

Tender Ref: - AAAL/PW127M/HoE/26/38

Date: - 12 Feb 2026

ALLIANCE AIR AVIATION LIMITED

Registered Office:

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

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

Last Date & Time of submission of Technical Bid: - 16 Mar 2026, 15:00 Hrs. (IST)

Last Date & Time of opening of Technical Bid: - 16 Mar 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. (Technical and Financial)

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 Applicant/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: -

Head of Engineering

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

Subject: - Tender for empanelment 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 empanelment 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" for the purpose of downloading.

Interested bidders must submit the Technical Bid, consisting of the response **in Appendix II**, along with a cover letter, the Variance statement – Technical 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). 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) 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.

Head of Engineering

Alliance Air Aviation Limited

Summary of Bidding Information

S. No	Particulars	Details
1	Name of Tender	Tender for empanelment 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	12 February 2026
3	Period of Contract	Thirty-six (36) months
4	Pre-Bid Meeting	27 February 2026
5	Last Date, Time, and Place for Submission of Bids	16 March 2026, 15:00 Hrs. (IST), Material Management Department (MMD) Alliance Bhawan, Domestic Terminal -1 I.G.I Airport, New Delhi 110037, Delhi, India (IND)
6	Time and Date of opening of Technical Bid/s	16 March 2026, 15:30 Hrs. (IST), Material Management Department (MMD) 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	Material Management Department (MMD) 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 Technical Bid Financial Bid

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Schedule II

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 and International flights within India and its neighboring countries.

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 provided in the two bid systems have been listed in this Tender Document. Bidders are requested to furnish all mandatory and general details specifying whether the system being offered supports the requirement.

The bidder in response to this tender must meet the specified mandatory 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 Engines undertaken at its facility.

In the event of AOG situation(s), the MSP shall be required to provide a similar engine on Lease.

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 & Overhaul.

Under a definitive agreement (defined under the heading "Maintenance Agreement" under General Terms and Conditions of the tender), MSP shall provide specified 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 same terms and conditions for next Twenty-Four (24) months.

Submitted Bids would be evaluated on the basis of rates including relevant labour costs, material (expandable and consumable) costs, component(s) new or repair or overhaul costs, handling, and transportation costs, & insurance costs. 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.

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

Schedule III

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 Bid 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(s), confirming its acceptance of the Tender, on the terms and conditions mentioned therein.
- f) **“Successful Bidder”** shall mean the Bidder whose Technical Bid and Financial Bid has been accepted by AAAL and who further declared as successful after Technical and 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(s).
- 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 bidders as mentioned in the tender.
- j) **“L1** means the bidder ranked first on the basis of the composite weighted score as per Appendix IV; L2, L3... mean subsequent ranks.

2. Terms of Tender

Alliance Air is inviting bids for the empanelment 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.

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

- a. **“Technical Bid”** for the empanelment 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 empanelment 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 engines in the last Three (03) 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 Bid, 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 Bid 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. 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. The Financial Bid should be quoted in USD (\$) only as per the format for the Financial Bid in Appendix III.
 - 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(s) 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, including the forfeiture and appropriation of the Security Deposit, 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, 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.
Continuing Airworthiness Manager (CAM) Alliance Bhawan (Engineering Dept) Domestic Terminal-1, I.G.I Airport, New Delhi 110037, Delhi, India (IND) Email: - cam@allianceair.in	Material Management Department (MMD) Alliance Bhawan Domestic Terminal-1, I.G.I Airport, New Delhi 110037, Delhi, India (IND) Email: - mmd@allianceair.in

- 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.

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

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 Bid and Financial Bid, respectively. These shall also be super scribed on each of the envelopes as "**Tender for empanelment 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 Bid** and **Financial Bid**, being adopted for this Tender, the process will be carried out in 2 stages. Technical Bids 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 bid will be opened later.
- f. The tender response is to be made in a Two (02) Bid system, i.e.
 - i. Technical Bid
 - 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 Bid" and "Financial Bid" through the below-mentioned mode: -
 - Hard Copies in two (2) separate sealed/closed envelopes, Super Scribed in bold.
 - "**Technical Bid**" for Tender for "empanelment 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 "empanelment 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 empanelment 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
2. For Password (Technical Bid) :- cfo@allianceair.in
3. For Password (Financial Bid) :- headengg@allianceair.in

The last date of receipt of bids is 16 Mar 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 Lease 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 Bid(s).**
 - Stage 2 – Evaluation of the Financial Bid(s).**
- 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 Bids 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 (Technical pass/fail + Financial composite scoring).

a. Technical Bid (**Annexure T1**)

Contains conditions which are mandatory and needs to be fulfilled by the bidder. The response for each of the conditions in this part shall only be written as 'YES.' Only those bids that contain the response 'YES' against all the conditions will be eligible for further processing. **For the avoidance of any doubt, if the response to any of the condition/s in Annexure(s) read as "NO," or "Noted" or is left blank, the bid will not be processed any further and no evaluation will be done further.** The bidder will be rejected, and their Financial Bid will not be taken up for further evaluation.

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

Bidders have to provide their quotations as mentioned in Annexure F1. The "L1" bidder will be decided based on the quotation found to be lowest after the Financial Bid evaluation by Alliance Air.

8. Earnest Money Deposit (EMD)

bidder has to submit an interest-free refundable EMD equal to the sum of USD 10,00,000 (In-words: US Dollar One Million only) in the form of bank guarantee in favour of AAAL for an equivalent amount as stated above.

9. Security Deposit

- a. The Successful Bidder would be required to submit an interest-free refundable security deposit equal to the sum of **USD 18,00,000 ("Security Deposit" and "SD")** or the Security Deposit could be paid by the successful bidder by executing irrevocable performance bank guarantee in favour of AAAL for an equivalent amount as stated above ("Performance Bank Guarantee" and "PG"). The expenses incurred towards submission of the Security Deposit / Performance Bank Guarantee will have to be borne by the successful bidder. The Security Deposit/Performance Bank Guarantee shall be retained by AAAL through the period of the Agreement and till completion of the Warranty of last engine serviced at MSP facility, post which, the Security Deposit/Performance Bank Guarantee shall be returned/discharged (after adjusting damages, if any, arising out of the performance of MSP under the Agreement) by AAAL within 3 (three) months.
- b. The successful bidder shall submit the Security Deposit/ Performance Bank Guarantee within Fifteen (15) days prior to the execution of the agreement. The Performance Bank Guarantee should be valid for Ninety (90) days beyond the completion of the Warranty period of the Last Engine serviced and received after repairs from MSP. It is clarified that the Performance Bank Guarantee shall be the stand-alone document to the agreement in case the same is furnished by the Successful bidder.
- c. The Security Deposit/Performance Bank Guarantee will not carry any interest.
- d. Notwithstanding anything mentioned to the contrary in this Tender or the Agreement, upon any default or breach of obligations by the Successful Bidder under the agreement, AAAL may at its sole discretion invoke the Security Deposit/ Performance Guarantee to satisfy its claim against the Successful Bidder by way of imposition of damages or otherwise, irrespective of any other remedy under this Tender or the Agreement. In such an event, the Successful Bidder shall be obligated to ensure that the Security Deposit/ Performance Bank Guarantee is

restored to its original value within seven (07) working days from such invocation failing which the same shall be deemed as a material breach by the Successful Bidder and entitle AAAL to terminate the Agreement.

10. 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. Invoicing address for payment will be notified in the Agreement.
- d. Discount, if any offered, shall be adjusted with each invoice.
- e. It is clarified that whenever under the Agreement any sum of money is recoverable from successful bidder, AAAL shall be entitled to recover/deduct such sum from the payment(s) due to successful bidder and/or Security Deposit or Performance Bank Guarantee held by AAAL. In the event said Security Deposit/Performance Bank Guarantee is insufficient, the balance of the total amount recoverable shall be deducted from any sum due to the successful bidder under the agreement or any other contract with AAAL. In case, this collective amount seems insufficient to cover the said full amount recoverable, successful bidder shall pay to AAAL on demand the balance amount, if any, within Fourteen (14) days of the demand with applicable 18% interest on the amount from the due date specified in the demand notice. If any amount due to AAAL is so set off against the Security Deposit/Performance Bank Guarantee is restored to its original value within Seven (07) working days from such set-off. Non-Restoration of Security Deposit/ Performance Bank Guarantee will be treated as the event of default, leading to the right of AAAL to take appropriate remedial action against MSP, including termination of the Agreement.

11. 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.

12. 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. For a further Twenty-Four (24) months extension, escalation cost must be provided in the Financial BID for evaluation.

13. Escalation in Cost

Bidder must provide escalation cost in percentage (%) for a further Twenty-Four (24) months agreement, i.e 4th and 5th year agreement. In case, the price remains fixed for all Five (05) years of the Agreement, bidders must quote Zero Percentage (0%) as escalation Value.

14. 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.

15. 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 10 F** (format to be provided by AAAL during the agreement stage) and a declaration towards **No Permanent Establishment (NO PE Certificate)** is statutorily required to enable remittance to the foreign vendor. In addition, AAAL desires the MSP to obtain an Indian PAN (Permanent Account Number) to meet tax obligations in India.

16. Turn Around Time (TAT)

- In the Technical Bid Applicant / 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 60 calendar days for the complete PW127M Engine Overhaul. This should include all repairs as applicable to overhaul.
- Applicant/Bidder is required to agree that in case of non-compliance of the stipulated Shop-in to Shop-out TAT for Overhaul, as mentioned in Para 16 (a) above, loading of US\$ 3400 per day will be applicable for evaluation purpose.

17. 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, rental engine, subcontractor markup charges and rates and charges for time and material (see Appendix III, Charges for Time and Material).

18. Warranty

- Bidder is required to agree that the warranty period shall be a minimum of 12 (Twelve) months or 2400 Flying Hours for the PW127M Engines, whichever is later, under this tender (the "Warranty Period"). Warranty shall commence after 07 (seven) days of receipt of the serviceable PW127M Engine in India or its installation on aircraft, whichever is earlier (the "Warranty"). Applicant/Bidder is also required to warrant its subcontractor's work. It is clarified that in the event bidder's sub-contracts work related to PW127M Engines as stated in this tender to any subcontractor, bidder shall primarily be responsible for the work conducted/carried out by such sub-contractor and will ensure that it meets OEM's technical requirement and approval as stated within tender thereof.
- In case of warranty applicability, Applicant/Bidder is required to agree to bear the full labour costs related to work covered under the warranty and replacements cost of damaged material, consequential damage and also the transportation costs for the Engine (incoming & outgoing) returned for warranty repairs.
- Applicant/Bidder is also required to agree to take up any warranty claims/issues with manufacturers on behalf of AAAL without any applicable costs.

19. Guarantee

- Inter Turbine Temperature (ITT) Margin Guarantee
 - The minimum difference between **Inter Turbine Temperature (ITT)**, as measured in the bidder's repair facility test cell with bidder's equipment, at Ninety per cent (90%) torque, OAT 15° C with Pressure Altitude Zero (0) feet, and the maximum operational ITT allowed in the Engine Manual is defined as ITT margin. MSP agrees to guarantee a minimum ITT margin of 35°C, for Overhaul.
 - Should such of Engine not achieve the above-mentioned guaranteed ITT Margin Post-Maintenance test, bidder shall compensate AAAL for each 1° C ITT margin shortfall and

relevant compensation shall be quoted by bidder accordingly. For ITT margin shortfall bidder shall agree on financial compensation as mutually agreed upon.

b. Time On-Wing Guarantee

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

PW127M: - 2400 FH

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

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

** Any negative (- ve) value shall be considered null & void.

20. 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 WorksScope 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 WorksScope Planning Guide.

2. In accordance with WorksScope 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.
- xviii. 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 deblade 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.

21. Liquidated Damages

- a. If the TAT as quoted by the Applicant/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 or from the Security Deposit or Performance Bank Guarantee, as the case may be.
- 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. In such case, Security amount/Performance Bank Guarantee will also be forfeited.

22. Quality Audit

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

personnel for conducting such an Audit.

23. 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.

24. 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.

25. 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.

26. Termination

- a. Prior to the termination of the agreement between both parties, either party may terminate the lease 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 Lease or to reject the Aircraft when it is offered for Delivery because of the delay.
- 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 and Clause 40 (Force Majeure) hereunder.
- e. Upon termination of this contract for any reasons stipulated herein, the Successful Bidder shall return all the Property including Confidential Information of AAAL to AAAL that may be in the Successful Bidder's possession, within seven (07) days from the date of termination. The Successful Bidder agrees that withholding such property including Confidential Information beyond the stipulated time period may attract consequences including but not limited to injunctive reliefs and any other equitable remedies available under the provision of law.

27. Regulatory Agency Clearances

- a. The Agreement execution will be subject to requisite approvals of the AAAL Board and related government/regulatory agencies such as the Reserve Bank of India, DGCA, India etc. and export/import approvals.
- b. In the event the Successful Bidder is unable, for any reason whatsoever, to commence or continue provision of the Maintenance Services in accordance with the timelines and regulatory requirements stipulated in this Tender and the Agreement, including but not limited to non-availability or delay in obtaining/maintaining DGCA, EASA or FAA approvals and/or OEM Designated Overhaul Facility (DOF) approvals, AAAL shall be entitled, at its sole discretion and without prejudice to any other rights and remedies:
 - i. to arrange the Repair/Overhaul of PW127M Engines and associated services from any alternate source(s), whether in India or abroad, on such terms as AAAL may deem appropriate; and
 - ii. to recover from the Successful Bidder, by way of set-off against amounts due or from the Security Deposit/Performance Bank Guarantee or otherwise, any additional costs reasonably incurred by AAAL in availing such alternate arrangements, to the extent such additional costs are attributable to the Successful Bidder's default, delay, or failure to perform.
- c. AAAL's exercise of rights under this clause shall not relieve the Successful Bidder of its obligations accrued up to the effective date of such alternate arrangements and shall not preclude AAAL from terminating the Agreement in accordance with the Exit/Termination provisions, if so warranted.

28. 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. Any dispute whatsoever arising out of or in connection with the Tender shall be subject to the jurisdiction of the Courts of New Delhi only.

29. 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 rejects 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.

30. Litigation History

The bidder should provide accurate information about any litigation or arbitration resulting from contracts for providing services similar to the ones sought in this tender in the past since the time it has been in business of its incorporation. A consistent history of awards against the Bidder may result in rejection of the bid. Suppression of any information or material in this regard would be construed as a fundamental breach and AAAL reserves its right to take appropriate action including cancellation of the bid, termination of the Contract/Agreement as the case may be, Blacklisting the bidder etc., as may be deemed fit and proper by AAAL at any time without requiring giving any notice to the bidder in this regard.

31. 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.

32. 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.

33. Contract

After evaluation of the bids and approval of its Board of Directors 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 and shall exclusively be subject to the jurisdiction of the Courts of New Delhi, India. By submitting their Bid, the Bidders also unconditionally agree to the said jurisdiction.

34. Contract Validity

The validity of the contract comes to an end *IPSO FACTO* by efflux of time unless otherwise extended/terminated. The Contract Period shall be for Thirty-six (36) months from the date of execution of the agreement by both parties terminated earlier as per the terms and conditions of the tender.

35. Fall Clause

The prices quoted for services supplied under the Contract should under no event be higher than the lowest prices at which the party sells/lease the items of identical description to any other Airlines/ Govt. organization/ PSU's/ Central Govt, / State Govt. Autonomous bodies/ Central/ State Universities/ Central/ State Institutions during the period of Contract failing which the "FALL CLAUSE" will be applicable. In case, if the price charged by the Bidder is more, the Successful Bidder will provide an Undertaking providing Alliance Air to exercise the right to recover the excess charged amount from the subsequent/ unpaid bills.

36. Draft Agreement

It is desired that the bidder submits a copy of their draft agreement along with the Technical Bid, without the cost components.

37. 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 Bid.
- 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.

38. Exit Clause

- a. AAAL shall have the right to terminate the Agreement without assigning any reason whatsoever by giving 3 (Three) months 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.

39. 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/tenderer 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/tenderer, inordinate delays in completion, any history of litigation/arbitration awarded against the bidder/tenderer 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.
 - 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.

40. 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.

41. Sub-contracting Restriction

The Bidder shall not sub-contract, delegate, outsource, or assign the project contract, or any part of its activities, to any third party without the prior written consent of AAAL. For the avoidance of doubt, each repair or maintenance activity performed on an unserviceable engine to restore it to serviceable condition shall be treated as an individual project. The Bidder shall not sub-contract any such project, whether in part or in full.

42. 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.

43. 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.

44. 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.

45. 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 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.

46. 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.

47. 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 Bid.

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.

Head of Engineering
Alliance Air Aviation Limited

Technical Specification

1. Technical Requirements to be compiled by the Bidder.

- a. The Applicant / Bidder should have been approved OEM Designated Overhaul Facility (having DGCA, EASA or FAA approvals) to carry out Repair, Overhaul and Testing of PW127M Engines installed on ATR aircraft family since 1st Jan-2015. Applicants / Bidder should enclose the relevant copies of current approval of DGCA, EASA or FAA, and approval of the local regulatory Authority of the applicant / bidder in their technical bid response.
- b. The applicant / bidder must also agree to obtain approval as a Part 145 Organisation from the Directorate General of Civil Aviation (DGCA) of India (if not already approved) within a reasonable period as per DGCA processing timelines and also agree to comply with any directives/instructions/inspection issued by the DGCA of India.
- c. The Applicant/Bidder must be a DGCA, EASA / FAA approved engine repair facility capable of undertaking Repair, Overhaul and Testing of PW127M Engines and associated components/accessories. The Applicant/Bidder could be a company, joint venture, consortium, or collaboration but it must ensure that the facility is capable of servicing PW127M Engines and fulfills the technical requirements of Appendix I and Annexure-T1. Each of constituent member on behalf of whom the consortium would be applying/Bidding, must also fulfill the technical requirements individually.
- d. The Applicant/Bidder should have performed 10 overhauls of PW127M Engines in last Three (03) years. Towards the same, Bidder is required to provide details of Engine Serial numbers, rating, and customer name for 10 overhauls of PW127M Engines on which Bidder has performed repair and overhaul, along-with relevant documentary proof for the same in their Technical Bid response.
- e. The bidder should submit its confirmation that it is in regular receipt of all PW127M Engines relevant Technical Publications, Ads, SBs, and New Parts etc. from OEM and in addition is approved by OEM to carry out Repair and Overhaul of PW127M Engines of the variant applicable to Alliance Air.

2. Technical Requirements: - Engines

- a. AAAL will maintain control of the Engine 'work-scope' requirements at all times and will have the right to change the work-scope during the 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 Applicant/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 with Parts Manufacturing Approval (PMA) and Repaired parts under Designated Engineering Representative (DER) approval will be installed without prior written approval of AAAL.
- f. Strip condition and investigation reports with photographs of damaged parts shall be made available in a timely manner (within agreed time frame from induction of Engine) and should be included in shop visit report. Strip reports shall also include list of all scrapped items with manual reference for scrappage. Post-test video BSI reports shall be made available along with the Engine to AAAL.
- g. Packaging, shipments, and transportation requirements must be to industry specific ATA standards and acceptable to AAAL.
- h. Bidder shall take delivery of the Engine for maintenance from AAAL facility (inside the hangers) located at Delhi (DEL), Hyderabad (HYD) and Kolkata (CCU) and arrange its transportation to bidder's facility at its own expenses (without any obligation of AAAL to pay any cost and expenses). Bidder shall re-deliver the Engine after completion of agreed work scope to AAAL at port of bidder facility and book the Engine on freight pre-pay basis showing consignee name as "Alliance Air Aviation Limited". Customs & other formalities in India will be of AAAL's responsibility. If the bidder does not quote for the transportation cost, for evaluation purpose, relevant loading will be done.
- i. 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.
- j. 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.
- k. Engines/accessories removed following any incident/accident must have shop priority so that the investigation into such incident can be dealt with quickly.
- l. Bidder must respond to quality complaints formally and promptly and should revert with action taken report thereon.
- m. 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 scrappage and scrap tags.
- xi. List of items in the repair cycle and proposed to be getting credited to AAAL's designated. Serviceable parts' kitty stock.
- xii. Post Test Video scope report (both hard copy and Electronic format).
- xiii. Shop Visit Report (including Test Cell data)
- xiv. Major Item List
- xv. Fits and Clearances measured value sheet.
- xvi. Long term Preservation documentation.
- xvii. Dirty Fingerprints.
- xviii. Copies of NTO.
- 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.

n. 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.

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

p. The work-scope of AAAL's Engine during any engine shop visit at 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.

q. Bidder must provide its repair capability directory for PW127M Engines parts along with the repair pricing including component/ LRU repair.

3. Onsite Inspection/Training

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.

4. Onsite Representative

- a. Bidder should provide minimum 3 (three) days accommodation and an office provision with internet / international telephone/ fax facility at the bidder's facility on free-of-charge basis to AAAL on-site visit for each engine shop-visit.
- b. AAAL may depute audit team to perform quality audit of the bidder's facility, as per requirements of DGCA, before start of work under the Agreement. Bidder shall be allotted Engine work only on its meeting all technical requirements and successfully passing the quality audit. Such quality audits may also be performed on regular basis during the term of the Agreement. Bidder shall extend full assistance to AAAL in performing the audit. The quality

manual of the shop shall be made available to Alliance Air. Additionally, DGCA, EASA or FAA approvals for shop and sub-contractor will be made available and on renewal, copies will be provided. In the event of restrictions imposed by any regulator on the approvals the same should be brought to notice of Alliance Air for appropriate action there off.

5. Guidelines for submitting charges for supply chain movement by air of Engine (Only) as per Annexure F1, point B “Charges for supply chain movement by Air of engines.

- a. Bidders shall submit supply chain movement 'by air' charges for both ways from AAAL's facility (inside the hangers) at New Delhi/ Hyderabad/ Kolkata. Bidder shall re-deliver the Engine after repair to AAAL, through its freight forwarder on freight pre-pay basis showing consignee name as "Alliance Air Aviation Limited." Customs and other formalities in India will be AAAL's responsibility.
- b. The approximate weight and dimensions of the Engines including transportation stand is also mentioned at Annexure F1, point B for submitting the air transportation charges.
- c. The Bidder(s) or its authorized representative (appointed for the logistic purpose in India/abroad) shall be fully responsible for coordinating with AAAL/Customs in India/abroad for supply chain movement (by air shipment) of these Engines from Delhi/Hyderabad/Kolkata to the bidder's location.
- d. AAAL shall provide mandatory documents including DGR certificate required for the purpose of air shipment to the Bidder or its authorized representative (appointed for the logistic purpose in India/ abroad).
- e. AAAL shall freeze and seal the transportation cost related to the supply chain movement of Engine (US Dollar charges per Engine, by air shipment) from New Delhi/Hyderabad/Kolkata (India) to various international cities prior to closing date of the Tender in an envelope. The sealed envelope shall be opened on the date of Financial Bid opening. Bidders who have not quoted the transportation cost as per Annexure F1, point B, the cost that was sealed and opened on commercial Bid opening date, shall be used as a loading cost for transportation for evaluation purposes. Such of the cost to be used for loading would be the cost of transportation pertaining to the nearest city / airport of the location of the Applicant/Bidder
- f. Bidders should quote a lump-sum transportation cost (in US Dollar preferably), supply chain movement of the Engine between bidder's facility and AAAL's location Delhi/Hyderabad/Kolkata, in India. The cost should include air freight, local surface transportation if any, customs clearance, and local taxes of bidder's country.
- g. The transportation cost quoted by Bidder must be valid for thirty-six (36) months of the Agreement and will be billed with the Engine repair invoice. AAAL shall not be responsible for any other payments whatsoever related to the transportation other than quoted cost and invoiced as per the Agreement.
- h. Applicants/Bidders must quote escalation cost in % for the further twenty-four (24) months Agreement (i.e. 4th & 5th year Agreement) in order to evaluate commercial Bids.

Appendix II

(On Bidder's Letter Head)

Covering Letter for Technical Bid

Head of Engineering

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

Subject: - Technical Bid for Tender for empanelment 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/HoE/26/38**, Dated 12 Feb 2026 for empanelment of maintenance service provider for repair or overhaul of PW127M (Turboprop) Engines, we hereby submit our technical Bid.

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: - _____

TECHNICAL BID

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

S. No	Conditions	Desired Response	Bidder Response
1.	Applicant/Bidder Designated Overhaul Facility (DOF) since 2015, with current valid DGCA, EASA / FAA Certificate of approval. Bidder must provide all supporting documents.	MUST	
2.	Copy of current DGCA, EASA / FAA Certificate of approval along with the complete scope of approval, and ratings attached.	MUST	
3.	The DGCA, EASA / FAA Certificates are valid at the time of tender opening, and the bidder agrees to renew the approvals throughout the duration of the Agreement if selected by AAAL. In case selected bidder doesn't have valid DGCA approval, bidder shall apply within 30 days from date when bidder is intimated about its eligibility; approval to be obtained within a reasonable period as per DGCA processing timelines, and first engine shall not be released to service for AAAL unless work is under a DGCA-acceptable arrangement. Applicant/Bidder also agrees to comply with any directive/ instruction issued by Civil Aviation Authority of India (DGCA).	MUST	
4.	At least 10 Overhauls of PW127M (Turboprop) Engines have been completed by the Applicant/Bidder since 1st Jan- 2020, and must furnish details of S/N, customers name on which Repair or overhaul has been performed by the Applicant/Bidder, along-with the related documentation thereof.	MUST	
5.	Bidder confirms that it is in regular receipt of all latest relevant PW127M related technical Publications, ADs, SBs, and New parts etc. from OEM.	MUST	
6.	Bidder agrees to provide supply chain movement (by air transportation) service of AAAL Engines, from the AAAL's facility in India (from Delhi, Hyderabad & Kolkata) to bidder's facility. (Appendix III)	DESIRABLE	
7.	Applicant/Bidder is required to provide the Shop-in to Shop-out TAT in number of calendar days, for the complete PW127M Engine in the Technical Bid. AAAL expects the shop-in shop-out TAT to be within 60 Days for complete Overhaul of PW127M engine. In case TAT is not provided, 60 days for Overhaul as per Tender terms shall be taken as TAT.	DESIRABLE	
8.	Bidder agrees that the warranty period shall be 12 (Twelve) months or 2400 Flying Hours, whichever is later, for the PW127M Engines serviced under this Tender.	Must	

9.	Bidder agrees that the Warranty shall commence after 7 (seven) days of receipt of the PW127M Engine in India or its installation on aircraft, whichever is earlier. Bidder is also required to warrant its subcontractor's work (if any).	MUST	
10.	In case of warranty applicability, bidder agrees to bear the full labour costs related to work covered under warranty, the replacement cost of damaged material and consequential damages if any, and also the supply chain movement (by air transportation) costs for the Engines returned for Warranty repairs and commitment of TAT of 60 days for Overhaul for such events.	MUST	
11.	Bidder agrees to take up any warranty claims/issues with manufacturers on behalf of AAAL.	MUST	
12.	Bidder agrees that the payment for its final invoices be made within forty-five (45) days from the receipt of serviced Engine or receipt of the complete invoice, whichever is later, by wire transfer.	DESIRABLE	
13.	Bidder agrees that if a credit term is offered for less than forty-five (45) days from the date of the invoice, as per AAAL condition, a loading @0.05 % (Zero-point zero five percent) per day, will be applied for comparative evaluation of the commercial Bids. (Point vi, Appendix IV regarding loading criteria for evaluating the commercial Bids, may be referred for this aspect)	MUST	
14.	Bidder agrees to guarantee a minimum ITT margin of 35°C, for Overhaul (clause 19 of Schedule III may be referred).	MUST	
15.	Bidder agrees that should such Engine not achieve the above-mentioned guaranteed ITT Margin post-maintenance test, MSP shall compensate AAAL for each 1°C ITT margin shortfall and relevant compensation shall be quoted by MSP accordingly. (Clause 19 of Schedule III may be referred)	MUST	
16.	Bidder agrees to provide compensation to AAAL for "Time on-wing guarantee" , as per formula specified at clause 19, sub clause b of Schedule III" or as mutually agreed upon.	MUST	
17.	<p>Bidders provide self-declaration of its capability to repair or overhaul the following:</p> <ul style="list-style-type: none"> a. All the various modules (TBM and RGB) of the PW127M Engine, b. Complete capability for Engine piece part repairs, c. Details of outsourced capabilities for repair/servicing of Engines. <p>A detailed listing along-with the Bidder's reply, in response is submitted for information. Also, list of all repairs and prices thereof will be provided along with Bid.</p>	MUST	
18.	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 all charges including rentals, transportation charges, insurance charges borne by AAAL. For such instance USAGE	MUST	

	charges shall be borne by AAAL for the replacement engine. No security deposit or advance rental is payable for lease/ rental engine. No re-certification charges should be charged.		
19.	To meet AOG requirements due to unavailability of Engine, bidder shall be required to provide Engine on Lease/Rent.	DESIRABLE	
20.	Bidder agrees to provide TRC (Tax Residency Certificate) issued by bidder's country, submit Form 10F under Indian Income Tax Law (format will be provided by AAAL during agreement stage), and declaration towards no permanent establishment in India (NO PE Certificate) which are statutorily required to enable remittance to the foreign vendor, before signing of Agreement with AAAL. (Clause 15, Schedule I).	MUST	
21.	Bidder agrees that AAAL quality personnel shall visit bidder facility, where the Engines will be serviced, as and when required, for the quality audit. Local Aviation Regulatory Authorities of India, such as DGCA, may also accompany for such audit.	MUST	
22.	Bidder to confirm whether bidder has any on-going disputes with any entity/ individual/ Alliance Air Ltd (and its subsidiaries)/ Government and statutory agencies, which may affect the performance of its services under this tender.	Desirable: No (If yes, please provide the name of the entity/ individual, result and status of the case)	
23.	Bidder agrees to provide the Engine transportation stand on FOC basis, for movement of engine(s).	MUST	
24.	Tripartite Agreement, the successful bidder(s) mandatorily has to sign the Tripartite Agreement (TPA) with the existing Lessor(s) and also with future lessor(s) if any.	MUST	

Compliance of Technical Requirement

A. Work Scope

S. No	Description	Part No.
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

B. Turn Around Time

TAT for each Overhaul Engines from the date of Induction of engine in shop.

Bidder's signature appended for offers submitted against this Appendix II.

Signature: - _____

Name: - _____

Designation: - _____

Company Seal: - _____

Appendix III

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

Head of Engineering

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

Subject: - Financial Bid for Tender for empanelment 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/HoE/26/38**, Dated 12 Feb 2026 for empanelment 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**. 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

A. Maintenance Service

Firm Fixed Price (FFP).

Table 1

S. No	Description	Part No.	Per Unit Price* (USD)	Discount on OEM's CLP	Net Price (USD)
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			
Total					
ix.	AD & SBs of compliance code 1-6 for the applicable engine model.			FOC	

*** 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).**

Parts Cost not Included in FFP of Overhaul

Table 2

S. No	Items	Qty.	Per unit Rates (USD)	Offered Discount	Net Price (USD)
1.	Combustion Chamber Inner Liner	1			
2.	Combustion Chamber Outer Liner	1			
3.	HPT Vanes	8			
4.	HPT Blades	38			
5.	HPT Shrouds	14			
6.	LPT Vanes	1			
7.	LPT Blades	47			
8.	LPT Shrouds	14			
9.	PT 1 Blades	66			
10.	PT 2 Blades	71			
Total					

*** 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 3

Bidder's offer TAT, Warranty, Payment Terms, and ITT Compensation.		
S. No	Particulars	Bidder's Offer
1.	Shop in – Shop Out TAT for Overhaul - (No of calendar days) (Ref Schedule III, Clause 16)	
2.	Warranty offered by the Bidder: (Ref Schedule III, Clause 18)	
3.	Payment terms offered by Bidder – (No of days) (Ref Schedule III, Clause 10)	

4.	Compensation amount for each 1 ⁰ C ITT margin shortfall (USD) (Ref Schedule III, Clause 19, Sub-Clause a(ii))	
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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 4

1. Labour	1 st – 3 rd Year (USD)	Escalation % for 4 th & 5 th Year
“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 5

2. Parts	Discount (List Less) %
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 6

3. Others	Flat Rate 1 st - 3 rd Year (USD)	Escalation % for 4 th – 5 th Year (USD)	
Test Cell Fee (for overhaul and repair) (Including fuel & oil)	Complete Engine:		
	Turbo machine:		
	RGB:		
Test cell labour. (for repair)	Complete Engine:		
	Turbo machine:		
	RGB:		
Packaging Material	Complete Engine:		
	Turbo machine:		
	RGB:		
Shipping preparation labour (for repair)	Complete Engine:		
	Turbo machine:		
	RGB:		
Bulk Issue		Overhaul	Repair
	Complete Engine:		
	Turbo machine:		
	RGB:		
Video Bore scope charges			

Subcontract Charges	Mark-up %	
---------------------	-----------	--

Table 7

4. Rental Engine	Fixed Daily Charges (USD) (a)	Hourly Usage Rate (USD) (b)	Cost Considered for evaluation (a + b)
Model-PW127M			

Table 8

S. No	PW127M Accessories List	Flat Rate (USD)			
		Functional Test	Bench Check	Refurbishment	Overhaul
1.	Ecology Drain Tank				
2.	Electronic Engine Control (EEC)				
3.	Fuel Cooled Oil Cooler				
4.	Thermostatic valve of FCOC				
5.	Fuel Heater				
6.	Ignition Cable				
7.	Ignition Exciter				
8.	Intercom press or Bleed Valve				
9.	Servo Valve				
10.	NH Sensor				
11.	NL Sensor				
12.	NP Sensor				
13.	Over Speed Governor				
14.	Hydraulic Pump				
15.	Propeller Over Speed Governor				
16.	T1.8 Sensor				
17.	Torque Sensor				
18.	Wiring Harness				
19.	Data Collection Unit (DCU)				
20.	O/S Solenoid Valve				
21.	Press Probe Pulse Pick-Up (NP)				
22.	Press Probe Pulse Pick-Up (NL)				
23.	Press Probe Pulse Pick-Up (NH)				
24.	Torque Trim Characterization Plug				
25.	Oil Pressure Switches				
26.	T6 (ITT) Probes				
27.	T6 Bus Bar & Harness				

	Assy.				
28.	Auto Feather Unit (AFU)				
29.	Fuel Pump				
30.	Mechanical Fuel Control Unit (MFCU)				

B. Charges for Supply Chain Movement by Air of Engine(s)

S. No	From	Freight Charges (Air) per Engine, for movement of Engine(s) from AAAL Facility to MSP Location & Back to AAAL facility for 1 st Year to 3 rd Year. (USD)
1.	a. AAAL facility inside the Airport (Delhi, Hyderabad, Kolkata (India) to MSP facility. b. MSP facility to AAAL facility (Delhi, Hyderabad, Kolkata- India).	
2.	Escalation Value in % for 4th & 5th Year	

Approx. weight of each Engine (Including Transportation Stand) : **860 Kgs**

Approx. Dimension (cm) of each Engine (Including Transportation Stand): **236 x 95 x 116**

(Charges in US Dollar (USD) to be quoted as lump-sum including Air Freight, Local transit on-road transportation at bidder's facility to Airport & at AAAL's Facility to Airport in India (Incoming & outgoing supply chain movement), Customs clearance charges, local taxes, duties of bidder's country and of India except Import Customs Clearance in India that will be covered by AAAL).

Bidder's Signature appended for offers submitted against the Appendix III.

Signature: _____

Name: - _____

Designations: - _____

Company Seal: - _____

Appendix IV

EVALUATION CRITERIA

1. TECHNICAL BID

- a. The technical evaluation would be carried out on the basis of the response offered by the Applicant/Bidder to the table attached at Appendix II. The prospective bidder is required to note that all the AAAL specified "MUST" conditions, under the Appendix II are met, in order to qualify for the technical evaluation exercise. However, AAAL at its own discretion has an option to waive off the must condition on selective item, subject to approval of competent authority. The commercial Bids of only those Bidders would be opened who qualify the technical evaluation exercise.
- b. In the technical bid, the bidder while confirming acceptance of AAAL's terms and conditions must provide complete technical details listed in "Technical Specifications" attached as Appendix I. Deviations, if any, from the specifications, or terms and conditions, must be clearly spelt out in the Technical Bid – Annexure 'T1'.
- c. The bidders shall provide copies of approvals (DGCA, EASA / FAA) and capability list currently held with them related to PW127M Engine repairing/servicing. Bidders may also provide all relevant details / documentations, customer details being serviced by the Applicant/Bidder, literature, accreditations, approvals, certifications etc. in support of their Bid for reference purposes.
- d. Bidders are also required to note that there should be no mention of the financial rates/prices in the technical Bid response.

2. FINANCIAL BID

a. Details of Financial Bid

The Financial Bid should be submitted with a covering letter, format of which is provided as Appendix III. The financial Bid shall provide prices strictly against each of the Items listed in various table formats given in Annexure F1. All the columns and rows in the tables listed in these three annexures to be filled in single/same currency, preferably in US Dollars.

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 offer to be declared as L1, L2, L3 or more, subsequent offer would be the offer amongst all offers, which would have the least value when calculated by the formula, as explained in para 2 below.

The elaborate and detailed explanation for the Commercial Bid evaluation process is as per the following para 2 onwards, which the prospective 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 "empanelment 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 and 2029).

Various prices provided by Bidders in the tables mentioned in Appendix III, shall be used to find the average cost typical Repair and Overhaul work scope that AAAL would be outsourcing during this period.

Various costs required to be included in the Engine model, would be;

- i. **Average Cost (T1)** :- Sum of Table (Table1,2,4,7 & Logistics Charges)
- ii. **Loading criteria (T2)** for warranty Period (Required by AAAL as per point 17 "Terms & Conditions" Schedule III, i.e. Twelve (12) Months after its receipt at AAAL or its installation as applicable. In case Warranty Period quoted by a Bidder is less than the duration of Twelve (12) months, loading shall be applicable to the total cost T1 as given below: -

For warranty quoted less than 12 months (T2) = @10% per annum of T1 on prorate basis

- iii. **Loading criteria (T3)** for Turn Around Time (TAT) higher than the Tendered TAT i.e 60 days for Overhaul applicable to total cost (T1) as given below: -

USD 3400 per day, Over & Above the Turn Around Time (TAT) of 60 days

- iv. **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 than the Tender required credit terms, loading shall be applicable to total cost (T1) as given below (T4):-

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:-

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

- v. **Loading criteria (T5)** for supply chain movement (by air shipment for both incoming & outgoing) Services i.e. Engine delivery and re-delivery between MSP's facility and AAAL's facility at New Delhi/Hyderabad/Kolkata or any other station mutually agreed by AAAL and MSP, shall be at the expense of MSP). In case of Bidder's not quoting supply chain movement charges as per Annexure F1, loading shall be applicable to total cost T1 as given below (T5):

An Amount US \$ XXXXX which will be opened during the commercial Bid opening process [also refer Schedule III, Clause 5 (e)], will be added as a loading charge to the T1 against Bidders cost for not providing the logistic charges. Such of the cost to be used for loading would be the cost of transportation pertaining to the nearest city / airport of the location of the Bidder.

Bidder who shall agree to provide supply chain movement (by air shipment) service and have provided such charges separately as per the commercial Bid format, the values quoted shall be taken for evaluation.

$$\text{Quoted Rates } T = T1 + T2 + T3 + T4 + T5$$

Note: - T2, T3 and T4 loading charges shall only be applied, in case quoted submitted by Bidder are different from the Tender requirement.

- vi. For the purpose of award and declaration of L1, the bidder with highest total weighted score out of 100 shall be treated as L1, notwithstanding the terminology 'lowest T' used above; 'T' will be one of the inputs to the scoring model.
- vii. For empanelment and award, bidders will be ranked on the composite score as per the weightage table; L1 is highest score. T is only one input.

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c. Weightage for heads considered for empanelment will be as follows: - Financial Bid, Earliest Slot Availability, Credit Period, the Shortest TAT, and availability of additional engine during AOG.

S. No	Particulars	Weightage
1.	Quoted Price	75%
2.	Turn Around Time (TAT) (60 Days or Less)	15%
3.	Credit Period 45 Days or above	5%
4.	In case of AOG, bidder agrees to provide Lease Engine	5%
	Total	100%

Work Distribution :-

1) L1-L2	60:40
2) L1-L2-L3	55:35:20
3) L1-L2-L3-L4	50:30:15:5
4) L1-L2-L3-L4-L5	45:25:15:10:5

Work distribution ratios are **indicative and subject to operational performance, availability and AAAL's sole discretion**, while broadly aiming to follow the pattern.

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

a. Profile of the Bidder

S. No	Particulars	Details (Attach documentary proof where required)	
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.	Maintenance Service Providers (MSP) is DGCA and EASA/FAA approved DOF. Authorized to provide work scope as mentioned in tender as per DGCA, Civil Aviation Regulatory Authority of India.		
5.	The Bidder agrees to provide the uninterrupted Maintenance Services for continuous Thirty-six (36) months on agreed terms and conditions. Contract annually is extendable for next twenty-four (24) months.		
6.	In case of AOG, bidders agree to provide Engine or Engines of same make and model i.e PW127M on Lease		
7.	Overhaul carried out in last three (03) years		
8.	Client in last three (03) years	S. No	Overhaul
9.	Does the Bidder have PAN issued by Indian Tax Authorities If yes, PAN Number		
10.	Bidder must quote all the prices in Jan 2026 Economic Conditions. The		

	quoted price should be valid for a period of at least 180 days from the date of opening the Financial Bids or for such period as mutually agreed by AAAL and the bidder, beyond the initial 180 days. Price quoted should be in USD (\$) only.	
11.	The Bidders is also required to confirm that it has obtained their required approvals to offer their services under this Tender.	
12.	Regulatory Agency Clearances The agreement execution will be subject to requisite approvals of AAAL Board and related Government/Regulatory Agencies such as Reserve Bank of India (RBI), DGCA, India etc. and Export/Import approvals required if any.	
13.	Warrant/Guarantee All warranties and guaranties including but not limited to FOC (Free of Cost) training(s) or support available should be assigned to AAAL and should be very clearly specified in the Technical Bid.	
14.	Security Deposit As per clause 9, page 15 of 53	
15.	Cross-Collateralization of payments or funds will not be allowed.	

END

Annexure II

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

Format for submitting Variance Statement of Terms &Conditions
Variance Statement-Technical Bid Requirements and General Terms & Conditions

a. Variation w.r.t AAAL specified Technical Requirements & Conditions

S. No	Terms & Conditions of AAAL Tender		Offer by the Bidder
	Ref	Description	

b. Additional Technical Terms & Conditions Specified by the Bidder

S. No	Ref	Description of Additional Terms & Conditions

*Additional page may be used if required.

Signature: - _____

Name: - _____

Designation: - _____

Company Seal: - _____

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

Format for submitting Variance Statement of Terms & Conditions
Variance Statement of General and Financial Terms & Conditions
a. Variation w.r.t AAAL specified General & Financial Terms & Conditions

S. No	Terms & Conditions of AAAL Tender		Offer by the Bidder
	Ref	Description	

b. Additional Financial Terms & Conditions Specified by the Bidder

S. No	Ref	Description of Additional Terms & Conditions

*Additional page may be used if required.

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.***

INTEGRITY PACT

BETWEEN

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

And

----- Hereinafter referred to as “**The Bidder**”.

PREAMBLE

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

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

Section 1 – Commitments of the Buyer

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

Section 2 – Commitments of the Bidder(s)

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

	until the contract has been fully executed
5	The explicit acceptance by bidder that it will have to provide the inclusive IP undertaking/s from or on behalf of all its sub-contractors and joint-venture partners.
6	Bidders are advised/requested to have a company code of conduct (clearly rejecting the use of bribes and other unethical behavior) and a compliance program for the implementation of a code of conduct throughout the company.
7	Bidder undertakes that it has not been involved in conduct forbidden by the IP or any other related corrupt behavior in the period prior to the bid (this can be 3-5 years, for example). If it were involved, the bidder is required to disclose the case and to show what it has done to address the issue and to correct the problem and its causes.
8	The external monitor referred to in the IP should be granted the same access to all information related to the tender by the buyer and the bidders, subject to a confidentiality agreement. If necessary, similar access could be granted to a representative from civil society.
9	The commitment by the bidder to report to the monitor any attempted or fulfilled breaches of the IP.
10	The Bidder(s) of foreign origin shall disclose the name and address of the Agents/representatives in India, if any. Similarly, the Bidder(s) of Indian Nationality shall furnish the name and address of the foreign principals, if any.
11	The Bidder(s) will, when presenting his Bid, disclose all payments he has made, is committed to, or intends to make to agents, brokers, or any other intermediaries in connection with the award of the contract.
12	The Bidder(s) shall not approach the Courts while representing the matters to IEMs and they will await the decision of the IEMs in the matter.
13	This integrity pact shall override the confidentiality clause, if any, in the offer submitted by the Bidder and in the Agreement entered by the Bidder with the Buyer.

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

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

Section 4 – Equal treatment of all Bidders

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

Section 5 – Criminal charges against violating Bidder(s)

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

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Section 6 – Independent External Monitor/Monitor

- 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.

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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) _____

Tender Ref: - AAAL/PW127M/HoE/26/38

Date: - 12 Feb 2026

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