

ALLIANCE AIR AVIATION LIMITED

Registered Office:

**Alliance Bhawan,
Domestic Terminal 1, I.G.I Airport,
New Delhi-110037, Delhi, India (IN)**

**RFQ for selection of Maintenance Service Provider (MSP) to conduct six (06) Overhaul
of PW127M (Turboprop) Engine**

Last Date & Time of submission of RFQ documents: - 04 Jul 2024, 15:00 Hrs. (IST)

DISCLAIMER

The information contained in this Request For Quotation document (hereinafter referred to as "RFQ") or and any information pertaining to the aforesaid subject matter subsequently provided to the MSP in any form by Alliance Air Aviation Limited (hereinafter referred to as "AAAL or Alliance Air") shall be subject to the terms and conditions to which such information is provided herein and any other terms and conditions as may be prescribed by Alliance Air. By applying to the present RFQ, it is to be construed that the MSP is making an unconditional offer and accepts the terms and conditions of the present RFQ without any reservations.

The purpose of this RFQ is to provide MSP with the information that may be useful to them in the formulation of their price quotation in response to this RFQ. The statements and facts contained herein, which reflect various assumptions and assessments arrived at by Alliance Air do not purport to contain all/exhaustive information on the aforesaid subject matter that each MSP may require for the purpose/s of submitting their RFQ. (Technical and Financial)

MSP should conduct its own due diligence, investigations, and analysis and should check the accuracy, adequacy, correctness, reliability, and completeness of the assumptions, assessments, and information contained in this RFQ and shall obtain independent advice from appropriate sources at its own cost.

The information provided in this RFQ to the MSP is on a wide range of matters, some of which depend upon the interpretation of the law. The information given is not an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law. Alliance Air accepts no responsibility for the accuracy or otherwise of any interpretation or opinion on the law expressed herein.

Alliance Air also accepts no liability of any nature whether resulting from negligence or otherwise however caused arising from reliance of MSP upon the statements contained in this RFQ.

Alliance Air may, in its absolute discretion, but without being under any obligation to do so, update, amend, or supplement the information, assessment, or assumption contained in this RFQ, from time to time.

The MSP shall bear any, and all costs associated with or relating to the preparation and submission of their RFQ including, but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations or presentations which may be required by Alliance Air, or any other costs incurred in connection with or relating to their Bid. All such costs and expenses shall remain with the MSP and Alliance Air shall not be liable in any manner whatsoever for the same or any other costs or other expenses incurred by the MSP in preparation or submission of the RFQ, regardless of the conduct or outcome of the selection process as contained herein.

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1. Payment Terms

- a. The payment(s) would be made by AAAL within Forty-Five (45) days from the receipt of the Complete Invoice or Serviced Engine which may be later, through wire transfer. Invoice sent by MSP must be complete will relevant enclosures.
- b. If a credit term is offered for less than Forty-Five (45) days from the date of the Invoice.
- c. Invoicing address for payment will be notified in the Agreement.
- d. Discount, if any offered, shall be adjusted with each invoice.

2. Price Negotiation

As it is not the general norm for AAAL to carry out price negotiations with any MSP, other than the most competitive MSP (in the case of this RFQ L-1), the MSP are advised to submit their best quotes in the very first response to this RFQ as per the Financial Quote format enclosed at Annexure F1. However, AAAL reserves the right to carry out negotiations with the Successful MSP, as a special condition if required.

3. Documents required for remittance and other statutory requirements.

The MSP agrees to obtain and provide the documents which are statutorily required for remittance, taxation or any statutory purpose as per applicable laws. At present, a **TRC (Tax Residency Certificate)** issued by the competent authority of the remittee, a duly filled-in **Form 10 F** (format to be provided by AAAL during the agreement stage) and a declaration towards **No Permanent Establishment (NO PE Certificate)** is statutorily required to enable remittance to the foreign vendor.

In addition, AAAL desires the MSP to obtain an Indian PAN (Permanent Account Number) to meet tax obligations in India.

4. Time and Material Charges

The MSP should quote the rates and charges that are applicable to Engines requiring maintenance services as per Annexure F1 that should not be any hidden charges.

5. Warranty

- a. MSP are required to agree that the Warranty period shall be a minimum of 5000 Flying Hours and for all LLPs as specified life. Warranty shall commence after its installation on aircraft and satisfactory operation of aircraft. MSP shall primarily be responsible for the work conducted/carried out by sub-contractor and will ensure that it meets OEM's technical requirement and approval as stated within RFQ thereof.
- b. In case of Warranty applicability, Applicant/MSP is required to agree to bear the full labour costs related to work covered under the Warranty and replacements cost of damaged material, consequential damage and also the transportation costs for the Engine (incoming & outgoing) returned for Warranty repairs.
- c. Applicant/MSP is also required to agree to take up any Warranty claims/issues with manufacturers on behalf of AAAL without any applicable costs.

6. Guarantee

- a. Inter Turbine Temperature (ITT) Margin Guarantee
 - i. The minimum difference between **Inter Turbine Temperature (ITT)**, as measured in the MSP's test cell with MSP's equipment, at Ninety per cent (90%) torque, OAT 15° C with Pressure Altitude Zero (0) feet, and the maximum operational ITT allowed in the Engine Manual is defined as ITT margin. MSP shall guarantee a minimum ITT margin of 35° C for Overhaul.

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- ii. Should such of Engine not achieve the above-mentioned guaranteed ITT Margin Post- Maintenance test, MSP shall compensate AAAL for each 1° C ITT margin shortfall and relevant compensation as per the formula mentioned below accordingly.

b. Time On-Wing Guarantee

An Engine which has undergone Overhaul, is expected to remain On-Wing for a minimum expected time of 5000 Hrs and for all LLPs as specified life, and should not be removed from revenue service(s) due to performance deterioration (low ITT Margin) solely, provided that such deterioration is not caused due to FOD, Bill of Material object damage, Incident, Accident, Bird-Strike, Engine Operation Outside operational limits, abnormal operational or failure of any part outside the bare Engine. The minimum continued Time-On-Wing for AAAL Engines is:

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MSP shall provide compensation to AAAL as per the formula mentioned below or any other as mutually agreed upon: -

$$\frac{(\text{Guaranteed Time On Wing}) - (\text{Actual Time On Wing})}{\text{Guaranteed Time On Wing}} \times (\text{Cost of last shop visit of the relevant Engine})$$

** Any negative value shall be considered null & void.

7. Damages

Liquidated Damages

- a. If the TAT as quoted by the Applicant/MSP is exceeded due to the reasons solely attributable to the MSP, liquidated damages shall be levied at the rate of 1.25 % (one point two five percent) per day of the value of the shop visit invoice (including delivery charges). Such liquidated damages would be settled from the amount due to the MSP.
- b. AAAL further reserves the right to annul the Agreement in the event of recurring delays / failure to produce the Engines that are solely attributable to the MSP, and to enter into a fresh Agreement with any other source at the cost and risk of the MSP. In such case, Security amount/Performance Bank Guarantee will also be forfeited.

8. Quality Audit

MSP agrees that AAAL's quality control personnel shall visit MSP facility as and when required, for the quality audit, where the Engines will be undergoing Overhaul. Local Aviation Regulatory Authorities of India, such as DGCA's officers, may also accompany AAAL's personnel for conducting such an Audit.

9. Agreement

After evaluation of the offers, AAAL will enter into an agreement with the successful MSP for a period of Ninety (90) days, as the service of engine and warranty will be valid till the last date of warranty as per clause 5.

10. Letter of Intent (LOI)

All the terms and conditions of this RFQ shall be deemed to be included in the LOI and also in the agreement either by way of reference or by specific inclusion therein, as may be deemed appropriate by AAAL.

11. Notifications

Any liquidation/merger/takeover/ amalgamation of the prospective MSP should be intimated to AAAL promptly. In such an eventuality, AAAL reserves the right to continue/discontinue the

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contract/ Agreement. If AAAL chooses to continue, the MSP should agree to reimburse any resultant cost burden on AAAL, due to such liquidation/merger / take over/ amalgamation of prospective MSP.

12. Termination

- a. Prior to the termination of the agreement between both parties, either party may terminate the agreement by giving to the party thirty (30) days' written notice.
- b. If, as a result of an unforeseen event (Force Majeure) or any other reason (other than MSP's willful misconduct, not directly attributable to AAAL or an intentional breach in the performance of MSP's obligations to deliver the service(s) under and subject to the conditions in the agreement), takes place after the execution of the agreement or does not happen, AAAL shall be entitled to terminate the agreement.
- c. Integrity Pact (I.P) attached herewith needs to be signed by applicant/MSP.
- d. Upon termination of this contract for any reasons stipulated herein, the Successful MSP shall return all the Property including Confidential Information of AAAL to AAAL that may be in the Successful MSP's possession, within seven (07) days from the date of termination. The Successful MSP agrees that withholding such property including Confidential Information beyond the stipulated time period may attract consequences including but not limited to injunctive reliefs and any other equitable remedies available under the provision of law.

13. Regulatory Agency Clearances

- a. Bidder duly certified by DGCA, EASA or FAA.
- b. The MSP is also required to confirm that it has obtained the required approvals of relevant authorities and/or agencies to offer the subject Aircraft under this RFQ. The MSP is also required to submit proof on the letterhead of the MSP Company that the person signing the RFQ is authorized to do so and act on behalf of the MSP.

14. Dispute Resolution, Jurisdiction and Governing Law

The construction, interpretation, validity and performance of this RFQ shall be governed in accordance with the laws of India. Any dispute whatsoever, arising out of or in connection with the RFQ shall be subject to the jurisdiction of the Courts of New Delhi only.

Technical Specification

1. Technical Requirements to be compiled by the MSP.

- a. The Applicant / MSP should have been approved by DGCA, FAA or EASA for Rectification/Repair/Hot Section Inspection/Overhaul & Testing of PW127M Engines installed on ATR aircraft family. Applicant / MSP should enclose the relevant copies of current approval of DGCA, FAA or EASA, and approval of the local regulatory Authority of the Applicant / MSP in their Technical Bid response. In addition, the Applicant/MSP must also agree to obtain approval as a Part 145 Organisation from the Directorate General of Civil Aviation (DGCA) of India (if not already approved) within 30 days of being selected MSP as the MSP under this RFQ and also agree to comply with any directives/instructions/inspection issued by the DGCA of India.
- b. The Applicant/MSP must be a DGCA, FAA or EASA approved engine repair facility capable of undertaking Hot Section Inspection/overhaul/repair and testing of PW127M Engines and associated components/accessories. The Applicant/MSP could be a company, joint venture, consortium or collaboration but it must ensure that the facility is capable of servicing PW127M Engines and fulfills the technical specification of Appendix I and Annexure-T1. Each of constituent member on behalf of whom the consortium would be applying/Bidding, must also fulfill the technical requirements individually.
- c. The Applicant/MSP should have performed 10 overhauls of PW127M Engines in last Three (03) years. Towards the same, MSP is required to provide details of Engine Serial numbers, rating and customer name for 10 overhaul of PW127M Engines on which MSP has performed overhaul, along-with relevant documentary proof for the same in their Technical Bid response.
- d. The MSP should submit its confirmation that it is in regular receipt of all latest/current PW127M Engines relevant Technical Publications, ADs, SBs, and New Parts etc. from OEM and is approved by OEM to carryout Overhaul of PW127M Engines of the variant applicable to Alliance Air.

2. Technical Requirements: - Engines

- a. AAAL will maintain control of the Engine 'work-scope' requirements at all times and will have the right to change the work-scope during the early stages of the PW127M Engine shop visit after strip inspection and feedback thereof on any discrepancy. Any changes to the work- scope at later stages, during the course of work, shall be decided mutually through joint consultation.
- b. Whenever Engine is tested at the shop, the performance recovery is required to be complied with. The long term (<90 days) preservation of Engine has to be complied at shop release which should be included in work scope.
- c. The Applicant/MSP shall inform if Hot Section Inspection/overhaul/repair and test capabilities of QEC items and Line Replaceable units (LRUs), is performed in-house or by FAA / EASA approved sub-contractor. This shall also include electrical harnesses.
- d. Replacement parts on the Engines shall be new or original parts after repairs/servicing (Exchange Parts). If any overhaul conditioned (OHC) part or exchange part is installed on the Engines, it shall only be with the prior written approval of AAAL. All such serviceable parts installed by MSP on Engines shall have proper documents, and traceability to 'back to birth' history in case of Life Limited Parts (LLP), and traceability to last overhaul for other parts. Such parts having used

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- age, offered for installation shall be either the same or lower age and of same or higher modification standard than corresponding AAAL parts. Documentation for the same will be provided with shop release document.
- e. No Parts with Parts Manufacturing Approval (PMA) and Repaired parts under Designated Engineering Representative (DER) approval will be installed without prior written approval of AAAL.
 - f. Strip condition and investigation reports with photographs of damaged parts shall be made available in a timely manner (within agreed time frame from induction of Engine) and should be included in shop visit report. Strip reports shall also include list of all scrapped items with manual reference for scrappage. Post-test video BSI reports shall be made available along with the Engine to AAAL.
 - g. Packaging, shipments, and transportation requirements must be to industry specific ATA standards and acceptable to AAAL (pricing should be inclusive of Door-to-Door basis).
 - h. MSP shall take delivery of the Engine for maintenance at AAAL facility (inside the hangers) at New Delhi (DEL), Hyderabad (HYD) and arrange its transportation to MSPs facility at its own expenses (without any obligation of AAAL to pay any cost and expenses). MSP shall re-deliver the Engine after completion of agreed work scope to AAAL at port of MSP facility and book the Engine on freight pre-pay basis showing consignee name as "Alliance Air Aviation Limited". Customs & other formalities in India will be of AAAL's responsibility.
 - i. All repairs must be up to manufacturer's approved maintenance manual. An NTO (No Technical Objection) should be sought from Original Equipment Manufacturer (OEM) for the repairs not covered within applicable repair manuals and prior written concurrence from AAAL must also be taken before incorporation of the same. The NTO copy will be provided to Alliance Air with the release documentation.
 - j. Engines shall be thoroughly checked by the MSP at the time of receipt and dispatch. A list of all the missing items, if applicable, must be sent to AAAL immediately on induction and prior to commencement of repairing and replacement of parts.
 - k. Engines/accessories removed following any incident/accident must have shop priority so that the investigation into such incident can be dealt with quickly.
 - l. MSP must respond to quality complaints formally and promptly and should revert with action taken report thereon.
 - m. Engine release documentations, mentioned below from point i to xx, should be in a format acceptable to and approved by AAAL. A list of all Airworthiness Directives (AD) and Service Bulletins (SB) with applicability/compliance data applicable to the engine model should be provided in the shop visit report. Electronic copy of engine shop visit report along with hardcopies to be provided after each engine shop visit. The following documents and reports are to be a part of the documentation package.
 - i. Airworthiness Approval Tag 8130-3 and EASA Form 1 (Dual tag) and DGCA, India tag for the work performed on engine/module.
 - ii. Major repair and alterations report.
 - iii. Engine delivery report and Engine test logs and Build Data as applicable.
 - iv. Airworthiness directive status report.
 - v. Service bulletin compliance report.
 - vi. Status of life limited parts report along with 'Back to Birth' details for the replacement LLPs.
 - vii. A pre-induction Investigation report including BSI report along with list of missing parts at induction.
 - viii. Detailed Strip report giving photographic record.

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- ix. Detailed Investigation Report as to the probable cause of failure of the engine and / or abnormal wear of parts and recommendations to obviate the same.
 - x. List of items scrapped along with manual reference and no repair correspondence from OEM for scrappage and scrap tags.
 - xi. List of items in the repair cycle and proposed to be getting credited to AAAL's designated serviceable parts' kitty stock.
 - xii. Post Test Video scope report (both hard copy and Electronic format).
 - xiii. Shop Visit Report (including Test Cell data)
 - xiv. Major Item List
 - xv. Fits and Clearances measured value sheet.
 - xvi. Long term Preservation documentation.
 - xvii. Dirty Fingerprints.
 - xviii. Copies of NTO (if any).
 - xix. Component/LRU S/N, Life done, and work complied.
 - xx. Detailed list of items replaced with P/N, S/N and life done.
- n. Parts that may be scrapped during any engine shop visit shall be held by MSP for a period of at least Six (06) months after complete scrutiny of invoice for release of final payment is accomplished. MSP shall allow inspection and eventual disposition of such parts if desired by AAAL. MSP may at disposal provide a certificate that no repair on the disposed parts has been published by OEM. MSP shall inform AAAL before actual disposal of scrapped parts beyond the specified holding period of six (06) months. A separate quarterly status report on serviceable and scrapped parts held at MSP location shall be provided by MSP to AAAL on regular basis.
- o. MSP must assist AAAL by providing lab reports, estimated cost of repairing / servicing an Engine, due to FOD (Foreign Object Damage) whenever requested by AAAL for insurance claim or otherwise for any purpose whatsoever. MSP will on approval of Alliance Air, liaison with insurance personnel so designated for inspection, and repair of Engine to standards of Alliance Air. Proper approval will be taken for use of new /repaired/ exchanged parts.
- p. The work-scope of AAAL's Engine during any engine shop visit at MSP's facility would be held jointly by AAAL's representative and MSP's engineering personnel. In case of a leased engine/ engine associated with a leased aircraft, there may be participation from relevant MSP for which MSP shall have no objection and shall, without any demur or protest, provide full co- operation and participation at desired levels. MSP shall also extend similar cooperation to the representatives of the relevant engine manufacturers, Indian Regulatory Authority (DGCA), AAAL's Insurer if required.
- q. MSP must provide its repair capability directory for PW127M Engines parts along with the repair pricing including component/ LRU repair.
- 3. Onsite Representative**
- a. MSP should provide an office provision with internet / international telephone/ fax facility at the MSP's facility on free-of-charge basis to AAAL on-site visit for each engine shop-visit.
- b. AAAL may depute audit team to perform quality audit of the MSP's facility, as per requirements of DGCA, before start of work under the Agreement. MSP shall be allotted Engine work only on its meeting all technical requirements and successfully passing the quality audit. Such quality audits may also be performed on regular basis during the term of the Agreement. MSP shall extend full assistance to AAAL in performing the audit. The quality manual of the shop shall be made available to Alliance Air. Additionally, all FAA or EASA and DGCA, India approvals for shop and sub-contractor will be made available and on renewal, copies will be provided. In the event of restrictions imposed by any regulator on the approvals the same should be brought to notice of Alliance Air for appropriate action there off.

Compliance of Technical Requirement

The prospective MSP are required to note that all the AAAL specified "MUST" conditions, under this Annexure "T1" are met with and responded with a "Yes" only in order to qualify for the technical requirement.

A. Work Scope
Table 1

S. No	Particulars		ESN	
1.	Overhaul + 07 LLP replacement		a. ED0943 b. ED1038 c. ED1039 d. ED1079 e. ED1088	
	S. No	List of LLPs		
		Description		Part No.
	i.	Impeller, LP		3072764-01
	ii.	Impeller, LP		3072766-01
	iii.	Cover, HP turbine, Front		3039640
	iv.	Disk, HP		3041511
	v.	Cover, HP Turbine, Rear		3039639
vi.	Seal, Air interstage	3039172		
vii.	Disk, LP	3039412		
2.	Overhaul + 06 LLP replacement		a. ED1422	
	S. No	List of LLPs		
		Description		Part No.
	i.	Impeller, HP		3072766-01
	ii.	Cover, HP turbine, Front		3039640
	iii.	Disk, HP		3041511
	iv.	Cover, HP Turbine, Rear		3039639
v.	Seal, Air interstage	3039172		
vi.	Disk, LP	3039412		

B. Turn Around Time
Table 2

TAT for six (06) Overhaul Engines from the date of LOI, TAT is Ninety (90) days for all the above work scope. (Including logistics time)	Must	Yes
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C.
Table 3

S. No.	Conditions	Desired Response	MSP Response
1	Applicant/MSP is DGCA approved and EASA or FAA Approved Organisation.	MUST	Yes
2	Copy of current DGCA Certificate and EASA or FAA Certificate of approval along with the complete scope of approval, and ratings attached.	MUST	Yes
3	The DGCA Certificate and EASA or FAA Certificates are valid at the time of RFQ opening and the MSP agrees to renew the approvals throughout the duration of the Agreement if selected by AAAL.	MUST	Yes

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4	The MSP possesses approvals from DGCA of India. In case the MSP does not have current DGCA approvals, the MSP must agree to obtain approval from DGCA of India before the first Engine can be sent to them or within one month from the signing of the Agreement, whichever is earlier. Applicant/MSP also agrees to comply with any directive/ instruction issued by Civil Aviation Authority of India (DGCA).	MUST	Yes
5	Applicants/MSP agrees to provide on FOC basis- Airworthiness Directives and Service Bulletins from OEM upto Category 6 shall be covered and other Service Bulletins from Category 7 and up shall be proposed in addition of this.	MUST	Yes
6	At least 10 overhaul of PW127M (Turboprop) Engines have been completed by the Applicant/MSP in last three (03) years, and must furnish details of S/N' s of overhauled engines and customers name, on which overhaul has been performed by the Applicant/MSP, along-with the related approved documentation thereof.	MUST	Yes
7	MSP confirms that it is in regular receipt of all current/latest PW127M related technical Publications, ADs, SBs, and New parts etc. from OEM.	MUST	Yes
8	MSP agrees to provide 'to & fro' supply chain movement (by air transportation) service of AAAL Engines, from the AAAL's facility in India (from New Delhi and Hyderabad) to MSP facility.	MUST	Yes
9	MSP agrees that the Warranty period shall be of 5000 Flying Hours, for the PW127M Engines serviced under this RFQ. LLP 15000 Hrs as specified life.	MUST	Yes
10	MSP agrees that the Warranty shall commence after installation of engine on aircraft and satisfactory operation of aircraft. MSP is also required to warrant its subcontractor's work (if any).	MUST	Yes
11	In case of Warranty applicability, MSP agrees to bear the full labour costs related to work covered under Warranty, the replacement cost of damaged material and consequential damages if any, and also the supply chain movement (by air transportation) costs for the Engines returned for Warranty repairs and commitment of TAT for repair for such events.	MUST	Yes
12	MSP agrees to take up any Warranty claims/issues with OEM on behalf of AAAL.	MUST	Yes
13	MSP agrees that a credit term is offered will not be less than forty- five (45) days from the date of the receipt of serviced Engine or receipt of the complete invoice, whichever is later, by wire transfer.	MUST	Yes
14	MSP agrees to guarantee a minimum ITT margin of 35°C, for Overhaul.	MUST	Yes

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15	MSP agrees that should such Engine not achieve the above-mentioned guaranteed ITT Margin post-maintenance test, MSP shall compensate AAAL for each 1° C ITT margin shortfall and relevant compensation shall be quoted by MSP accordingly. MSP shall agree on a financial compensation as mutually agreed upon.	MUST	Yes
16	MSP agrees to provide compensation to AAAL for "Time on-wing guarantee".	MUST	Yes
17	MSP or its affiliates self-declaration of its capability to service/rectify/repair/overhaul the following: a. All the various modules (/TM/RGB) of the PW127M Engine, b. Complete capability for Engine piece part repairs, c. Details of outsourced capabilities for repair/servicing of Engines components. A detailed listing along-with the MSP' s reply, in response is submitted for information. Also, list of all repairs and prices thereof will be provided along with Bid. Annexure F1	MUST	Yes
18	In case the Engine serviced by the MSP fails within Warranty period, MSP will provide rent free replacement Engine for the remaining period, if serviced Engine remains unserviceable. If the MSP is unable to provide the replacement Engine and AAAL arranges its own replacement Engine, MSP will compensate AAAL all charges including rentals, transportation charges, and insurance charges borne by AAAL. For such instance USAGE charges limited to MR cost of the said engines paid by AAAL to the respective lessor shall be borne by AAAL for the replacement engine. No security deposit or advance rental is payable for leased/ rental engine. No re-certification charges should be charged from AAAL.	MUST	Yes
19	MSP agrees to provide TRC (Tax Residency Certificate) issued by MSP' s country, submit Form 10F under Indian Income Tax Law (format will be provided by AAAL during agreement stage), and declaration towards no permanent establishment in India (NO PE Certificate) which are statutorily required to enable remittance to the foreign vendor, before signing of Agreement with AAAL. (Clause 3, above)	MUST	Yes
20	MSP agrees that AAAL quality personnel shall visit MSP's facility, as and when required, for the quality audit where the Engines will be refurbished. Local Aviation Regulatory Authorities of India, such as DGCA, may also accompany for such audit.	MUST	Yes
21	In case of repair of used serviceable part, the apportion mate of the new parts will be considered after deducting the value of the life-span left of that parts	Must	Yes

Note: - In the event, due AOG requirements, MSP shall be required to provide Engine on Lease/Rent, (in case, there is tie between two/three bidders, the bidders responded "Yes" herein shall be declare as successful bidder).

Signature: - _____

Designation: - _____

Name: - _____

Company Seal: _____

Financial Quote
Rates and Charges for Time and Material
Table 1

S. No	Description	Part No.	Per Unit Quoted Price
i.	Impeller, LP	3072764-01	
ii.	Impeller, HP	3072766-01	
iii.	Cover, HP turbine, Front	3039640	
iv.	Disk, HP	3041511	
v.	Cover, HP Turbine, Rear	3039639	
vi.	Seal, Air interstage	3039172	
vii.	Disk, LP	3039412	
viii.	Overhaul (per Engine)	3073453-01	

Table 2

Discount on CLP on the material not mentioned above	
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A. Charges for Supply Chain Movement by Air of Engine(s)
Table 3

S. No	From	Charged per Engine, for 'to & fro' Supply Chain Movement by Air or Engines from AAAL Facility to MSP Location & Back to AAAL facility (USD)
1	a. AAAL facility inside the Airport (New Delhi, Hyderabad (India) to MSP facility b. MSP facility to AAAL facility (New Delhi, Hyderabad, - India)	

Approximate weight of the One (01) Engine (Including Transportation Stand): 812 Kgs
Approximate Dimension of the One (01) Engine (Including Transportation Stand):-

(236 x 95 x 116) cms

(Custom related activity in India will be handled by Alliance Air along with the cost effect)

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B. **Maintenance Service**

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Various costs required to be included in the Engine model, would be based on actual requirement;

i. Cost as per Table Below

Table 4

S. No	Parts Cost not Included in FFP of Overhaul		
	Item & Part No.	Qty per Engine	Per unit Quoted Rates (USD)
1.	Combustion Chamber Inner Liner	1	
2.	Combustion Chamber Outer Liner	1	
3.	HPT Vanes	8	
4.	HPT Blades	38	
5.	HPT Shrouds	14	
6.	LPT Vanes	1	
7.	LPT Blades	47	
8.	LPT Shrouds	14	
9.	PT 1 Blades	66	
10.	PT 2 Blades	71	

The MSP should quote the rates and charges that apply to Engines requiring Maintenance Services other than Overhaul on case-to-case basis, as per the below tables.

Table 5

1. Labour	Quoted Rate (USD)
a. “Not to Exceed (NTE)” labour cost for overhaul of Engine (It should include labour cost for both fixed and non-routine tasks)	
b. “Not to Exceed (NTE)” labour cost for overhaul of TM (It should include labour cost for both fixed and non- routine tasks)	
c. “Not to Exceed (NTE)” labour cost for overhaul of RGB (It should include labour cost for both fixed and non- routine tasks)	
Hourly Labour Rate	
2. Bulk Issue (Consumable) Complete Engine	
3. Parts	Discount (List Less) %
New parts embodied at time of Engine shop visit for overhaul	
New LCF/LLP embodied at time of Engine shop visit for overhaul	

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Used serviceable repaired parts		
Exchange Parts		
4. Others		Flat Rate (USD)
Test Cell Fee (for overhaul and repair) (Including fuel & oil)	Complete Engine:	
Packaging Material	Complete Engine:	
Shipping preparation labour	Complete Engine:	
Video Bore scope charges		
5. Rental Engine Model PW127M	Fixed Monthly Rental (USD)	Hourly Usage Rate (USD)

Table 6

S. No	PW127M Accessories List	Flat Rate (USD)			
		Functional Test	Bench Check	Refurbishment	Overhaul
1.	Ecology Drain Tank				
2.	Electronic Engine Control (EEC)				
3.	Fuel Cooled Oil Cooler				
4.	Thermostatic valve of FCOC				
5.	Fuel Heater				
6.	Ignition Cable				
7.	Ignition Exciter				
8.	Intercom press or Bleed Valve				
9.	Servo Valve				
10.	NH Sensor				
11.	NL Sensor				
12.	NP Sensor				
13.	Over Speed Governor				
14.	Hydraulic Pump				
15.	Propeller Over Speed Governor				
16.	T1.8 Sensor				
17.	Torque Sensor				
18.	Wiring Harness				
19.	Data Collection Unit (DCU)				
20.	O/S Solenoid Valve				
21.	Press Probe Pulse Pick-Up (NP)				
22.	Press Probe Pulse Pick-Up (NL)				
23.	Press Probe Pulse Pick-Up (NH)				
24.	Torque Trim				

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	Characterization Plug				
25.	Oil Pressure Switches				
26.	T6 (ITT) Probes				
27.	T6 Bus Bar & Harness Assy.				
28.	Auto Feather Unit (AFU)				
29.	Fuel Pump				
30.	Mechanical Fuel Control Unit (MFCU)				

MSP's Signature appended for offers submitted against the Annexure F1.

Signature: - _____

Name: - _____

Designation: - _____

Company Seal: - _____

Evaluation Criteria

Price quoted by bidder in the following table will be L1 deciding factor.

Rates and Charges for Time and Material

Table 1

S. No	Description	Part No.	Per Unit Quoted Price
i.	Impeller, LP	3072764-01	
ii.	Impeller, HP	3072766-01	
iii.	Cover, HP turbine, Front	3039640	
iv.	Disk, HP	3041511	
v.	Cover, HP Turbine, Rear	3039639	
vi.	Seal, Air interstage	3039172	
vii.	Disk, LP	3039412	
viii.	Overhaul (per Engine)	3073453-01	

Table 2

Discount on CLP on the material not mentioned above	
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C. Charges for Supply Chain Movement by Air of Engine(s)

Table 3

S. No	From	Charged per Engine, for 'to & fro' Supply Chain Movement by Air or Engines from AAAL Facility to MSP Location & Back to AAAL facility (USD)
1	c. AAAL facility inside the Airport (New Delhi, Hyderabad (India) to MSP facility d. MSP facility to AAAL facility (New Delhi, Hyderabad, - India)	

Table 5

1. Labour		Quoted Rate (USD)
a. "Not to Exceed (NTE)" labour cost for overhaul of Engine (It should include labour cost for both fixed and non-routine tasks)		
2. Bulk Issue (Consumable) Complete Engine:		
3. Others		Flat Rate (USD)
Test Cell Fee (for overhaul and repair) (Including fuel & oil)	Complete Engine:	

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Packaging Material	Complete Engine:	
Shipping preparation labour	Complete Engine:	

Bidder quoted the lowest prices in table above will be declared as L1, L2 and L3.

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INTEGRITY PACT

BETWEEN

Alliance Air Aviation Limited (AAAL), a fully owned subsidiary of AIAHL hereinafter referred to as "The Buyer",

And

----- Hereinafter referred to as **"The Bidder"**

PREAMBLE

Recognizing the importance of integrity, transparency, and accountability in procurement processes, **Alliance Air Aviation Limited (AAAL)** and [Name of Bidder] hereby commit to adhere to the principles outlined in this Integrity Pact (IP).

To achieve these goals, the Buyer has appointed an Independent External Monitor (IEM), who will monitor the tender process and the execution of the Contract for compliance with the principles mentioned above.

Section 1 – Commitments of the Buyer

S.No:	Main Obligations to be met by the Integrity Pact by perspective Buyer
1	Buyer undertakes that its officials will not demand or accept any bribes, kickbacks, gifts, facilitation payments, etc., with appropriate administrative, disciplinary, civil, or criminal sanctions in case of violation
2	The Buyer will, during the tender process treat all Bidder(s) with equity and reason. The Buyer will before and during the tender process, provide to all Bidder(s) the same information and will not provide to any Bidder(s) confidential/additional information through which the Bidder(s) could obtain an advantage in relation to the tender process or the Contract execution.
3	The Buyer will exclude from the process all known prejudiced persons and persons who would be known to have a connection or nexus with the prospective Bidder.
4	If the Buyer obtains information on the conduct of any of its employees which is a criminal offence under the IPC/PC Act or the conduct rules of the Buyer, or if there be a substantive suspicion in this regard, the Buyer will inform the Chief Vigilance Officer and in addition can initiate disciplinary actions.
5	The commitment by the buyer to report to the monitor any attempted or fulfilled breaches of the IP.

Section 2 – Commitments of the Bidder(s)

S. No:	Main Obligations to be met by the Integrity Pact submitted by perspective Bidders
1	The Bidder undertakes that it has not paid, and will not offer or pay, any bribes, kickbacks, facilitation payments, gifts, etc. to obtain or retain the contract; along with the appropriate contractual, administrative, civil, or criminal sanctions in case of violation
2	The Bidder undertakes that it has not colluded and will not collude with other bidders to rig or influence the tender process in any way
3	The Bidder undertakes to disclose to the buyer and the monitor all payments made, or promised, in connection with the contract in question to anybody (including agents and other middlemen). This refers to payments made directly, as well as indirectly through

	family members, etc.
4	The explicit acceptance by bidder that the no-bribery commitment and the disclosure obligation, as well as the corresponding sanctions, remain in force for the winning bidder until the contract has been fully executed
5	The explicit acceptance by bidder that it will have to provide the inclusive IP undertaking/s from or on behalf of all its sub-contractors and joint-venture partners.
6	Bidders are advised/requested to have a company code of conduct (clearly rejecting the use of bribes and other unethical behavior) and a compliance program for the implementation of a code of conduct throughout the company.
7	Bidder undertakes that it has not been involved in conduct forbidden by the IP or any other related corrupt behavior in the period prior to the bid (this can be 3-5 years, for example). If it were involved, the bidder is required to disclose the case and to show what it has done to address the issue and to correct the problem and its causes.
8	The external monitor referred to in the IP should be granted the same access to all information related to the tender by the buyer and the bidders, subject to a confidentiality agreement. If necessary, similar access could be granted to a representative from civil society.
9	The commitment by the bidder to report to the monitor any attempted or fulfilled breaches of the IP.
10	The Bidder(s) of foreign origin shall disclose the name and address of the Agents/representatives in India, if any. Similarly, the Bidder(s) of Indian Nationality shall furnish the name and address of the foreign principals, if any.
11	The Bidder(s) will, when presenting his Bid, disclose all payments he has made, is committed to, or intends to make to agents, brokers, or any other intermediaries in connection with the award of the contract.
12	The Bidder(s) shall not approach the Courts while representing the matters to IEMs and they will await the decision of the IEMs in the matter.
13	This integrity pact shall override the confidentiality clause, if any, in the offer submitted by the Bidder and in the Agreement entered by the Bidder with the Buyer.

Section 3 - Disqualification from tender process and exclusion from future contracts

If the Bidder(s), before award or during execution has committed a transgression through a violation of Section 2, above or in any other form such as to put its reliability or credibility in question, the Buyer is entitled to disqualify the Bidder(s) from the tender process and take appropriate action.

Section 4 – Equal treatment of all Bidders

- 1) The Buyer will enter into Agreements with identical conditions as this one with all Bidders.
- 2) The Buyer will disqualify from the tender process all Bidders who do not sign this Pact or violate its provisions.

Section 5 – Criminal charges against violating Bidder(s)

If the Buyer obtains knowledge of conduct of a Bidder or of an employee or a representative or an associate of a Bidder which constitutes corruption, or if the Buyer has substantive suspicion in this regard, the Buyer will inform the same to the Chief Vigilance Officer.

Section 6 – Independent External Monitor/Monitors

- 1) As per guidelines laid by the government of India, Buyer has appointed,
 - Mr. Pramod Shripad Phalnikar, IPS (Retd), Email: pramodphalnikar@gmail.com and
 - Ms. Dolly Chakrabarty, IAAS (Retd), Email: dollychakrabarty@gmail.com, as competent and credible Independent External Monitor for this Pact. The task of the Monitor is to review independently and objectively, whether and to what extent the parties comply with the obligations under this Agreement, if need be.
- 2) The Monitor is not subject to instructions by the representatives of the parties and performs their functions neutrally and independently. They shall report to CMD AIAHL (Parent company of AAAL).
- 3) The Monitor is under contractual obligation to treat the information and documents of the Bidder(s) with confidentiality. The monitor has also signed declarations on 'Non-Disclosure of Confidential Information' and of 'Absence of Conflict of Interest'. In case of any conflict of interest arising out later, the IEM shall inform CMD AIAHL/CEO AAAL and recuse himself / herself from that case.
- 4) The Buyer will provide to the Monitor sufficient information about all meetings among the parties related to the Project provided such meetings could have an impact on the contractual relations between the Buyer and the Bidder. The parties offer to the Monitor the option to participate in such meetings.
- 5) As soon as the Monitor notices, or believes to notice, a violation of this Agreement, he will so inform the Management of the Buyer and request the Management to discontinue or take corrective action, or to take other relevant action. The monitor can in this regard submit non-binding recommendations. Beyond this, the Monitor has no right to demand from the parties that they act in a specific manner, refrain from action, or tolerate action.
- 6) The Monitor will submit a written report to CMD AIAHL/CEO AAAL within 8 to 10 weeks from the date of reference or intimation to them by the Buyer and, should the occasion arise, submit proposals for correcting problematic situations.
- 7) If the Monitor has reported to CMD AIAHL/CEO AAAL, a substantiated suspicion of an offence and the CMD AIAHL/CEO AAAL has not, within the reasonable time taken visible action to proceed against such offence or reported it to the Chief Vigilance Officer, the Monitor may also transmit this information directly to the Central Vigilance Commissioner.
- 8) The word 'Monitor' would include both singular and plural.

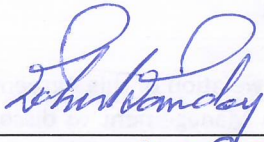
Section 7 – Pact Duration

The validity of this Integrity Pact shall be from the date of its signing and extend up to tenure of the contract or the complete execution of the contract to the satisfaction of both the BUYER and the BIDDER, including warranty period, whichever is later. In case of unsuccessful Bidder(s), this Integrity Pact shall expire after six months from the date of the signing of the contract with the successful Bidder.

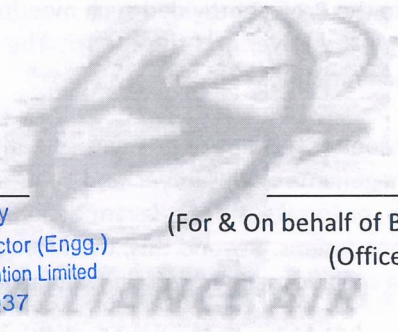
If any claim is made/lodged during this time, the same shall be binding and continue to be valid despite the lapse of this pact as specified above, unless it is discharged / determined by CMD AIAHL/CEO AAAL.

Section 8 – Other provisions

- 1) Changes and supplements as well as termination notices need to be made in writing.
- 2) Bidder(s)/Buyer(s) need to ensure that the side agreements have not been made.
- 3) If the Bidder is a partnership or a consortium, this Agreement must be signed by all partners or consortium members.
- 4) Should one or several provisions of this Agreement turn out to be invalid, the remainder of this Agreement remains valid. In this case, the parties will strive to come to an agreement to their original intentions.
- 5) Issue like Warranty / Guaranty etc. shall be outside the preview of IEMs.
- 6) In the case of any contradiction between the Integrity Pact, the Clause in the Integrity Pact will prevail.



 (For & On behalf of the Buyer)
 कार्यपालक निदेशक (इंजीनियरिंग) / Executive Director (Engg.)
 (Office Seal)
 एलायंस एअर एविएशन लिमिटेड / Alliance Air Aviation Limited
 नई दिल्ली / New Delhi-110037



 (For & On behalf of Bidder)
 (Office Seal)

Place -----

Date -----

Witness 1:

(Name & Address)

Witness 2:

(Name & Address)

