

Tender Ref: - AAAL/PW127M/Engg/26/139

Date: - 12 May 2026

## **ALLIANCE AIR AVIATION LIMITED**

### **Registered Office:**

**Alliance Air Aviation Limited  
Alliance Bhawan,  
Domestic Terminal 1, I.G.I Airport,  
New Delhi-110037, Delhi, India (IND)**

### **Tender for Selection of Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M (Turboprop) Engine**

Last Date & Time of submission of Technical Evaluation Criteria : - 02 Jun 2026,15:00 Hrs.(IST)

Last Date& Time of opening of Technical Evaluation Criteria : - 02 Jun 2026,15:30 Hrs.(IST)

## **DISCLAIMER**

The information contained in this tender document (hereinafter referred to as “**Tender**”) or and any information pertaining to the aforesaid subject matter subsequently provided to the Bidders 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 submitting a bid, the bidder is deemed to have made an unconditional offer and accepted the terms and conditions of this Tender without any reservations.

The purpose of this Tender is to provide all Bidders with the information that may be useful to them in the formulation of their proposals/ bids (the “**Bid(s)**”) in response to this Tender. 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 Bidder may require for the purpose/s of submitting their Bids.

Each bidder 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 Tender and shall obtain independent advice from appropriate sources at its own cost.

The information provided in this Tender to the bidder 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 any Bidder upon the statements contained in this Tender.

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 Tender, from time to time till the opening of the Bids.

**The Tender does not imply that Alliance Air is bound to select a bidder or appoint the successful bidder, as the case may be. Alliance Air reserves the right to reject all or any of the bids without assigning any reason whatsoever at any time.**

The bidders shall bear any, and all costs associated with or relating to the preparation and submission of their bids 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 bidder, and Alliance Air shall not be liable in any manner whatsoever for the same or any other costs or other expenses incurred by the bidders in preparation or submission of the Bid, regardless of the conduct or outcome of the bid selection process as contained herein.

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**Notice Inviting Tender**

**From: -**

**Dy. Head of Engineering**

**Alliance Air Aviation Limited**

Alliance Bhawan (Engineering Department)

Domestic Terminal -1, I.G.I Airport,

New Delhi 110037, India (IND)

Subject: - **Tender for selection of Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M Engine (Turboprop) installed on Alliance Air's aircraft fleet.**

**All Prospective Bidders,**

Alliance Air Aviation Limited ("Alliance Air or AAAL") invites responses ("Proposals/Bids") to this Tender for the selection of a Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M Engine installed on Alliance Air's aircraft fleet. The complete bidding document is available on the website "[www.allianceair.in/tender](http://www.allianceair.in/tender)" for the purpose of downloading.

Interested bidders must submit their Bids, consisting of the response in **Appendix II**, along with a cover letter, the Variance statement – at **Annexure II**, if any, and the Financial Bid, consisting of **Appendix III**, along with a cover letter, the Variance Statement -Financial duly stamped and signed.

A successful bidder will be selected based on the criteria described in this Tender.

Bidders are advised to study this Tender document carefully, before submitting their Bids, in response to the Tender Notice. Submission of a Bid in response to this Notice shall be deemed to have been done after careful study and examination of this Tender document with the full understanding of its terms, conditions, and implications.

Alliance Air may, in its sole discretion, extend the due date and time for submission of Bids by issuing an addendum /corrigendum to that effect, in which case all rights and obligations of the Bidders previously subject to the original due date and time for submission of Bids will thereafter be subject to the due date and time as extended.

Amendments, corrigendum, clarifications if any, and any extensions of the due date and time of opening of the Bids, as per the sole discretion and requirements of Alliance Air, will be intimated and hosted only on the website ([www.allianceair.in](http://www.allianceair.in)). It is Bidder's responsibility to visit the said website regularly for the aforesaid updates/extensions, as necessary.

The tender document/form downloaded from the website ([www.allianceair.in](http://www.allianceair.in)) should not be tampered with/modified in any manner. In case, if the same is found to be tampered /modified in any manner, the tender will be completely rejected.

**All rights to accept or reject any or all Bids are reserved with Alliance Air.**

**Dy. Head of Engineering**

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**Summary of Bidding Information**

<b>S. No</b>	<b>Particulars</b>	<b>Details</b>
1	Name of Tender	Tender for selection of Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M Engine installed on Alliance Air's aircraft fleet.
2	Date of issue of the Tender	<b>12 May 2026</b>
3	Period of Contract	Thirty-six (36) months
4	Pre-Bid Meeting	<b>27 May 2026</b>
5	Last Date, Time, and Place for Submission of Bids	<b>02 Jun 2026, 15:00 Hrs. (IST),</b> <b>Material Management Department (MMD)</b> Alliance Bhawan, Domestic Terminal -1 I.G.I Airport, New Delhi 110037, Delhi, India (IND)
6	Time and Date of opening of Technical Evaluation Criteria/s	<b>02 Jun 2026, 15:30 Hrs. (IST),</b> <b>Material Management Department (MMD)</b> Alliance Bhawan, Domestic Terminal -1 I.G.I Airport, New Delhi 110037, Delhi, India (IND))
7	Date and Time of opening financial bid.	Bidders who qualify in the Technical Evaluation will be informed via email.
8	Venue of Tender opening	<b>Material Management Department (MMD)</b> Alliance Bhawan, Domestic Terminal -1 I.G.I Airport, New Delhi 110037, Delhi, India (IND)
9	Validity of Bids	180 Days
10	Bid System	Two Bid System a. Technical Evaluation Criteria b. Financial Bid

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## **Introduction and General Details Relating to the Tender**

### **Overview**

Alliance Air Aviation Limited (Alliance Air), a company incorporated under the Companies Act 1956, having its registered office at Alliance Bhawan, Domestic Terminal-1, I.G.I Airport, New Delhi-110037, Delhi, India (hereinafter referred to as “**AAAL or Alliance Air**” currently operates a fleet of 18 ATR 72-212A, (Version 600, 70/72-seater), 02 ATR42-500 (Version 600) and 01 Dornier aircraft (DO 228) under the brand “**Alliance Air**” and operates Domestic flights within India.

The majority of aircraft maintenance is performed by AI Engineering Services Ltd (AIESL). AIESL’s maintenance facilities (CAR 145 organization) are approved by the Director-General of Civil Aviation (DGCA) of India, India’s Civil Aviation Regulatory Authority.

The details to be furnished under the Two-Bid System have been clearly specified in this Tender Document. Bidders are required to provide all mandatory/special and general information, along with confirmation indicating whether the proposed MRO services fully comply with the stated requirements..

The bidder in response to this tender must meet the specified requirements.

The contract executed with the successful Bidder pursuant to this tender shall be for Thirty-six (36) months from the date of executing the agreement between the service provider and Alliance Air, which is further annually extendable maximum for Twenty-Four (24) months on the mutually agreed terms and conditions by both parties.

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### **Purpose of Tender**

Alliance Air is pleased to invite Bid(s) under the Two (02) Bid System for the selection of an DGCA, EASA or FAA approved Maintenance Service Provider (MSP), to Repair or Overhaul of Twenty-Six (26) PW127M Engines installed on Alliance Air's aircraft fleet for Thirty-six (36) months, which may be further annually extendable maximum for Twenty-Four (24) months on the mutually agreed terms and conditions by both parties.

The MSP must be approved to OEM Designated Overhaul Facility (DOF) and shall be fully responsible to Repair or Overhaul of PW127M (Turboprop) Engines undertaken at its facility.

In the event of an AOG (Aircraft on Ground) situation, the MSP shall be required to provide a serviceable and compatible replacement engine on lease to ensure continuity of operations. Presently PW127M Engines installed on AAAL's fleet aircraft are being maintained on an "**On Condition**" basis. All Engines are enrolled with CAMP EHM services for ECTM. As of now 26 Engines are due for Repair or Overhaul.

Under a definitive agreement (defined under the heading "Maintenance Agreement" under General and Special Terms and Conditions of the tender), MSP shall provide maintenance services on a "Fixed Price" and "Time and Material" basis to AAAL, for a period of Thirty-six (36) months and at the sole discretion of AAAL, may annually be extendable with the mutually agreed terms and conditions for next Twenty-Four (24) months.

Submitted Bids would be evaluated on the basis of price mentioned in Part A (Table 1 and Table 2) only. Bidder qualified after subsequent approval of AAAL management and bidder's concurrence; terms of the agreement will be finalized after discussion between MSP and Alliance Air taking into consideration Bidder's requirement(s).

For the avoidance of doubt, there shall be no variance(s) in the Agreement from the Terms and conditions of this Tender and the Bid submitted by the MSP, and terms and conditions of this Tender shall be considered as part and parcel of this Agreement.

***Only Designated overhaul facilities (DOF) having Repair and Overhaul capability for PW127M Engines, are considered for bids evaluation by AAAL.***

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**Schedule III**

**General Terms & Conditions of the Tender**

**1. Definitions: -**

The following words, as used in the Tender shall have the meaning ascribed to them below: -

- a) **“AAAL,” Alliance Air Aviation Limited”, Alliance Air”** or the Airline” shall mean **“Alliance Air Aviation Limited**, a company incorporated under Companies Act 1956, having its registered office at Alliance Bhawan, Domestic Terminal-1, I.G.I Airport, New Delhi-110037, Delhi, India (IND)”.  
b) **“Applicable Law”** means all the laws, acts, ordinances, rules, regulations, notifications, guidelines, or bylaws, in force and effect, as of the date hereof and which may be promulgated or brought into force and effect hereinafter preferably in India, including judgments, decrees, injunctions, writs or orders of any court of record, as may be in force and effect during the subsistence of the Contract, and applicable to the Tender.  
c) **“Bid”/Proposal”** means the proposal submitted by the Bidder(s) in response to this Tender in accordance with the provisions thereof including Technical Evaluation Criteria and Financial Bid as described along with all other documents forming part in support thereof.  
d) **“Bidder”** or **“Tenderer”** shall mean **an eligible entity** who has submitted the sealed/closed bid for this Tender through its authorized signatory or vide Postal, Courier, Electronic Mode, or Hand delivery.  
e) **“Contract”** or **“Agreement”** shall mean the agreement entered between Alliance Air and the Successful Bidder, confirming its acceptance of the Tender, on the terms and conditions mentioned therein.  
f) **“Successful Bidder”** shall mean the Bidder whose Technical Evaluation Criteria and Financial Bid has been accepted by AAAL and who further declared as successful after Financial bid evaluation and LOI is consequently issued by AAAL and the same has been accepted/acknowledged by such Successful Bidder vide a letter. AAAL shall enter into an agreement/contract with the successful bidder.  
g) Any other term(s) not defined hereinabove but defined elsewhere in this Tender shall have the meaning(s) ascribed to such term(s) therein and shall be deemed to have been included in this Section.  
h) The term **“Day”** shall mean the working business days of AAAL.  
i) The term **“Service(s)”** shall mean the service(s) to be provided by the successful bidder as mentioned in the tender.  
j) **“L1** means the bidder quoted the lowest price in Part A (Table 1 and Table 2) of Financial Bid.

**2. Terms of Tender**

Alliance Air is inviting bids for the selection of a Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M Engines installed on Alliance Air’s aircraft fleet for Thirty-six (36) months.

- i. Agreement Period : - Thirty-six (36) months
- ii. Numbers of Engines (PW127M) : - Twenty-Six (26) Engines.

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Date: - 12 May 2026

The Applicant /Bidder are required to submit their bids in a sealed/closed envelope, clearly identifiable as follows: -

- a. **“Technical Evaluation Criteria”** for the selection of a Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M Engines installed on Alliance Air’s aircraft fleet.
- b. **“Financial Bid”** for the selection of a Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M Engines installed on Alliance Air’s aircraft fleet.
- c. **Important: - Please Complete the Annexures as provided in this tender with the requested information and submit them as a part of the Bid.**
- d. Only designated overhaul facilities (DOF) having Engine Repair or Overhaul capability for PW127M Engines, performed at least Ten (10) overhauls of PW127M (Turboprops) engines in the last Five (05) years, are considered for bids evaluation by AAAL. **The offers from Agents/Brokers would not be entertained.**
- e. The Bidder is required to submit proof on the letterhead of the bidder’s company that the person signing the bids is authorized to do so and act on behalf of the bidder.

### 3. Pre-Bid Meeting

In the event of any further clarification(s) relating to this Tender is required to be sought from AAAL, the interested bidder may request the same through email.

For Technical Clarification(s)	cam@allianceair.in
For tender clarification(s)	mmd@allianceair.in

Interested bidder may also request a Videoconference (VC) call with AAAL’s official assigned for this tender on the date and time mentioned above. Such VC conducted by AAAL officials with the bidder(s) would also be documented by preparing the records note of discussion and filled accordingly. Such VC should be scheduled no later than Seven (07) days prior to the closing date and time of the tender.

AAAL shall endeavor to provide clarifications and such further information as it may, in its sole process. However, AAAL reserves the right not to respond to all/any questions or provide any clarifications in its sole discretion and nothing contained herein shall be taken or read or assumed as compelling or requiring AAAL to respond to any question(s) or to provide any clarification(s). AAAL may also, on its own motion if deemed necessary, issue interpretations and clarifications regarding this tender document. Verbal clarifications and information(s) given by AAAL, or its employees or representatives shall not be in any way or manner binding on AAAL.

### 4. Instructions/ Information to Bidders: -

#### General Instructions

- a. The Bids shall be typed in the English language, and all correspondence and documents related to the Bid exchanged by the Bidder and Alliance Air shall be written in the English language. Before submitting the Bid, the Bidder should carefully examine the Tender document, terms & conditions of assignment and specifications.
- b. Bids must be sent, only at the sole risk of the bidder. Bids received late, delivered at a different address other than as specified in the Tender or lost in transit will not be accepted irrespective of whether the delay has arisen on account of the delivery system i.e., Postal, courier, Electronic mode, or hand delivery. It is hereby clarified that bids sent only by the mode mentioned hereinabove shall be accepted by Alliance Air. Bids sent by any other mode may be liable to be rejected.
- c. The bidder shall abide by the Tender Conditions and submit their bids in accordance with the requirement laid down in this Tender and complete the annexed form of tender and information called for therein and shall sign and date each page of the documents.

- d. The tender shall contain the name with designation, address, Tel. No and email for communicating with the bidder in connection with the tender.
- e. Bidders shall read and confirm the terms and conditions outlined in this document and ensure that they are eligible in all respects in order for their applications to be processed at various levels. The columns that are left blank or incomplete shall be interpreted to the bidder's disadvantage. The submission of a bid implies that the bidder has read the conditions of the tender and is fully aware of the scope of work, specifications, and project execution/solution implementation requirements.
- f. Alliance Air reserves the right to accept or reject any bid without assigning any reason whatsoever and to annul the bidding process and reject any bids, at any time prior to the award of the contract, without thereby incurring any liability to the affected bidder or any obligation to inform the affected Bidder of the grounds for Alliance Air's action. Alliance Air also reserves the right to extend the validity period of the tender.
- g. All bidders are to note that even though they may be qualified after evaluation of the Technical Evaluation Criteria, in the event their Financial Bid is found incomplete or not submitted in a format as prescribed herein, their Bid submitted thereon shall be rejected by AAAL.
- h. **Alliance Air has the right to amend and/or re-issue the tender document without the bidder(s) having any right to object to such reissue.**
- i. Bidders shall be required to sign all pages of the Technical Evaluation Criteria and the Financial Bid, and all signed pages should be in ascending order, along with an index of submissions. The individual signing the Tender or other documents in connection with the Tender should submit proof of being an authorized signatory and certify the capacity in and/or authority in which they are signing the Bid.
- j. **All financial quotes must be in USD (\$) only** as per the format for the Financial Bid in Appendix III. Further, the price quoted should remain valid for acceptance for a minimum period of 180 days from the date of opening of the Financial Bids or such period as mutually agreed by AAAL and the bidder, beyond the initial 180 days.
- k. All prices quoted in USD shall be converted into INR for the purpose of financial evaluation. The applicable exchange rate shall be of the date of opening of the Financial Bid. The converted INR value shall be considered final for bid comparison and evaluation.
- l. The quoted rates should be clearly typed in figures as well as in words and should be free from over-typing or overwriting. Overwriting/Overtyping, if any, must however be authenticated by full signature by the authorized signatory who signs the bid and should be duly stamped.
- m. **Alliance Air reserves the right to award the contract to the eligible bidder as it may deem eligible as per its requirements.**
- n. A bidder shall be liable for disqualification, if any legal, financial, or technical adviser of Alliance Air in relation to the tender is engaged by the bidder, its member, or any associate thereof, as the case may be, in any manner for matters related to or incidental to the tender during the tender process or subsequent to the execution of the contract. In the event, any such adviser is engaged by the Successful Bidder, as the case may be, after issuance of the Agreement or execution of the Agreement for matters related or incidental to the tender, then notwithstanding anything to the contrary contained herein or in Contract and without prejudice to any other rights or remedies of Alliance Air.  

Alliance Air shall have the right to terminate the Contract, without being liable in any manner whatsoever to the Successful Bidder for the same.
- o. At any time prior to the last date for submission of bids, Alliance Air may, for any reason, whether at its own initiative or in response to a clarification requested by a bidder, modify

this tender document by an amendment or corrigendum. In order to afford a reasonable time for tenderers to take such amendments into account for the preparation and submission of their bids, Alliance Air may, at its discretion, extend the last date for the submission of bids through an announcement on its website.

- p. Bids must be comprehensive in all respects and inclusive of all costs related to the work scope as detailed in the tender. It is to be noted that an increase in the price, other than what has been quoted in the Financial Bid, would not be accepted by Alliance Air after the closing date of the Tender for any reason whatsoever.
- q. The bidder shall bear all costs associated with the preparation and submission of the Bids, including the cost of presentations/demonstrations for the purposes of clarification/ evaluation of the bids and negotiations with the Successful Bidder, etc. Alliance Air will not be responsible or liable for any such costs, regardless of the conduct or outcome of the bidding process.
- r. AAAL may extend the date for submitting the Bids and/or opening of the tender if considered necessary at its sole discretion. Amendments/ clarifications/ Addendums/ Corrigendum(s), if any, to the tender documents including changes in the dates, time, and place for submitting the bids and/or opening the tender would be hosted/ notified/ displayed on the website of Alliance Air, [www.allianceair.in/tender](http://www.allianceair.in/tender), and no such separate communication will be sent in this regard.

The bidders may therefore visit Alliance Air's website regularly till the date of closing of the tender. Queries, if any, in respect of the tender may be addressed to the following officials.

Technical Queries	For Queries on Tender Clauses.
<p><b>Continuing Airworthiness Manager (CAM)</b></p> <p>Alliance Bhawan (Engineering Dept) Domestic Terminal-1, I.G.I Airport, New Delhi 110037, Delhi, India (IND) <b>Email:</b> - cam@allianceair.in</p>	<p><b>Material Management Department (MMD)</b></p> <p>Alliance Bhawan Domestic Terminal-1, I.G.I Airport, New Delhi 110037, Delhi, India (IND) <b>Email:</b> - mmd@allianceair.in</p>

- s. AAAL shall endeavor to respond to the queries raised or clarifications sought by the bidders. However, **AAAL reserves the right not to respond to any or provide any clarification, in its sole discretion, and nothing in this clause shall be taken or read as compelling or requiring AAAL to respond to any query or to provide any clarification.** No queries and or communication-related to this tender shall be entertained after the last date and time of receipt of bids.
- t. The acceptance of the tender bids is subject to AAAL receiving requisite approvals from its Board and concerned Regulatory/Government authorities etc.
- u. **AAAL reserves the right to terminate the process of tendering at any stage, and not to proceed further at its sole discretion, without assigning any reason thereof without notice or liability.** AAAL also reserves the right to reject any bid (Partially/in its entirety) without assigning any reasons whatsoever and without any liability whatsoever.
- v. **AAAL reserves the right not to award the contract to a successful or any bidder.**

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Date: - 12 May 2026

Any queries or requests for additional relevant information concerning this tender shall be submitted in writing or e-mail to the officer designated below: -

**Dy. Head of Engineering**

Alliance Bhawan (Engineering Department)  
Domestic Terminal 1, I.G.I Airport,  
New Delhi 110037, Delhi, India (IND)

Email: - headengg@allianceair.in

**5. Bid Submission**

- a. Bids should be submitted on the letterhead of the Bidder's company with all pages duly stamped and signed by the authorized signatory/signatories of the bidder's Company.
- b. The bid should be valid for a period of at least 180 days from the last date for submitting the tender.
- c. Bidders are required to submit two separate sealed envelopes super scribed as Technical Evaluation Criteria / Pre-Qualification Criteria and Financial Bid, respectively. These shall also be super scribed on each of the envelopes as "**Tender for selection of Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M (Turboprop) Engines installed on Alliance Air fleet's aircraft**".
- d. The name of the authorized person with designation, address, contact numbers, and email address for official communications shall also be mentioned on each of the envelopes.
- e. The two-bid system i.e., **Technical Evaluation Criteria** and **Financial Bid**, being adopted for this Tender, the process will be carried out in 2 stages. Technical Evaluation Criteria will be opened on scheduled date and time (if there is no extensions or corrigendum issued on tender opening date), and the financial bid of bidders who qualifies in the Technical Evaluation Criteria will be opened later.
- f. The tender response is to be made in a Two (02) Bid system, i.e.
  - i. Technical Evaluation Criteria
  - ii. Financial Bid.
- g. No changes will be permitted to the Bid document after the opening of the bids.
- h. Bidders are advised to quote strictly in accordance with the formats in **Annexure I, Annexure II, Appendix II, and Appendix III** enclosed with the Tender Document. Otherwise, the bidder may invite the risk of disqualification of their Bid.
- i. Bidder has to submit the "Technical Evaluation Criteria" and "Financial Bid" through the below-mentioned mode: -
  - Hard Copies in two (2) separate sealed/closed envelopes, Super Scribed in bold.
  - "**Technical Evaluation Criteria**" for Tender for "selection of Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M Engines installed on Alliance Air fleet's aircraft".
  - "**Financial Bid**" for Tender for "selection of Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M Engines installed on Alliance Air fleet's aircraft".
  - Both envelopes should be submitted in "**Master Envelope**" in sealed/closed condition, super scribed in bold with "Tender for selection of Maintenance Service Provider (MSP) to Repair or Overhaul of Twenty-Six (26) PW127M Engines installed on Alliance Air fleet's aircraft".

Duly addressed and deposited in the Tender Box placed at the address mentioned below: -

**Material Management Department (MMD)**

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

Bidder can also send their bids (Technical & Financial) via electronic mode i.e, bidder can send their bids as password protected two separate zip files on email. Bidder will share the password 15 minutes prior to bid (Technical/Financial) opening time, and the email address are as below: -

1. For bids :- [mmd@allianceair.in](mailto:mmd@allianceair.in)
2. For Password (Technical Evaluation Criteria) :- [cam@allianceair.in](mailto:cam@allianceair.in)
3. For Password (Financial Bid) :- [dy.hoe@allianceair.in](mailto:dy.hoe@allianceair.in)

**The last date of receipt of bids is 02 Jun 2026 at the latest by 15:00 Hrs. (IST).**

- If the bidder desires, a duly authorized representative of the bidder's company/organization can be present at the time of opening of the Tender. The representative must carry an authority letter from the bidder's Company/Organization authorized signatory for participating in the tender opening, a copy of which may preferably be sent by e-mail in advance to the address specified above.
- j. Acceptance of the terms & conditions of this Tender should be expressly indicated by the Bidder in its offer. Any terms & conditions, which are not acceptable, should be specified in the Variance Statement of Terms & Conditions as per the format in Appendix II in respect of technical requirements & conditions and Appendix III in respect of General and Financial terms & conditions. In case, no variance is given by the bidder in its Bid, the same shall not be considered during the Agreement negotiation stage.
- k. Terms that are not specified in this tender by Alliance Air and the bidder wants to add should also be specified in the variance statement of Terms & Conditions (if any) as per the format in Annexure II in respect of technical & financial requirements in respect of terms & conditions.
- l. If any bid(s) are received after the Due date and Time, such bids will be declared invalid and will be rejected. Alliance Air reserves to itself the liberty to reject all or any bid without assigning any reason.

**Note: -**

- Bidders should not disclose the financial terms in any other part of their bid.
- **A conditional bid will not be considered for the evaluation.**
- If a bidder submits more than one bid, all the bids submitted by the bidder would be summarily rejected.

## 6. Evaluation of Bids

- i. This tender is a two-bid process and accordingly, the evaluation of the bids shall be done in two stages.
  - Stage 1** – Evaluation of the Technical Evaluation Criteria(s).
  - Stage 2** – Evaluation of the Financial Bid.
- ii. Bidders will have to qualify through each stage to progress to the next stage of evaluation.
- iii. The evaluation of the bid(s) shall be performed as per the methodology provided under

the provisions relating to the evaluation of the bid(s) as specified in **Appendix IV**.

- iv. The bids of only those Bidders whose Technical Evaluation Criteria have been assessed by Alliance Air as meeting the minimum requirements spelt out in **Annexure T1** will be taken up for Financial Bid evaluation.

## 7. Basis of Evaluation

Evaluation will be as per Appendix IV.

### a. Technical Evaluation Criteria (**Annexure T1**)

**All conditions specified in “Annexure T1” are mandatory and must be fully complied with by the bidder. Each bidder shall submit complete and valid documentary evidence in support of all claims made in the bid.**

During the evaluation process, if any shortfall or deficiency in the submitted documents is observed, the same may be requested from the bidder for submission within the stipulated timeframe.

Failure to furnish the requested documents shall result in outright rejection of the bid. Any bid rejected on this ground will not be considered for further evaluation or participation in subsequent stages of the tendering process.

### b. Financial Bid (**Annexure F1**)

Bidders shall submit their most competitive quotations strictly in Part A (Table 1 and Table 2) as prescribed in Annexure F1. The determination of the “successful” bidder shall be based on the lowest evaluated price (L1) derived from the Financial Bid evaluation carried out by Alliance Air. The bidder quoting the lowest overall cost, after applying all evaluation parameters specified in this tender, will be declared successful. Payment Terms

Payment shall be released within 45 (forty-five) days from the date of receipt of a complete and valid Tax Invoice submitted along with all required supporting documents. Discount, if any offered, shall be adjusted with each invoice.

## 8. Mode of Payment

Payment will be made through wire transfer mode. Bidder(s) should provide their bank details to enable AAAL to remit the payment, must be mentioned in agreement before execution.

## 9. Validity of Price

- a. The quoted rates should remain firm till the completion of Thirty-six (36) months from the date of signing of the Agreement.
- b. All orders received during the term of the contract must be completed by the Successful Bidder(s) at the contract rates notwithstanding that delivery is to be made after the expiry of the Agreement. .

## 10. Price Negotiation

As it is not the general norm for AAAL to carry out price negotiations with any Bidder, the Bidders are advised to submit their best quotes in the very first response to this Tender as per the commercial bid format enclosed at Appendix III. However, AAAL reserves the right to carry out negotiations with the Bidders who has been evaluated by AAAL and found qualified in Technical & Financial bid evaluation.

## 11. Documents required for remittance and other statutory requirements.

The bidder agrees to obtain and provide 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 41** (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

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

## 12. Time and Material Charges

The bidder should quote the rates and charges that are applicable to Engines requiring maintenance Services other than overhaul on case to case basis at bidder's facility, which are the rates, charges and associated fees for bidder's facility labour services including, without limitation, material prices for new and used serviceable parts, test cell fee/ test cell labour, packaging material, rates (Appendix III).

## 13. Guidelines for submitting Fixed Prices for overhaul as per Annexures.

1. All the necessary tasks to conduct an Engine OH as described in the relevant P&WC manuals (CIR manual, overhaul manual, work scope planning guide, SIL etc.) which will include labor, necessary test runs, power assurance check, cleaning, non-destructive test, inspection, visual ("VIS") & dimensional ("DIM") inspection, repair of parts, balancing, assembly disassembly to the access areas, laboratory test if any as per AD, SB, SIL or manual Shop basic labour, Consumable, Test cell fee, Bulk issue, shipping material, overhaul/refurbishment of Phase 5 Fuel nozzle complete set and flow divider.

In accordance with current Workscope Planning Guide

- i. Reference Limited Cost Overhaul (LCO) in relation to MRW (Ref. SIL PW100-041)
  - ii. Comply with Overhaul Manual (OHM) and Clean, Inspect and Repair (CIR) Manual.
  - iii. The engine or module is to be upgraded and modified to have all SBs of compliance code 1- 6 for the applicable engine model.
  - iv. HP vane replacement (Ref. SIL PW100-090)
  - v. Inspect for erosion on LP Diffuser
  - vi. FCOC Thermostatic valve replacement
  - vii. Oil Filler Neck Flapper Valve replacement.
  - viii. Soft time inspection of Fuel Pump
  - ix. Soft time inspection of MFCU
  - x. Soft time inspection of AFU
  - xi. Replacement of all main line bearings except #4 & #5 bearing (#1, #2, #3, #6 & #7 bearings)
  - xii. Replacement of #4 Bearing PN: 3104546-01
  - xiii. Replacement of all part number except #4 Bearing PN: 3104546-01
  - xiv. Replacement of all No. 5 bearing part number as per OHM requirement
  - xv. Replacement of all No. 10 bearing part number.
  - xvi. Replacement of all No. 15 bearing part number i.a.w SIL PW100-168
  - xvii. Any other items added in accordance with Workscope Planning Guide.
2. In accordance with Workscope Planning Guide (Recommendation Tasks).
    - i. Visual inspect engine external and mounted accessories for condition:
      - a. Engine external for corrosion, protective coating condition, and obvious damage.
      - b. Wire Harness for chafing through external shielding braid.
      - c. Fuel Heater for the presence of fire retarding covering (on units where retarding covering is applicable).
      - d. Fuel Cooled Oil Cooler (FCOC) for crack on mounting feet (pre-SB 21249 units).
      - e. RGB mounting pad for crack indication.
    - ii. Carry out video bore scope test post Overhaul after successful engine test and the report be provided in paper and electronic form.
    - iii. ICC Cavity for oil accumulation (Ref. MM 72-00-00, engine–Inspection/check).
    - iv. Inspect and check TBM and RGB Magnetic Chip Detectors (MCD).
    - v. Inspect, clean, or replace fuel, oil filters, and HBO/IBV filters.
    - vi. For engines equipped with post-SB 21053 No. 5 bearing vent tubes routed to the engine exhaust, clean (de-coke) inside of tube.

- vii. For engines incorporating the ICC drain line (SB 21136), clean inside of tube.
- viii. Check conditions of and clean all electrical connectors on all applicable accessories.
  - ix. Inspect and clean ACW Gen gear shaft.
  - x. Inspect ground coil inserts, if applicable.
  - xi. T6 (ITT) system check as per the applicable Maintenance Manual.
  - xii. Remove and visually inspect the P2.5/P3 Air Switching Valve for general condition. Perform spring compression check w.r.t. OHM.
  - xiii. Any other items added in accordance with Workscope Planning Guide.
- 3. In accordance with SIL PW100-041
  - i. Exterior coating on the RGB, Inlet Rear Case do not require full strip. Touch up exterior coatings as required.
  - ii. Hot section nonrotating components should be inspected per the current Maintenance Manual instructions.
  - iii. Rotating components i.e., HP, LP, 1st/2nd PT assemblies require de-blade with compliance of an overhaul level inspection on the individual disk and blades.
- 4. Should Include Engine performance restoration wash, preservation, testing and passing of engine in the required configuration. The charges should also include labour, fuel, and oil consumed and other consumables for the complete test cell operations.
- 5. Long term preservation (>90 days) of the Engine post OH.
  - ❖ Fixed prices quoted above should separately also include all labour cost for the potential expansion of work necessary, in addition to the above, to accomplish the maintenance action required for the equipment, except as otherwise stated, regardless of the condition of the equipment, excluding Engines that have been involved in an accident, or other abnormal operating conditions, and those subjected to occurrences not associated with ordinary use, such as, but not limited to, acts of war, rebellion, seizure, military, paramilitary, or other belligerent acts. The work shall be accomplished as per agreed work scope and in accordance with the manufacturer's applicable engine manual and approved manufacturer technical data.

#### 14. Liquidated Damages

- a. If the TAT as quoted by the Bidder is exceeded due to the reasons solely attributable to the Bidder, 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 (excluding delivery charges). Such liquidated damages would be settled from the amount due to the Bidder.
- 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 Bidder, and to enter into a fresh Agreement with any other source at the cost and risk of the Bidder.

#### 15. Agreement

After evaluation of the offers, AAAL will enter into an agreement with the successful Bidder(s) for a period of Thirty-six (36) months, as per the terms & conditions of this Tender and the negotiated terms, from the date of signing of agreement, further extendable for a period of Twenty-Four (24) months in yearly increment at the sole discretion of AAAL, unless terminated by either party, giving to the other party not less than Ninety (90) days in advance written notice prior to the date such termination becomes effective.

#### 16. Letter of Intent (LOI)

- a. All the terms and conditions of this Tender 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.
- b. AAAL reserves the right to terminate this Tender at any time before the execution of the agreement for any reasons whatsoever without being liable in any manner. Any binding

commitment with respect to the matters referenced in the LOI will result only from the execution of the final agreement.

## 17. Notifications

Any liquidation/merger/takeover/ amalgamation of the prospective bidder should be intimated to AAAL promptly. In such an eventuality, AAAL reserves the right to continue/discontinue the contract/ Agreement. If AAAL chooses to continue, the bidder should agree to reimburse any resultant cost burden on AAAL, due to such liquidation/merger / take over/ amalgamation of prospective bidder.

## 18. Termination

- a. Prior to the termination of the agreement between both parties, either party may terminate the service agreement by giving to the party one hundred eighty (180) days' written notice.
- b. If, as a result of an unforeseen event (Force Majeure) or any other reason (other than bidder's willful misconduct, not directly attributable to AAAL or an intentional breach in the performance of bidder'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 LOI .
- c. AAAL can terminate the contract of the successful Bidder with immediate effect at its sole discretion, if the Successful Bidder has committed any corrupt and/or fraudulent practice, an offence under the Provision of Corruption Act, 1988 as amended time to time, or any other applicable guidelines issued by the Central Vigilance Commission from time to time.
- d. AAAL and/or the Successful Bidder may terminate the contract in case of the prevalence of a Force Majeure Event in the manner provided in the contract.

19. Upon termination of this Contract for any reason specified herein, the Successful Bidder shall return to AAAL all Property, including any Confidential Information, in its possession or control, within seven (07) days from the date of termination. Failure to return such Property and Confidential Information within the stipulated period may result in appropriate consequences, including but not limited to injunctive relief and any other equitable remedies available under applicable law.

## 20. Regulatory Agency Clearances

- a. The Bidder shall, at its own cost and responsibility, obtain and maintain throughout the term of this Agreement all necessary approvals, permissions, licenses, registrations, certificates, and clearances as may be required under applicable laws, rules, regulations, and guidelines of all competent statutory, regulatory, governmental, municipal, including but not limited to any central, state, local, or sector-specific regulatory agencies.
- b. All such regulatory clearances shall be obtained prior to commencement of the Services, unless otherwise expressly permitted under applicable law. The Bidder shall ensure continuous compliance with the conditions stipulated in such approvals and shall promptly renew the same as and when required.
- c. Any delay, suspension, non-availability, withdrawal, or cancellation of such regulatory clearances shall be the sole responsibility of the Bidder and shall not entitle the Bidder to any extension of time, compensation, or additional payment. The Alliance Air shall not be liable for any consequences arising from the Bidder's failure to obtain or maintain the requisite regulatory approvals.
- d. The Bidder shall indemnify and keep indemnified the Alliance Air against any loss, penalty, claim, demand, damage, or expense arising out of or in connection with non-compliance with any regulatory requirements or statutory obligations.

## 21. **Dispute Resolution, Jurisdiction and Governing Law**

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

## 22. **Fraudulent Practices**

Alliance Air requires that bidders observe the highest standard of ethics during the bidding process and execution of contracts. In pursuance of this, AAAL,

- a. Shall reject the bid for the award if it determines that the Bidder recommended for the award has engaged in corrupt or fraudulent practices in competing for the contract in question.
- b. Shall declare a bidder ineligible and blacklist such Bidder, for a stated period of time if it at any time determines that the bidder has engaged in corrupt or fraudulent practices in competing for, or in executing a contract.
- c. Shall rescind the contract forthwith, in case of successful bidder adopting fraudulent/corrupt practices during the currency of the contract.

## 23. **Indemnity**

Bidder shall hold harmless and indemnify AAAL from and against damages, losses, and expenses arising out of any claim for infringement of patents, copyright, design etc. for use or supply of products/services by them pursuant to execution of the Agreement. Similarly, bidder shall at its own cost defend and indemnify AAAL against any third-party claims, rights, including trademark, trade secret, industrial disputes on designs etc. for the use of products by them in fulfillment of/discharging the obligations under the Agreement.

## 24. **Debarring of Bidder**

If at any time during the bidding process and/or prior to or after the award of LOI/ contract it comes to the knowledge of AAAL that the Bidder has been blacklisted/debarred at any time by any Government / Government agency / Financial Institution in India in the past, AAAL will be entitled to take all or any of the following actions: -

- a. Terminate the contract/LOI/Term Sheet/Initial Contract.
- b. Such bidders will also not be eligible to participate in the tender hosted by AAAL for next three (03) years.

## 25. **Contract**

After evaluation of the bids and approval of its Competent Authority or any official authorized to do so, Alliance Air Aviation Limited will enter into the agreement with the successful bidder for the agreed terms and conditions of this tender and the negotiated terms (the "Contract"). All disputes and differences, if any, arising out of this Tender shall be subject to Indian Laws or English Law. By submitting their Bid, the Bidders also unconditionally agree to the said jurisdiction.

## 26. **Contract Validity**

The validity of this Contract shall expire *ipso facto* by efflux of time, unless expressly extended or terminated earlier in accordance with the terms herein. The Contract Period shall be Thirty-six (36) months from the date of execution of the Agreement by both Parties, unless terminated earlier as per the terms and conditions of the Tender.

## 27. **Grounds for Rejection of Bids**

The bids are liable to be rejected forthwith i.e., without being evaluated, on the following grounds:

- a. If the bid has been received after the due date/time of submission of the bids.
- b. If the bid has not been signed by the authorized signatory of the Tenderer.

- c. If the tenderer's response is not received as mentioned in the tender document.
- d. If the information given in response to the tender is incomplete, incorrect, ambiguous, without requisite supporting documents, unverified, unattested and/or submission of illegible copies or unexplained materials and/or Bids not received as per the desired formats & bidding instructions.
- e. If the price indication has been provided in the Technical Evaluation Criteria.
- f. If the bid is not presented neatly and corrections if any are not duly authenticated with full authorized signatures of the person who has signed the Bid document,
- g. If the bid has been received without the undertaking of acceptance of all terms & conditions.**
- h. If the bid (Technical/Financial) is incomplete in any manner.
- i. If the bid received is conditional.

The above list is only illustrative; there can be other relevant grounds for the rejection of bids and any other reasons as Alliance Air may deem fit.

## 28. Exit Clause

- a. AAAL shall have the right to terminate the Agreement without assigning any reason whatsoever by giving Ninety (90) days advance notice in writing to bidder.
- b. If there is a change in AAAL's requirements, AAAL shall terminate the Agreement by giving (3) three months' advance notice in writing to bidder. In such a case, bidder shall not be entitled to any compensation whatsoever for any costs incurred or to be incurred on this account.
- c. AAAL shall be entitled to terminate the Agreement under any of the following circumstances:
  - i. If bidder commits any breach of the terms and conditions of the Agreement, which breach is not remedied by bidder within 1 (one) month after receipt of the written notice from AAAL requiring the successful bidder to rectify the said breach.
  - ii. In the event of unsatisfactory progress/execution and frequent delays/extensions to the project or failure to execute the contract solely attributed to the bidder, AAAL shall be entitled to terminate the Agreement by giving 1 (one) month's written notice to bidder.
- d. It is clarified that in the event of termination of the Agreement, bidder shall be liable to complete all the open jobs in hand and return back all such Engines in the time frame as decided upon by AAAL and informed to MSP.

## 29. Disqualification of Bid

- a. Any bidder and/ or any of its director/s, who has been blacklisted or debarred from participating in any tender either by any Government agency or Corporation or any Public Sector Undertaking (PSU) in India or elsewhere shall not be allowed to participate in the tender.
- b. Further bidders are subject to be disqualified if bidder or any of its constituent partners/directors (as applicable) have:
  - i. made a misleading or false representation in the forms, statements, and attachments submitted which was/were discovered at any point either after the submission of the bid or on/ before the opening of the bids or during the bid evaluation process; or
  - ii. records of poor performance since the time of its incorporation, as on the date of submission of bids such as abandoning the work, rescinding of any contract for which the reasons are attributable to the non-performance of the bidder, inordinate delays in completion, any history of litigation/arbitration awarded against the bidder or any of its constituents or financial failure due to bankruptcy etc.
  - iii. been debarred by Alliance Air or its affiliates as on the date of submission of the bid.

- iv. been into any kind of running legal dispute or arbitration in the past /present with Alliance Air or its associated companies within the last 5 (five) years from date of floating this tender.
- v. A bidder who submits more than one bid will cause all the bids with such bidder's participation to disqualify.
- vi. In addition to the above, Alliance Air shall be entitled to:
  - a) Reject the Bid or proposal for the award of the Contract; or
  - b) rescind the Contract forthwith of such bidder and shall blacklist the bidder from participating in any tender issued by Alliance Air, without being liable in any manner whatsoever to the bidder if Alliance Air determines that the bidder has, directly or indirectly or through an agent, engaged in corrupt, fraudulent, coercive, undesirable, or restrictive practice in the Tender process.
- vii. In addition to the above-mentioned remedies, Alliance Air shall declare the said bidder ineligible and blacklist such bidder for a period of three (03) years.

### 30. Force Majeure

- a. Neither the successful bidder nor Alliance Air (herein referred Party/Parties) shall be in breach of any obligation under the contract in case of failure or delay in performance of the obligations in whole or part by reason in the event of *Force Majeure* as defined below.
- b. "*Force Majeure*" is hereby defined as extraordinary events or circumstance which is beyond the reasonable control of successful bidder (including its subcontractors for the services/ part thereof delegated to it with the prior written approval of Alliance Air) or Alliance Air as the case may be, which they could not foresee or with a reasonable amount of diligence could not have foreseen including the following events: war, hostilities; riot, strike or disorder; act of God, fire, frost, earthquake, flood, droughts, storm, lightning; epidemic, pandemic, quarantine restrictions; embargoes, explosion, accidents by fire, and central or state government restriction in operation ( each, a "*Force Majeure*" event).
- c. In such case, the affected party shall give immediate notice in writing (in any case not later than 5 days from the date of occurrence of such an event) and shall thereafter keep the other Party informed of the developments in such *Force Majeure* situation. Upon notification from the affected party of the existence of a *Force Majeure* Event, the parties shall use reasonable efforts to re-plan and reschedule delivery/ performance of services/ respective obligations under the contract.
- d. Notwithstanding the occurrence of a *Force Majeure* Event, the Affected party shall use its best reasonable efforts and due diligence to mitigate the economic and other effects of the event of *Force Majeure* and shall reasonably allocate its available resources, giving priority to its obligations under the Contract.
- e. In the event of *Force Majeure* lasting for more than 30 (thirty) days, either party may, after mutual consultation with each other, terminate the contract. It is understood by the Parties that such early termination in terms of this Clause shall not exclude the parties from fulfilling the obligations accrued prior to such termination.

### 31. Contract Survivability:

- a. In the event either party is acquired by or merges with another company/entity by operation of law, the terms and conditions of the contract resulting from the award of this tender shall remain in full force and effect with the acquiring company/entity, on the same terms and conditions.
- b. Notwithstanding anything mentioned to the contrary, AAAL shall have the right to terminate the Agreement and claim liquidated damages in case bidder is acquired by or merges with any third- party entity during the subsistence of the Agreement and is thereby unable to undertake the maintenance services as contemplated herein or in the Agreement.

### 32. Notices

Any notice by one Party to the other pursuant to the Contract shall be sent in writing to the address specified for that purpose in the Contract.

### 33. Severability

If any clause, section, or provision of this Contract is found to be invalid, illegal, or unenforceable, by the provisions of the applicable law, such invalidity, illegality, or unenforceability shall not render the remaining clauses, sections, or provisions hereof invalid, illegal, or unenforceable. In such a case, the Parties shall amend this Contract as appropriate, seeking to achieve the minimum extent necessary to make this Contract, legally valid and enforceable.

### 34. Amendment of Tender Document

- a. At any time prior to the last date for submission of bids, AAAL may, for any reason, whether at its own initiative or in response to a clarification requested by a prospective bidder, modify this Tender document by an amendment.
- b. The amendments if any will be notified on website [www.allianceair.in](http://www.allianceair.in) and will be binding on the bidder to comply with. Interested bidders are therefore advised to visit the website regularly till the date of closing of the Tender. No separate information would be given in the newspaper.
- c. In order to afford reasonable time to the bidder to take such amendments into account for preparation and submission of their bids, AAAL may, at its discretion, extend the last date for the submission of bids through an announcement on its website.

### 35. Amendment of Agreement

No amendment, modification, variation, or waiver of any provision of the contract shall be binding or effective unless the same has been made in writing and signed by a duly authorized representative of each of the parties hereto.

### 36. Integrity Pact

All participating parties are required to sign and submit the enclosed Integrity Pact, strictly in the prescribed format, without any additions, deletions, or modifications, along with their offer as part of the Technical Evaluation Criteria.

The successful bidder shall indemnify and hold harmless Alliance Air Aviation Limited (AAAL) from any and all claims, damages, losses, liabilities, and expenses arising directly from deficient services, willful misconduct, or gross negligence on the part of the Maintenance Service Provider (MSP). This includes, but is not limited to, claims from tax authorities or allegations of infringement of intellectual property rights such as patents, copyrights, designs, etc., resulting from the use or supply of products and/or services under the Agreement.

Furthermore, the successful bidder shall, at its own cost, defend and indemnify AAAL against any third-party claims or rights, including but not limited to those related to trademarks, trade secrets, industrial design disputes, or any other intellectual property concerns, arising from the use of products or services in the performance of obligations under the Agreement.

**Dy. Head of Engineering**  
Alliance Air Aviation Limited

## **Special Terms & Conditions of Tender**

### **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 successful bidder(s) must be complete with all relevant enclosures.
- b. If a credit term is offered for less than Forty-Five (45) days from the date of the Invoice, a loading @ 0.05% per day, will be applied for comparative evaluation of the financial bid. Kindly refer to the clause relating to the loading criteria for evaluating Financial Bid.
- c. Bidder agrees to provide TRC (Tax Residency Certificate) issued by bidder's country, submit "Form 41" 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.
- d. DTAA / Fees for Technical Services (FTS);
  - Under the applicable Double Taxation Avoidance Agreement (DTAA) between India and the bidder's country, Fees for Technical Services (FTS) may be subject to withholding tax depending on the provisions of the respective treaty.
  - Accordingly, during the financial bid evaluation, any withholding tax impact applicable under the relevant DTAA will be treated as an additional cost and will be added to the bidder's quoted price for comparison purposes.

### **2. No Cross-Collateralization Clause**

Cross-collateralization of payments, receivables, funds, securities, or obligations shall not be permitted under this Agreement. All payments and financial obligations arising hereunder shall be applied solely to the specific invoice, transaction, or contract for which such payment is made and shall not be applied, adjusted, set-off, or appropriated against any other agreement, transaction, or obligation, whether existing or future, between the parties, unless expressly agreed in writing by both parties.

### **3. Turn Around Time (TAT)**

- a. In the Technical Evaluation Criteria Bidder is required to provide the Shop-in to Shop-out TAT, in number of calendar days, for the complete PW127M Engine. AAAL expects the shop-in shop-out TAT to be within 90 calendar days for the complete PW127M Engine Overhaul. This should include all repairs as applicable to overhaul.
- b. Bidder is required to agree that in case of non-compliance of the stipulated Shop-in to Shop-out TAT for Overhaul, loading of US\$ 3400 per day will be applicable for evaluation purpose.

### **4. Warranty**

- a. Bidder is required to agree that the warranty period shall be a minimum of 12 (Twelve) months or 1000 Flying Hours for the PW127M Engines, whichever is earlier, as per OEM warranty policy under this tender (the "Warranty Period").

For avoidance of doubt, the Bidder shall comply with the applicable OEM warranty policy for the PW127M engine overhaul scope covered under this Tender. Warranty coverage, exclusions, remedies, and claim settlement shall be governed by the OEM policy, and the Bidder shall extend all necessary support to Alliance Air for lodging, processing, and pursuing warranty claims.

Any enhanced warranty offered by the Bidder shall be clearly indicated in the bid and same is to be enclosed with the bid. Any enhanced warranty offered shall not prejudice or override the applicable OEM warranty framework.

- b. In case of warranty applicability, Bidder is required to agree to bear the full costs of the following:
  - i. Workmanship
  - ii. Goods Supplied by Designated Overhaul Facility. .

## 5. Guarantee

The Bidder shall guarantee a **minimum Inter Turbine Temperature (ITT) margin** as specified in the OEM's current **Maintenance Manual (MM)** for PW127M engines at the time of engine test/release following overhaul. This guaranteed ITT margin shall be achieved through the overhaul process and verified during final engine testing prior to shop-out.

## 6. Quality Audit

- a. The bidder agrees that AAAL's Quality Control personnel may visit the bidder's facility, where the engines are undergoing repair or overhaul, as and when required for the purpose of quality audits. All costs associated with such visits shall be borne by Alliance Air.
- b. As and when required by Local Aviation Regulatory Authorities of India, such as DGCA's officers, may also accompany AAAL's personnel for conducting such an Audit. All relevant cost to be borne by Bidder.
- c. For any scheduled audit referred to in clauses 'a' or 'b,' Alliance Air shall inform the bidder well in advance, generally at least seven (7) days prior to the audit. The bidder agrees to obtain all required approvals, including but not limited to security clearances and shop visit permissions, from the concerned authorities before or at the time of the scheduled audit.

## 7. Sub-contracting

The Bidder shall not **sub-contract, delegate, outsource, or assign the complete project contract** to any third party. The Bidder shall remain fully responsible and liable for the complete performance of the contract, including any sub-contracted work.

## 8. Onsite Inspection

Bidder shall extend opportunity for onsite inspection/Training on FOC basis to AAAL nominated representative for each AAAL's Engine wherein Repair or Overhaul is carried out at bidder facility. Bidder shall also support AAAL and its subsidiaries for getting approvals from local/EASA/FAA authorities. If required, bidder shall help in identifying tooling and procedure to comply with the above.

### 9. Replacement Engine

In case the Engine serviced by the Bidder fails within warranty period, Bidder will provide rent-free replacement Engine for the period, its serviced Engine remains unserviceable. If the bidder is unable to provide the replacement Engine and AAAL arranges its own replacement Engine, Bidder will compensate AAAL for all charges including rentals, transportation charges, insurance charge borne by AAAL.

For such instance, USAGE charges shall be borne by AAAL for the replacement Engine. No Security deposit or advance rent is payable for Lease/Rental Engine. No re-certification charges should be charged.

### 10. AOG Requirement

In the event of Aircraft on Ground (AOG) situations due to unavailability of serviceable PW127M engines, the Bidder shall provide a serviceable replacement engine on lease/rent, to ensure continuity of operations.

### 11. Engine Transportation Stand

The Bidder shall provide **Engine Transportation Stands** suitable for safe movement and air/ground transport of PW127M engines between AAAL facilities and the Bidder's overhaul facility.

### 12. Tripartite Agreement (TPA)

Tripartite Agreement, the successful bidder(s) has to sign the Tripartite Agreement (TPA) with the existing Lessor(s) and also with future Lessor(s) if any.

### 13. No ongoing Legal Dispute

The bidder shall confirm that there is no ongoing legal dispute with Alliance Air, any subsidiary of Alliance Air, or any Indian Government agency that could adversely affect the performance of its obligations under this tender.

### 14. Bidder shall provide approximate (Lumpsum) Charges (in USD) for movement of Un-Serviceable/ Serviceable Engine; to and from (table mentioned in Financial Bid).

S. No	From
1.	From AAAL facility - INDIA to MSP facility.
2.	From MSP facility to AAAL facility - INDIA

Approx. weight (Kgs) / Dimension (cm) of each Engine : 860 Kgs / 236 cm x 95 cm x 116 cm

**Technical Specification**

**1. Technical Requirements to be compiled by the Bidder.**

- a. The Bidder must have approved OEM Designated Overhaul Facility (having DGCA and EASA or FAA approvals) to carry out Repair, Overhaul and Testing of PW127M Engines installed on ATR aircraft family since five (05) years from the date of floating this tender. Bidder should enclose the relevant copies of current approval of DGCA and EASA or FAA, and approval of the local regulatory Authority of the bidder in their Technical Evaluation Criteria response.
- b. The bidder should have performed a minimum of ten (10) overhauls of PW127M engines during the last five (05) years from the date of floating of this tender. The bidder is required to submit documentary evidence such as work orders, completion certificates, or any other relevant supporting documents. **Customer details and engine serial numbers (ESNs) may be masked or withheld in the submitted documents.** The bidder should submit its confirmation that it is in regular receipt of all PW127M Engines relevant Technical Publications, ADs, SBs, etc. from OEM during the agreement period.

**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 preliminary 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 parameter is required to be complied with. The preservation of Engine has to be complied at shop release which should be included in work scope.
- c. The Bidder shall inform if Repair, Overhaul 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 condition (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 bidder 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 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 bearing Parts Manufacturing Approval (PMA) or parts repaired under Designated Engineering Representative (DER) approval shall be installed on any AAAL engine sent to bidder's shop for repair/overhaul. 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.
- f. Packaging, shipments, and transportation requirements must be to industry specific ATA standards and acceptable to AAAL.
- g. All repairs must be up to manufacturer's approved repair standard. 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.

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- h. Engines shall be thoroughly checked by the bidder 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.
- i. Engines/accessories removed following any incident/accident must have shop priority so that the investigation into such incident can be dealt with quickly.
- j. Bidder must respond to quality complaints formally and promptly and should revert with action taken report thereon.
- k. Engine release documentations 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 Release Certificate FAA 8130-3 /EASA Form 1 and DGCA (CA Form 1) 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.
  - 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 scrapping 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.
  - xix. Component/LRU S/N, Life done, and work complied.
  - xx. Detailed list of items replaced with P/N, S/N and life done with authorized release certificate.
- I. Parts that may be scrapped during any engine shop visit shall be held by bidder for a period of at least Six (06) months after complete scrutiny of invoice for release of final payment is accomplished. Bidder shall allow inspection and eventual disposition of such parts if desired by AAAL. Bidder may at disposal provide a certificate that no repair on the disposed parts has been published by OEM. Bidder 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 bidder to AAAL on regular basis.
- m. Bidder 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. Bidder will on approval of Alliance Air, liaison with insurance personnel so designated for inspection, and repair of Engine to standards of

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Alliance Air. Proper approval will be taken for use of new /repaired/ exchanged parts.

- n. The work-scope of AAAL's Engine during any engine shop visit at bidder's facility would be held jointly by AAAL's representative and bidder's engineering personnel. In case of a leased engine/ engine associated with a leased aircraft, there may be participation from relevant bidder for which bidder shall have no objection and shall, without any demur or protest, provide full co-operation and participation at desired levels. Bidder shall also extend similar cooperation to the representatives of the relevant engine manufacturers, Indian Regulatory Authority (DGCA), AAAL's Insurer if required.
- o. Bidder must provide its repair capability directory for PW127M Engines parts along with the repair pricing including component/ LRU repair.

\*\*\*\*\*

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**Appendix II**

(On Bidder's Letter Head)

**Covering Letter for Technical Evaluation Criteria**

**Dy. Head of Engineering**

Alliance Bhawan (Engineering Department)  
Domestic Terminal 1, I.G.I Airport  
New Delhi 110037, Delhi  
India (IND)

Subject: - **Technical Evaluation Criteria for Tender for selection of Maintenance Service Provide to Repair or Overhaul of Twenty-Six (26) on PW127M (Turboprop) Engines.**

**Dear Sir,**

With reference to your Tender Ref No: - **AAAL/PW127M/Engg/26/139**, Dated 12 May 2026 for selection of maintenance service provider for repair or overhaul of PW127M (Turboprop) Engines, we hereby submit our Technical Evaluation Criteria.

We submit **Appendix II** as our response along with Statement of Variance as **Annexure II (Technical)**.

We also agree to the General Terms & Conditions of your Tender detailed in **Schedule III**. We hereby confirm that our offer submitted above is valid for 180 (one hundred and eighty) days from the last date of submission of the Bids against this Tender.

All the specifications, terms and conditions of your Tender have been read, understood, and hereby agreed.

Enclosures: -

Signature: - \_\_\_\_\_

Name: - \_\_\_\_\_

Designation: - \_\_\_\_\_

Company Seal: - \_\_\_\_\_

**Annexure T1**
**Technical Evaluation Criteria**

All conditions specified in "Annexure T1" are mandatory and must be fully complied with by the bidder. Bidder shall submit complete and valid documentary evidence in support of all claims made in the bid. The commercial Bids of only those Bidders would be opened who qualify the technical evaluation.

S. No	Conditions	Documentary Proof
1.	The Bidder shall, as on the date of floating of this Tender, be an OEM or OEM's Designated Overhaul Facility (DOF) for PW127M (Turboprop) engines and shall have held such designation continuously for not less than five (05) years. The Bidder shall submit documentary proof issued by the OEM.	A copy of valid DOF Certificate issued by OEM.
2.	<p>Bidder shall possess valid DGCA approval and valid EASA / FAA approval, as applicable, for the complete scope of work and corresponding ratings required for PW127M engine repair/overhaul.</p> <p>The Bidder shall ensure that the DGCA and EASA/FAA approvals remain valid and continuously unexpired throughout the entire Agreement period, including any extension period. In the event any such approval is due for renewal during the Agreement period, the Bidder shall be solely responsible for obtaining timely renewal and maintaining continuous validity without interruption.</p> <p>Any lapse, suspension, withdrawal, or expiry of the required approval shall constitute a material breach of the Agreement.</p>	<ol style="list-style-type: none"> <li>1. Copy of Valid Certificates issued by DGCA and EASA/FAA.</li> <li>2. Undertaking on company's letter head to ensure validity of approvals during agreement period. <b>(Annexure III)</b></li> </ol>
3.	<p>The Bidder must have successfully performed a minimum of ten (10) PW127M engine overhauls during the five (05) years immediately preceding the date of floating of this Tender. Documentary evidence, such as work orders, completion certificates, or other relevant supporting documents, shall be submitted along with the bid.</p> <p>For confidentiality reasons, customer names and Engine Serial Numbers (ESNs) may be masked or withheld, provided the documents clearly establish the required overhaul experience.</p>	<ol style="list-style-type: none"> <li>1. Work Orders</li> <li>2. Completion Certificate</li> </ol>
4.	Bidder must confirm that it is in regular receipt of all latest relevant PW127M related technical Publications, ADs, SBs, and New parts etc. from OEM.	Undertaking on company's letter head. <b>(Annexure IV)</b>
5.	<ol style="list-style-type: none"> <li>a. Bidder must confirm and agrees to provide warranty as per OEM's Warranty Policy for PW127M (Turboprop) Engine serviced by bidder.</li> <li>b. Any enhanced warranty offered by the Bidder shall be clearly indicated in the bid and same is to be enclosed with the bid. Any enhanced warranty offered shall not prejudice or override the applicable OEM warranty framework.</li> </ol>	<ol style="list-style-type: none"> <li>a. Bidder must provide signed OEM's warranty policy.</li> <li>b. Signed enhanced warranty offer on company's letter head.</li> </ol>

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6.	<p>Bidders provide self-declaration of its capability to repair or overhaul the following:</p> <ul style="list-style-type: none"> <li>a. All the various modules (TBM and RGB) of the PW127M Engine,</li> <li>b. Complete capability for Engine piece part repairs, along with the list.</li> <li>c. Details of outsourced capabilities for repair/servicing of Engines (if any).</li> </ul>	<p>Self-Declaration on company's letter head with all the details to be provided.</p>
7.	<ul style="list-style-type: none"> <li>a. Bidder to confirm TAT will be maximum 90 calendar days (Shop in-Shop out) for the complete PW127M Engine Overhaul. This should include all repairs as applicable to overhaul.</li> <li>b. Bidder is required to agree that in case of non-compliance of the stipulated Shop-in to Shop-out TAT for Overhaul, loading of US\$ 3400 per day will be applicable for evaluation purpose.</li> </ul>	<p>Self-Declaration on company's letter head</p>

Signature: - \_\_\_\_\_

Name: - \_\_\_\_\_

Designation: - \_\_\_\_\_

Company Seal: - \_\_\_\_\_

Tender Ref: - AAAL/PW127M/Engg/26/139

Date: - 12 May 2026

**Appendix III**

(On Bidder's Letter Head)  
**Covering Letter for Financial Bid**

**Dy. Head of Engineering**

Alliance Air Aviation Limited,  
Alliance Bhawan (Engineering Department)  
Domestic Terminal 1, I.G.I Airport  
New Delhi 110037, Delhi  
India (IND)

Subject: - **Financial Bid for Tender for selection of Maintenance Service Provide to Repair or Overhaul of Twenty-Six (26) of PW127M (Turboprop) Engines.**

**Dear Sir,**

With reference to your Tender Ref No: - **Tender Ref: - AAAL/PW127M/Engg/26/139**, Dated 12 May 2026 for selection of maintenance service provider to Repair or Overhaul of Twenty-Six (26) of PW127M Engines, we submit our best offer in the form at Appendix III.

We also agree to the Terms & Conditions of your Tender detailed in **Schedule III** and **Schedule IV**. We hereby confirm that our offer submitted above is valid for 180 (one hundred and eighty) days from the last date of submission of the Bids against this Tender.

All the specifications, terms and conditions of your Tender have been read, understood, and hereby agreed.

Enclosures: -

Signature: - \_\_\_\_\_

Name: - \_\_\_\_\_

Designation: - \_\_\_\_\_

Company Seal: - \_\_\_\_\_

**FINANCIAL BID**
**PART A**
**Firm Fixed Price (FFP).**
**Table 1**

S. No	Description	Part No.	Per Unit Price*	Discount on OEM's CLP	Net 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		N/A	
<b>Total</b>					
ix.	AD & SBs of compliance code 1-6 for the applicable engine model.		<b>FOC</b>		

**\* Bidder must quote unit price. In case bidder quoted consolidated price, Alliance Air will ask bidder to provide unit price, and failure may result in rejection (on sole discretion of Alliance Air).**

**Table 2**

Others (Overhaul)		Quoted Price
Test Cell Fee (Including fuel & oil)	Complete Engine:	
Test cell labour.	Complete Engine:	
Packaging Material		
Shipping preparation labour		
Bulk Issue	Overhaul	
	Repair	
Video Bore scope charges		

**PART B**
**Parts Cost not Included in FFP of Overhaul**
**Table 1**

S. No	Items	Per unit Rates	Offered Discount	Net Price
1.	Combustion Chamber Inner Liner			
2.	Combustion Chamber Outer Liner			
3.	HPT Vanes			
4.	HPT Blades			
5.	HPT Shrouds			
6.	LPT Vanes			
7.	LPT Blades			
8.	LPT Shrouds			
9.	PT 1 Blades			
10.	PT 2 Blades			
<b>Total</b>				

**\* Bidder must quote unit price. In case bidder quoted consolidated price, Alliance Air will ask bidder to provide unit price, and failure may result in rejection (on sole discretion of Alliance Air).**

**Table 2**

<b>Bidder's offer TAT, Warranty, Payment Terms, and ITT Compensation.</b>		
S. No	Particulars	Bidder's Offer
2.	Shop in – Shop Out TAT for Overhaul – (No of calendar days) (Ref Schedule IV, Clause 03)	
3.	Payment terms offered by Bidder – (No of days) (Ref Schedule IV, Clause 01)	

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 table below.

**Table 3**

<b>1. Labour</b>	<b>Quoted Price</b>
“Not to Exceed (NTE)” labour cost for overhaul of Engine (It should include labour cost for both fixed and non-routine tasks)	
“Not to Exceed (NTE)” labour cost for overhaul of TBM (It should include labour cost for both fixed and non-routine tasks)	
“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	

**Table 4**

<b>2. Parts</b>	<b>Discount %</b>
New parts embodied at time of Engine shop visit	
New LCF/LLP embodied at time of Engine shop visit	
Used serviceable parts	
Exchange Parts	

**Table 5**

<b>Others (TM/RGB)</b>		<b>Flat Rate</b>
Test Cell Fee (Including fuel & oil)	Turbo machine:	
	RGB:	
Test cell labour.	Turbo machine:	
	RGB:	
Packaging Material		
Shipping preparation labour		
Bulk Issue	Overhaul	
	Repair	
Video Bore scope charges		

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**Approximate (Lumpsum) Charges (in USD) for movement of Un-Serviceable/ Serviceable Engine; to and from**

S. No	From	AAAL Facility to MSP Location & Back to AAAL facility
1.	From AAAL facility - INDIA to MSP facility.	
2.	From MSP facility to AAAL facility - INDIA	

**Approx. weight (Kgs) / Dimension (cm) of each Engine : 860 Kgs / 236 cm x 95 cm x 116 cm**

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Designations: \_\_\_\_\_

Company Seal: \_\_\_\_\_

\*\*\*\*\*

## **EVALUATION CRITERIA**

### **1. Technical Evaluation Criteria**

- a. The Technical Evaluation shall be carried out based on the responses submitted by the Bidder against the evaluation matrix provided at Appendix II. Bidders are required to ensure that all conditions specified under Appendix II are fully complied with in order to qualify in the Technical Evaluation. AAAL, at its sole discretion and subject to approval of the Competent Authority, reserves the right to waive a condition for any specific item, if deemed appropriate. Only those Bidders who are declared technically qualified in the Technical Evaluation shall have their Financial Bids opened.
- b. In the Technical Bid, under the Technical Evaluation Criteria, the Bidder shall confirm acceptance of all AAAL Terms and Conditions and must provide complete technical details as specified in the "Technical Specifications" attached at Appendix I. The Bidder shall submit copies of all relevant regulatory approvals, including DGCA and EASA/FAA approvals, along with the current capability list pertaining to PW127M engine repair/servicing. The Bidder may also provide any additional supporting information such as customer references, technical literature, accreditations, approvals, certifications, and other relevant documentation to substantiate their technical capability and strengthen their Bid. Bidders shall ensure that no financial rates, prices, commercial terms, or any information of a financial nature is mentioned or implied in the Technical Evaluation Criteria response. Inclusion of any such financial information in the Technical Bid may result in rejection of the Bid.

### **2. FINANCIAL BID**

#### **a. Details of Financial Bid**

The Financial Bid shall be submitted along with a covering letter in the format prescribed at Appendix III. The Financial Bid must quote prices strictly against each of the items listed in the table formats provided in Annexure F1. All columns and rows in these tables shall be completed in U.S. Dollars (USD) only. Any other charges / fee / applicable taxes / levies with the percentages thereof should be clearly mentioned in the Commercial Bid. In 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 offers for the respective option / features and the overall least cost to AAAL for the selected / chosen option.

The selected Bidder shall be declared as "L1" based on the lowest total value quoted in Part A (Table 1 and Table 2) of Annexure F1.

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

#### **b. Evaluation Criteria based on the Financial Bid for complete Engine.**

The main purpose of the Tender is for "selection of MSP for complete Repair or Overhaul of unserviceable PW127M Engines of AAAL. The evaluation will be based on rates quoted in Annexure F1, as per the criteria defined below: (basis, approximate estimate of the number of Engines that will fall due for the Overhaul in the years 2026 to 2029).

The prices quoted by the Bidders in Part A (Table 1 and Table 2) of Annexure F1 shall be used to determine the average cost of Repair and/or Overhaul work scope that AAAL is expected to outsource during the Contract Period. Various costs required to be included in the Engine model, would be;

##### **i. L1 Deciding**

- **(T1)** :- Only tables mentioned in PART A (Table 1 and Table 2) will be

considered for financial evaluation to declare L1 bidder.

- **(T2)** :- any withholding tax impact applicable under the relevant DTAA will be treated as an additional cost and will be added to the bidder's quoted price for comparison purposes.
- ii. **Loading criteria (T3)** for Turn Around Time (TAT) higher than the Tendered TAT i.e 90 days for Overhaul applicable to total cost (T1) as given below: -

***USD 3400 per day, Over & Above the Turn Around Time (TAT) of 90 days***

- iii. **Loading criteria (T4)** for payments terms (required by AAAL as per "Terms and Conditions of Tender", i.e to be paid within Forty-five (45) days from the receipt of serviced Engine(s) and its Invoice(s), whichever is later, by wire transfer only. In case of Bidder quoting payment terms with credit periods less than the Tender required credit terms, loading shall be applicable to total cost as given below :-

***0.05% of the T1 per day for each day less than the Tender requirement of credit terms i.e 45 days.***

For example, if the terms quoted by Bidder is 30 days, in this case since, bidder have given lesser credit period, the cost of repair estimated at T1 will be loaded for extra cost T4 as calculated below:-

$$T4 = T1 \times 0.05\% \times 15 \text{ (Shortfall days)}$$

$$\text{Quoted Rates } T = T1 + T2 + T3 + T4$$

**Note:** - T3, and T4 loading charges shall only be applied, in case quotes submitted by Bidder are different from the Tender requirement.

- iv. For the purpose of award and declaration of L1, the Bidder quoting the lowest rates in Part A (Table 1 and Table 2) of Annexure F1 and applicable loading (if any) shall be declared as "L1".

\*\*\*\*\*

To be submitted on the Letter Head of Bidder's Company  
**Format for Submitting Bidder's Profile**

**a. Profile of the Bidder**

<b>S. No</b>	<b>Particulars</b>	<b>Details (Attach documentary proof where required)</b>
1.	Name of Bidder's Company  Address of Bidder's Company	
2.	Contact Person(s) Name with contact Details	Name: -  Contact Number  Email: -
3.	Bidder is required to submit proof on the letterhead of the bidder's company that person signing the bid is authorized to do so and act on behalf of bidder.	
4.	Overhaul carried out in last five (05) years.	
5.	The Bidders is also required to confirm that it has obtained their required approvals to offer their services under this Tender.	
6.	<b>Regulatory Agency Clearances</b> The agreement execution will be subject to requisite approvals of AAAL Competent Authority and related Government/ Regulatory Agencies such as Reserve Bank of India (RBI), DGCA, India etc. and Export/Import approvals required if any.	
7.	Cross-Collateralization of payments or funds will not be allowed.	

**\*\*END\*\***

Tender Ref: - AAAL/PW127M/Engg/26/139

Date: - 12 May 2026

**Annexure II**

(To be submitted on the Letter Head of Bidder's Company)

**Format for submitting Variance Statement of Terms & Conditions**

Bidders must submit this Variance Statement with Technical Evaluation Criteria. Blank submission will be considered as unconditional acceptance. AAAL reserves right to reject bids with unacceptable variances without discussion.

S.No	Tender Clause No. / Reference	Tender Requirement	Bidder's Proposed Variance	Justification / Reason	AAAL Decision
1.					
2.					
3.					
4.					
5.					
Total Variances		Nos	Accepted :	Rejected :	

**INSTRUCTIONS FOR BIDDERS (Above table in tender):**

1. **Blank table/Non-Submission** = Full acceptance of all tender terms
2. Fill only clauses that needs to modify.
3. Unacceptable variances = Bid rejection (Sole discretion of Alliance Air).
4. More than 5 variances = Bid disqualification (Sole discretion of Alliance Air).

**DECLARATION:**

"We confirm that:

1. Above are the **\*\*ONLY\*\*** variances sought from the tender .
2. **\*\*All other terms & conditions\*\*** are accepted **\*\*without modification\*\***
3. Our bid is **\*\*conditional\*\*** only on **\*\*accepted variances\*\***
4. **\*\*Unacceptable variances\*\*** will lead to **\*\*bid rejection\*\*** without negotiation

 Any deviation from this statement will render our bid **\*\*invalid\*\***.

Signature:- \_\_\_\_\_

Name:- \_\_\_\_\_

Designation:- \_\_\_\_\_

Company Seal:- \_\_\_\_\_

- ✓ ***In case of conflict between Tender and Bidder's proposed terms, only those deviations expressly accepted in writing by AAAL in the Agreement will prevail; all other Tender terms remain binding.***
- ✓ ***Variance statements are only for information and negotiation, not automatically accepted.***

Tender Ref: - AAAL/PW127M/Engg/26/139

Date: - 12 May 2026  
**Annexure III**

(To be submitted on the Letter Head of Bidder's Company)

**UNDERTAKING**

Date: \_\_ / \_\_ / \_\_\_\_

To,

Dy. Head of Engineering,  
**Alliance Air Aviation Limited**  
Alliance Bhawan,  
Domestic Terminal-1, I.G.I. Airport,  
New Delhi – 110037, India (IND)

**Sub: Undertaking for Validity of Regulatory Approvals during the Agreement Period.**

Dear Sir,

This is to confirm and undertake that [Name of Bidder], having its registered office at [address], holds valid and current regulatory approvals/certificates issued by the competent aviation authorities, including **DGCA** and **EASA/FAA** (as applicable), covering the complete scope of work and corresponding ratings required for repair/overhaul of PW127M engines.

**It is hereby further undertaken that:**

1. All such approvals/certificates submitted with our bid are valid as on the date of bid submission.
2. The said approvals/certificates shall remain valid, effective, and unexpired throughout the entire period of the Agreement, including any extension thereof.
3. In the event any such approval/certificate is due for renewal during the Agreement period, [Name of Bidder] shall, at its own cost and responsibility, obtain timely renewal well before expiry and ensure continuity without any lapse or interruption.
4. [Name of Bidder] shall immediately inform Alliance Air Aviation Limited in writing of any suspension, limitation, expiry, withdrawal, non-renewal, or change in status of any such approval/certificate that may affect performance under the Agreement.
5. It is understood and accepted that failure to maintain the required approvals/certificates during the Agreement period shall constitute a material breach of the terms of the Tender/Agreement and may render [Name of Bidder] liable for appropriate action by Alliance Air Aviation Limited, including termination of the Agreement.

This undertaking is submitted in compliance with the Tender conditions and shall form an integral part of our bid.

For [Name of Bidder]  
(Authorized Signatory)

Name: \_\_\_\_\_

Designation: \_\_\_\_\_

Signature: \_\_\_\_\_

Seal: \_\_\_\_\_

Tender Ref: - AAAL/PW127M/Engg/26/139

Date: - 12 May 2026

**Annexure IV**

(To be submitted on the Letter Head of Bidder's Company)

**UNDERTAKING**

Date: \_\_/\_\_/\_\_

To,  
Dy. Head of Engineering,  
**Alliance Air Aviation Limited**  
Alliance Bhawan,  
Domestic Terminal-1, I.G.I. Airport,  
New Delhi – 110037, India (IND)

Sub: **Undertaking regarding regular receipt of latest PW127M engine's Ads, SBs , Technical Publications and New Parts etc. from OEM.**

Dear Sir,

This is to certify and undertake that [Name of Bidder], having its registered office at , is in regular receipt of, and has continuous access to, all latest and relevant PW127M engine-related technical publications, including but not limited to Technical Publications, Airworthiness Directives (ADs), Service Bulletins (SBs), new parts information, modifications, repair data, and other technical updates/communications issued by the Original Equipment Manufacturer (OEM) from time to time.

It is further undertaken that the above access/receipt shall be maintained by [Name of Bidder] throughout the entire duration of the Agreement, including any extension thereof, so as to ensure compliance with all current and applicable OEM requirements relating to repair, overhaul, maintenance, airworthiness, and continued product support of PW127M engines.

[Name of Bidder] also confirm that any revision, update, or new issue of the aforesaid publications/information received from the OEM and having a bearing on the contracted scope of work shall be duly considered and complied with by [Name of Bidder] during performance of the Agreement.

This undertaking is submitted as part of [Name of Bidder] bid and shall form an integral part of the Tender and subsequent Agreement.

For [Name of Bidder]  
(Authorized Signatory)

Name: \_\_\_\_\_

Designation: \_\_\_\_\_

Signature: \_\_\_\_\_

Seal: \_\_\_\_\_

## 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:	<b>Main Obligations to be met by the Integrity Pact by perspective Buyer</b>
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:	<b>Main Obligations to be met by the Integrity Pact submitted by perspective Bidders</b>
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 necessary.
- 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)  
(Office Seal)

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

Place -----

Date -----

Witness 1:

(Name & Address)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Witness 2:

(Name & Address)

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