'48.07505"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6018	GROUP OF TREES	14°41'44.77133"N	79°56'51.01203"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7063	ELECTRIC POLE	14°41'44.97908"N	79°56'51.08218"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6031	GROUP OF TREES	14°41'44.77397"N	79°56'52.06864"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7085	ELECTRIC POLE	14°41'45.06070"N	79°56'53.03395"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7086	ELECTRIC POLE	14°41'45.12248"N	79°56'54.70156"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7080	ELECTRIC POLE	14°41'46.65487"N	79°56'52.96420"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6022	GROUP OF TREES	14°41'47.17272"N	79°56'49.24188"E	WITHIN T. S.	Concessionaire
DAGA_7072	ELECTRIC POLE	14°41'47.59879"N	79°56'47.29753"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6020	GROUP OF TREES	14°41'47.74055"N	79°56'46.34531"E	WITHIN T. S.	Concessionaire
DAGA_7071	ELECTRIC POLE	14°41'47.76881"N	79°56'45.58752"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6097	GROUP OF TREES ON HILL	14°41'35.25475"N	79°56'05.56097"E	WITHIN APP. FUNNEL	Concessionaire

DAGA_6098	GROUP OF TREES ON HILL	14°41'39.82602"N	79°56'03.29163"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6099	GROUP OF TREES ON HILL	14°41'52.56489"N	79°55'58.99629"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7291	PYLON MAST	14°42'24.62895"N	79°55'04.10854"E	WITHIN I.H. S.	APADCL through State Government Agencies
DAGA_7409	PYLON MAST	14°42'11.46213"N	79°55'02.73583"E	WITHIN I.H. S.	APADCL through State Government Agencies
DAGA_7042	CELLPHONE MAST	14°41'37.45749"N	79°54'36.91247"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6142	GROUP OF TREES	14°41'32.85711"N	79°58'28.09347"E	WITHIN RWY STRIP	Concessionaire
DAGA_7206	ELECTRIC POLE	14°41'34.26441"N	79°58'30.41489"E	WITHIN RWY STRIP	APADCL through State Government Agencies
DAGA_7208	ELECTRIC POLE	14°41'31.77317"N	79°58'30.20731"E	WITHIN RWY STRIP	APADCL through State Government Agencies
DAGA_7207	ELECTRIC POLE	14°41'30.73709"N	79°58'30.56406"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6150	GROUP OF TREES	14°41'27.68744"N	79°58'29.10826"E	WITHIN T. S.	Concessionaire
DAGA_6140	GROUP OF TREES	14°41'27.35455"N	79°58'31.74172"E	WITHIN T. S.	Concessionaire
DAGA_6141	GROUP OF TREES	14°41'31.66566"N	79°58'30.89531"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6139	GROUP OF TREES	14°41'32.41203"N	79°58'32.35317"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6145	GROUP OF TREES	14°41'41.34336"N	79°58'29.87251"E	WITHIN T. S.	Concessionaire
DAGA_7205	ELECTRIC POLE	14°41'41.19147"N	79°58'31.05108"E	WITHIN T. S.	APADCL through State Government Agencies

DAGA_6147	GROUP OF TREES	14°41'42.33025"N	79°58'32.15105"E	WITHIN T. S.	Concessionaire
DAGA_9048	SIGN BOARD	14°41'40.46507"N	79°58'34.76568"E	WITHIN T. S.	Concessionaire
DAGA_7193	ELECTRIC POLE	14°41'41.91943"N	79°58'42.41537"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_7179	ELECTRIC POLE	14°41'41.38192"N	79°58'44.23519"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_7178	ELECTRIC POLE	14°41'41.77323"N	79°58'44.30024"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6126	GROUP OF TREES	14°41'42.20636"N	79°58'44.64528"E	WITHIN T. S.	Concessionaire
DAGA_7176	ELECTRIC POLE	14°41'41.33761"N	79°58'46.79788"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_7177	ELECTRIC POLE	14°41'40.72341"N	79°58'46.56545"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6138	GROUP OF TREES	14°41'40.97666"N	79°58'46.89518"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6128	GROUP OF TREES	14°41'39.29826"N	79°58'43.74386"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6127	GROUP OF TREES	14°41'38.96804"N	79°58'43.31646"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_9033	SHED	14°41'38.70656"N	79°58'42.98912"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6129	GROUP OF TREES	14°41'38.22844"N	79°58'42.84744"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7180	ELECTRIC POLE	14°41'37.26582"N	79°58'43.00768"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_7266	LIGHT POLE	14°41'37.60972"N	79°58'42.12047"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6130	GROUP OF TREES	14°41'37.74327"N	79°58'42.48546"E	WITHIN APP. FUNNEL	Concessionaire

DAGA_6131	GROUP OF TREES	14°41'36.22226"N	79°58'42.77458"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6132	GROUP OF TREES	14°41'36.45083"N	79°58'41.02424"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6136	GROUP OF TREES	14°41'36.43128"N	79°58'45.52217"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_7190	ELECTRIC POLE	14°41'36.05149"N	79°58'44.88758"E	WITHIN APP. FUNNEL	APADCL through State Government Agencies
DAGA_6137	GROUP OF TREES	14°41'35.39540"N	79°58'45.99994"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6134	GROUP OF TREES	14°41'31.57858"N	79°58'41.10462"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_6133	GROUP OF TREES	14°41'31.64573"N	79°58'36.71864"E	WITHIN APP. FUNNEL	Concessionaire
DAGA_9001	BACHING PLANT	14°41'27.00754"N	79°58'36.37071"E	WITHIN T. S.	Concessionaire
DAGA_6135	GROUP OF TREES	14°41'27.11604"N	79°58'44.75738"E	WITHIN T. S.	Concessionaire
DAGA_7044	CELLPHONE MAST	14°41'22.13041"N	79°59'10.79649"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6150	GROUP OF TREES	14°41'27.68744"N	79°58'29.10826"E	WITHIN T. S.	Concessionaire
DAGA_7188	ELECTRIC POLE	14°41'28.36598"N	79°58'42.16008"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6077	GROUP OF TREES	14°41'46.52559"N	79°57'38.40104"E	WITHIN T. S.	Concessionaire
DAGA_7193	ELECTRIC POLE	14°41'41.91943"N	79°58'42.41537"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6135	GROUP OF TREES	14°41'27.11604"N	79°58'44.75738"E	WITHIN T. S.	Concessionaire
DAGA_6081	GROUP OF TREES	14°41'45.12156"N	79°57'44.46606"E	WITHIN T. S.	Concessionaire
DAGA_9001	BACHING PLANT	14°41'27.00754"N	79°58'36.37071"E	WITHIN T. S.	Concessionaire

DAGA_6193	GROUP OF TREES	14°41'31.77485"N	79°57'45.78323"E	WITHIN T. S.	Concessionaire
DAGA_6177	GROUP OF TREES	14°41'45.31330"N	79°57'43.80128"E	WITHIN T. S.	Concessionaire
DAGA_6080	GROUP OF TREES	14°41'45.74535"N	79°57'41.82611"E	WITHIN T. S.	Concessionaire
DAGA_6147	GROUP OF TREES	14°41'42.33025"N	79°58'32.15105"E	WITHIN T. S.	Concessionaire
DAGA_7205	ELECTRIC POLE	14°41'41.19147"N	79°58'31.05108"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_7155	ELECTRIC POLE	14°41'35.06604"N	79°56'44.83220"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6140	GROUP OF TREES	14°41'27.35455"N	79°58'31.74172"E	WITHIN T. S.	Concessionaire
DAGA_7072	ELECTRIC POLE	14°41'47.59879"N	79°56'47.29753"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_7071	ELECTRIC POLE	14°41'47.76881"N	79°56'45.58752"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_7136	ELECTRIC POLE	14°41'45.02675"N	79°57'22.11186"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6074	GROUP OF TREES	14°41'32.16258"N	79°57'27.38468"E	WITHIN T. S.	Concessionaire
DAGA_9048	SIGN BOARD	14°41'40.46507"N	79°58'34.76568"E	WITHIN T. S.	Concessionaire
DAGA_6049	GROUP OF TREES	14°41'34.09335"N	79°57'12.58991"E	WITHIN T. S.	Concessionaire
DAGA_6164	GROUP OF TREES	14°41'42.87336"N	79°58'00.66573"E	WITHIN T. S.	Concessionaire
DAGA_6048	GROUP OF TREES	14°41'32.67126"N	79°57'13.87679"E	WITHIN T. S.	Concessionaire
DAGA_6204	TREE	14°41'45.04181"N	79°57'18.30047"E	WITHIN T. S.	Concessionaire
DAGA_7080	ELECTRIC POLE	14°41'46.65487"N	79°56'52.96420"E	WITHIN T. S.	APADCL through State Government Agencies

DAGA_6198	TREE	14°41'45.22556"N	79°57'08.32837"E	WITHIN T. S.	Concessionaire
DAGA_7116	ELECTRIC POLE	14°41'45.49018"N	79°57'07.85973"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6079	GROUP OF TREES	14°41'44.26885"N	79°57'41.93930"E	WITHIN T. S.	Concessionaire
DAGA_6020	GROUP OF TREES	14°41'47.74055"N	79°56'46.34531"E	WITHIN T. S.	Concessionaire
DAGA_7139	ELECTRIC POLE	14°41'44.15292"N	79°57'25.24339"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6145	GROUP OF TREES	14°41'41.34336"N	79°58'29.87251"E	WITHIN T. S.	Concessionaire
DAGA_6022	GROUP OF TREES	14°41'47.17272"N	79°56'49.24188"E	WITHIN T. S.	Concessionaire
DAGA_6084	GROUP OF TREES	14°41'35.49148"N	79°56'43.49578"E	WITHIN T. S.	Concessionaire
DAGA_7130	ELECTRIC POLE	14°41'35.26859"N	79°57'11.67251"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_7179	ELECTRIC POLE	14°41'41.38192"N	79°58'44.23519"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6034	GROUP OF TREES	14°41'35.93161"N	79°56'53.29028"E	WITHIN T. S.	Concessionaire
DAGA_6033	GROUP OF TREES	14°41'35.79214"N	79°56'59.46442"E	WITHIN T. S.	Concessionaire
DAGA_6073	GROUP OF TREES	14°41'34.30796"N	79°57'26.56042"E	WITHIN T. S.	Concessionaire
DAGA_7207	ELECTRIC POLE	14°41'30.73709"N	79°58'30.56406"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6152	GROUP OF TREES	14°41'41.44306"N	79°58'17.63242"E	WITHIN T. S.	Concessionaire
DAGA_7044	CELLPHONE MAST	14°41'22.13041"N	79°59'10.79649"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_6126	GROUP OF TREES	14°41'42.20636"N	79°58'44.64528"E	WITHIN T. S.	Concessionaire

DAGA_7176	ELECTRIC POLE	14°41'41.33761"N	79°58'46.79788"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_7038	CELLPHONE MAST	14°41'06.96781"N	79°58'34.90035"E	WITHIN I.H. S.	APADCL through State Government Agencies
DAGA_7178	ELECTRIC POLE	14°41'41.77323"N	79°58'44.30024"E	WITHIN T. S.	APADCL through State Government Agencies
DAGA_7291	PYLON MAST	14°42'24.62895"N	79°55'04.10854"E	WITHIN I.H. S.	APADCL through State Government Agencies
DAGA_7409	PYLON MAST	14°42'11.46213"N	79°55'02.73583"E	WITHIN I.H. S.	APADCL through State Government Agencies
DAGA_7416	PYLON MAST	14°42'35.68112"N	79°55'5.300124"E	WITHIN I.H. S.	APADCL through State Government Agencies
DAGA_7417	PYLON MAST	14°42'48.75012"N	79°55'6.72211"E	WITHIN I.H. S.	APADCL through State Government Agencies
DAGA_7418	PYLON MAST	14°43'1.56102"N	79°55'8.10213"E	WITHIN C. S.	APADCL through State Government Agencies
DAGA_7041	CELLPHONE MAST	14°40'11.21676"N	79°55'25.84784"E	WITHIN I.H. S.	APADCL through State Government Agencies
DAGA_7039	CELLPHONE MAST	14°40'06.10291"N	79°55'22.27961"E	WITHIN C. S.	APADCL through State Government Agencies
DAGA_7040	CELLPHONE MAST	14°40'03.67135"N	79°55'27.93301"E	WITHIN C. S.	APADCL through State Government Agencies