CORRIGENDUM

Date:- 09 Feb 2024

Tender Ref No. AAALMRO-LEB/ED-A24/023

Tender for Selection of " DGCA(CAR 145) or EASA/FAA approved Maintenance Repair Organization for:-

i. **Replacement of De-Icer Boots Installed on ATR72-212A (Version 600) & ATR42-500 (Version 600) Aircraft airframe Leading Edge Parts assemblies and Engine De-Icer Boots fitted on PW127M engine installation and Fairing assemblies (Air-Inlet, Upper Gas-Path, Throat/Gas Path Floor/Cooler upper Duct De-Icers).**

And

ii. **Exchange of serviceable airframe leading edge assemblies fitted with De-Icer Boots and Engine Assemblies fitted with De-Icer Boots.**

Kindly note, the last date for submission of Tender Documents and the tender (Technical Bid only) opening date have been extended for 07 calendar days.

Revised dates are:-

1. Last date for Submission of Tender Documents:- 16 Feb 24, 15:00 Hrs (IST)
2. Technical bid opening Date & Time:- 16 Feb 24, 15:30 Hrs (IST)

Annexure J1, J2 & M has been revised.

Please find the revised annexure J1, J2 & M below.

All other terms and conditions will remain the same.

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Annexure J1

(on bidder's letter head)

Format for Commercial Bid

The prospective Bidders are required to note that all the AAAL specified "**MUST**" conditions, under this Annexure "J1" are met with and responded with a "**Yes**" only in order to qualify for the technical evaluation. The commercial Bids of only those Bidders would be opened who qualify the technical evaluation.

Table 1

(ATR72-600)

For the Work Scope detailed in Annexure "E" Clause 09 ***Replacement of De-Icer Boots***							
Fig (A) Annexure-N	**Nomenclature/ Description**	**Position**	**Zone**	**Part No**	**Firm Fixed Price (FFP) for 1st & 2nd year**	**TAT (Days)**	**Escalation % for 3rd & 4th year**
90	Leading Edge INST – 1ST END wing LH	RIB25-31	Z516				
100	Leading Edge INST – 1ST END wing RH	RIB25-31	Z616				
70	Leading Edge INST – 2ND END wing LH	RIB21-25	Z515				
80	Leading Edge INST – 2ND END wing RH	RIB21-25	Z615				
30	Leading Edge INST – Central Wing LH	RIB13-19	Z513				
40	Leading Edge INST – Central Wing RH	RIB13-19	Z613				
10	Leading Edge INST – Inner Wing LH	RIB4-10	Z511-Z512				
20	Leading Edge INST – Inner Wing RH	RIB4-10	Z611-Z612				
50	Metal Leading Edge – INST-LH	RIB19-21	Z514				
60	Metal Leading Edge – INST-RH	RIB19-21	Z614				
110	Leading Edge INSTL– Horizontal Stabilizer (LH)	–	LH				
120	Leading Edge INSTL– Horizontal Stabilizer (RH)	–	RH				
Fig (B) Annexure-	Leading Edge ASSY– Air In-take	Engine Air Intake					

N						
Fig (C) Annexure-N	Duct Assembly (Gas path Lower + Gas Path Upper)	Engine Air Inlet Duct				
Fig (D) Annexure-N	Radiator, Conduit, Upper De-Icer Boot	Radiator, Conduit				

Table 1a

(ATR72-600)

Standard Exchange of Assemblies						
Fig (A) Annexure-N	**Nomenclature / Description**	**Position**	**Zone**	**Part No**	**Firm fixed price (FFP) for 1st & 2nd year**	**Escalation % for 3rd & 4th year**
90	Leading Edge INST – 1ST END wing LH	RIB25-31	Z516			
100	Leading Edge INST – 1ST END wing RH	RIB25-31	Z616			
70	Leading Edge INST – 2ND END wing LH	RIB21-25	Z515			
80	Leading Edge INST – 2ND END wing RH	RIB21-25	Z615			
30	Leading Edge INST – Central Wing LH	RIB13-19	Z513			
40	Leading Edge INST – Central Wing RH	RIB13-19	Z613			
10	Leading Edge INST – Inner Wing LH	RIB4-10	Z511-Z512			
20	Leading Edge INST – Inner Wing RH	RIB4-10	Z611-Z612			
50	Metal Leading Edge – INST-LH	RIB19-21	Z514			
60	Metal Leading Edge – INST-RH	RIB19-21	Z614			
110	Leading Edge INSTL– Horizontal Stabilizer (LH)	–	LH			
120	Leading Edge INSTL– Horizontal Stabilizer (RH)	–	RH			
Fig (B) Annexure-N	Leading Edge ASSY– Air In-take	Engine Air Intake				
Fig (C) Annexure-N	Duct Assembly(Gas path Lower + Gas Path Upper)	Engine Air Inlet Duct				

Fig (D) Annexure-N	Radiator, Conduit, Upper De-Icer Boot	Radiator, Conduit			

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Table 2

ATR42-500 (Version 600)

Nomenclature/ Description	Position	Zone	Part No	Firm Fixed Price (FFP) for 1st & 2nd year	TAT (Days)	Escalation % for 3rd & 4th year
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z611				
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z613				
Wings Leading Edge	RIB 19-20	Z614	–	–	–	–
Wing Leading Edge (Outboard Leading Edge)	RIB 20-30	Z615				
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z511				
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z513				
Wings Leading Edge	RIB 19-21	Z514	–	–	–	–
Wing Leading Edge (Outboard Leading Edge)	RIB 20-30	Z515				
Leading Edge INSTL– Horizontal Stabilizer (LH)	–	Z330				
Leading Edge INSTL– Horizontal Stabilizer (RH)	–	Z340				
Leading Edge ASSY– Air In-take	Engine Air Intake					
Gas path Lower + Gas Path Upper	Engine Air Inlet Duct					
Duct Assy	Duct Assy.					

Table 2a

ATR42-500 (Version 600)

Nomenclature / Description	Position	Zone	Part No	Firm fixed price (FFP) for 1st & 2nd year	Escalation % for 3rd & 4th year
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z611			
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z613			
Wings Leading Edge	RIB 19-20	Z614	–	–	–
Wing Leading Edge (Outboard Leading Edge)	RIB 21-30	Z615			
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z511			
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z513			
Wings Leading Edge	RIB 19-21	Z514	–	–	–
Wing Leading Edge (Outboard Leading Edge)	RIB 21-30	Z515			
Leading Edge INSTL– Horizontal Stabilizer (LH)	–	Z330			
Leading Edge INSTL– Horizontal Stabilizer (RH)	–	Z340			
Leading Edge ASSY– Air In-take	Engine Air Intake				
Gas path Lower + Gas Path Upper	Engine Air Inlet Duct				
Duct Assy	Duct Assy.				

Annexure J2

(on bidder's letter head)

Maintenance services for Non-routine Works

The Bidder should quote the rates and charges that apply to Assemblies requiring Maintenance Services other than Boot replacement on a case-to-case basis, as per the below tables.

1. Labour Rates	**1st & 2nd Year**	**Escalation % for 3rd & 4th Year**
"**Not to Exceed (NTE)**" labour cost for Repair/replacement of Bobbin (sleeve - flanged flexible)		
Hourly Labour Rate		

1. Material Cost	**1st & 2nd Year**	**Escalation % for 3rd & 4th Year**
Bobbin (sleeve - flanged flexible)		

2. Leading Edge rental rates (Loan) ATR72-600					
Fig (A) Annexure-N	**Nomenclature/ Description**	**Position**	**Zones**	**Part No**	**Fixed Monthly Rental**
90	Leading Edge INST – 1ST END wing LH	RIB25-31	Z516		
100	Leading Edge INST – 1ST END wing RH	RIB25-31	Z616		
70	Leading Edge INST – 2ND END wing LH	RIB21-25	Z515		
80	Leading Edge INST – 2ND END wing RH	RIB21-25	Z615		
30	Leading Edge INST – Central Wing LH	RIB13-19	Z513		
40	Leading Edge INST – Central Wing RH	RIB13-19	Z613		
10	Leading Edge INST – Inner Wing LH	RIB4-10	Z511-Z512		
20	Leading Edge INST – Inner Wing RH	RIB4-10	Z611-Z612		
50	Metal Leading Edge – INST-LH	RIB19-21			

60	Metal Leading Edge – INST-RH	RIB19-21	Z514		
110	Leading Edge INSTL– Horizontal Stabilizer (LH)	-	Z614		
120	Leading Edge INSTL– Horizontal Stabilizer (RH)	-	RH		
Fig (B) Annexure-N	Leading Edge ASSY– Air In-take	Engine Air Intake			
Fig (C) Annexure-N	Duct Assembly (Gas path Lower + Gas path Upper)	Engine Air Inlet Duct			
Fig (D) Annexure-N	Radiator, Conduit, Upper De-Icer Boot	Radiator, Conduit			

Table 2

ATR42-500 (Version 600)

3. Leading Edge rental rates (Loan) ATR42-500 (Version 600)				
Nomenclature/ Description	**Position**	**Zone**	**Part No**	**Fixed Monthly Rental**
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z611		
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z613		
Wings Leading Edge	RIB 19-20	Z614		
Wing Leading Edge (Outboard Leading Edge)	RIB 21-30	Z615		
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z511		
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z513		
Wings Leading Edge	RIB 19-21	Z514		
Wing Leading Edge (Outboard Leading Edge)	RIB 21-30	Z515		
Leading Edge INSTL– Horizontal Stabilizer (LH)	–	Z330		
Leading Edge INSTL– Horizontal Stabilizer (RH)	–	Z340		

Leading Edge ASSY– Air In-take	Engine Air Intake		
Gas path Lower + Gas Path Upper	Engine Air Inlet Duct		
Duct Assy	Duct Assy.		

Bidder's signature appended for offers submitted against the Annexures J1 & J2.

Signature :_____

Name : _____

Designation : _____

Company Seal: _____

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Annexure M

Evaluation– Commercial Bid

1. Details of Commercial Bid

The Commercial Bid should be submitted with a covering letter, the format of which is provided as Annexure I. The Commercial Bid shall provide prices strictly against each of the Items listed in various table formats given in **Annexure J1 & J2.** *However, J2 will not be considered for Evaluation but the same will be for AAAL's future reference and will be included in the Agreement.* All the columns and rows in the tables listed in these three annexures to be filled in the single/same currency, i;e USD($).

Any other charges/fee applicable taxes/levies with the percentages thereof should be clearly mentioned in the Commercial Bid. In the absence of additional information that the Bidder may like to inform, the prices quoted will be treated as net i.e. all-inclusive.

The Commercial Bid will be evaluated based on the most competitive price quoted by the Bidders in their Bids for the respective option/features and the overall least cost to AAAL for the selected/chosen option.

The bidder quoted the least price after evaluation would be declared as successful or L1 bidder on the basis of evaluation criteria as mentioned at para 2 below.

The elaborate and detailed explanation for the Commercial Bid evaluation process is as per following para 2 onwards, which the Bidders are required to study and familiarise themselves before submitting their Bids against this Tender.

2. Evaluation Criteria for the Commercial Bid

The evaluation will be based on rates quoted in the Annexure J1, as per the criteria defined below:

Various prices provided by Bidders in the tables mentioned in **Annexure J1**, shall be used to find the average replacement Of De-Icer Boots that AAAL would be outsourcing for one aircraft.

a. **Normalization of TAT:** AAAL expects the shop-in shop-out TAT to be within 10 (Ten)-calendar days for complete replacement of De-Icer Boots. However, if Bidder(s) quote TAT more than 10 (Ten)-calendar days, cost of replacement of the respective component will be loaded 1% per day for each day exceeding 10 (Ten) calendar days.

   For instance, if Bidder(s) quote TAT of 20 days, AAAL will load the respective component replacement of De-Icer boot cost with 10% and the loaded cost will be considered for Commercial evaluation.

b. Cost (A) to Cost (Q) per Table below (To be taken from the response received from the Bidders as per Annexure J1, table 1)

Table 1

Replacement of De-Icer Boot for ATR72-600						
Fig (A) Annexure-N	**Nomenclature/ Description**	**Position**	**Zone**	**Part No**	**Firm fixed price (FFP) for 1st & 2nd year**	**Cost**
90	Leading Edge INST – 1ST END wing LH	RIB25-31	Z516			A
100	Leading Edge INST – 1ST END wing RH	RIB25-31	Z616			B
70	Leading Edge INST – 2ND END wing LH	RIB21-25	Z515			C
80	Leading Edge INST – 2ND END wing RH	RIB21-25	Z615			D
30	Leading Edge INST – Central Wing LH	RIB13-19	Z513			E
40	Leading Edge INST – Central Wing RH	RIB13-19	Z613			F
10	Leading Edge INST – Inner Wing LH	RIB4-10	Z511-Z512			G
20	Leading Edge INST – Inner Wing RH	RIB4-10	Z611-Z612			H
50	Metal Leading Edge – INST-LH	RIB19-21	Z514			I
60	Metal Leading Edge – INST-RH	RIB19-21	Z614			J
110	Leading Edge INSTL– Horizontal Stabilizer (LH)	–	LH			K
120	Leading Edge INSTL– Horizontal Stabilizer (RH)	–	RH			L
Fig (B) Annexure-N	Leading Edge ASSY– Air In-take	Engine Air Intake				M
Fig (C) Annexure-N	Duct Assembly (Gas path Lower + Gas Path Upper)	Engine Air Inlet Duct				N
Fig (D) Annexure-N	Radiator, Conduit, Upper De-Icer Boot	Radiator, Conduit				O

$$T1 = Sum\ of\ [Cost\ (A)\ to\ Cost\ (O)]$$

Table 1a.

Replacement of De-Icer Boot for ATR42-500 (Version 600)					
Nomenclature/ Description	**Position**	**Zone**	**Part No**	**Firm fixed price (FFP) for 1st & 2nd year**	**Cost**
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z611			A
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z613			B
Wings Leading Edge	RIB 19-20	Z614			C
Wing Leading Edge (Outboard Leading Edge)	RIB 21-30	Z615			D
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z511			E
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z513			F

Wings Leading Edge	RIB 19-21	Z514			G
Wing Leading Edge (Outboard Leading Edge)	RIB 21-30	Z515			H
Leading Edge INSTL– Horizontal Stabilizer (LH)	–	Z330			I
Leading Edge INSTL– Horizontal Stabilizer (RH)	–	Z340			J
Leading Edge ASSY– Air In-take	Engine Air Intake				K
Gas path Lower + Gas Path Upper	Engine Air Inlet Duct				L
Duct Assy	Duct Assy.				M

$$T1a. = Sum\ of\ [Cost\ (A)\ to\ Cost\ (M)]$$

c. Cost (i) to Cost (xvii) per Table below (To be taken from the response received from the Bidders as per Annexure J1, table 2)

Table 2

Standard Exchange of Assemblies for ATR72-600						
Fig (A) Annexure-N	**Nomenclature/ Description**	**Position**	**Zone**	**Part No**	**Firm Fixed Price (FFP) for 1ST & 2ND year**	**Cost**
90	Leading Edge INST – 1ST END wing LH	RIB25-31	Z516			(i)
100	Leading Edge INST – 1ST END wing RH	RIB25-31	Z616			(ii)
70	Leading Edge INST – 2ND END wing LH	RIB21-25	Z515			(iii)
80	Leading Edge INST – 2ND END wing RH	RIB21-25	Z615			(iv)
30	Leading Edge INST – Central Wing LH	RIB13-19	Z513			(v)
40	Leading Edge INST – Central Wing RH	RIB13-19	Z613			(vi)
10	Leading Edge INST – Inner Wing LH	RIB4-10	Z511-Z512			(vii)
20	Leading Edge INST – Inner Wing RH	RIB4-10	Z611-Z612			(viii)
50	Metal Leading Edge – INST-LH	RIB19-21	Z514			(ix)
60	Metal Leading Edge – INST-RH	RIB19-21	Z614			(x)
110	Leading Edge INSTL– Horizontal Stabilizer (LH)	-	LH			(xi)
120	Leading Edge INSTL– Horizontal Stabilizer (RH)	-	RH			(xii)
Fig (B) Annexure-N	Leading Edge ASSY– Air In-take	Engine Air Intake				(xiii)
Fig (C) Annexure-N	Duct Assembly (Gas path Lower + Gas path Upper)	Engine Air Inlet Duct				(xiv)

Fig (D) Annexure-N	Radiator, Conduit, Upper De-Icer Boot	Radiator, Conduit			(xv)

$$T2 = Sum\ of\ [Cost\ (i) to\ Cost\ (xv)]$$

Nomenclature/ Description	**Position**	**Zone**	**Part No**	**Firm Fixed Price (FFP) for 1ST & 2ND year**	**Cost**
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z611			(i)
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z613			(ii)
Wings Leading Edge	RIB 19-20	Z614			(iii)
Wing Leading Edge (Outboard Leading Edge)	RIB 21-30	Z615			(iv)
Wings Leading Edge (In board Leading Edge)	RIB 4-10	Z511			(v)
Wings Leading Edge (Intermediate Leading Edge)	RIB 13-19	Z513			(vi)
Wings Leading Edge	RIB 19-21	Z514			(vii)
Wing Leading Edge (Outboard Leading Edge)	RIB 21-30	Z515			(viii)
Leading Edge INSTL– Horizontal Stabilizer (LH)	–	Z330			(ix)
Leading Edge INSTL– Horizontal Stabilizer (RH)	–	Z340			(x)
Leading Edge ASSY– Air In-take	Engine Air Intake				(xi)
Gas path Lower + Gas Path Upper	Engine Air Inlet Duct				(xii)
Duct Assy	Duct Assy.				(xiii)

$$T2a = Sum\ of\ [Cost\ (i) to\ Cost\ (xiii)]$$

d. The total average cost "T" replacement of De-Icer Boots or exchange of serviceable Assemblies per aircraft shall be derived after adding all costs T1, T1a, T2 & T2a i.e.

$$T = \frac{T1 + T1a + T2 + T2a}{4}$$

e. The Bidder with the lowest value for Total "T" shall be DECLARED as " **L1**" and subsequently "**L2**", "**L3**" so on.

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