

IT NO : IT/71/2023-24

IT SPECS FOR ENGINE S.NO CAE 880787 – DEFENDER AIRCRAFT

S No	Description																																																																																	
1.	Ship's Name	93 SQN																																																																																
2.	Parent Equipment	BN-2T Defender Aircraft																																																																																
3.	Sub Equipment	Allison 250-B17C Turboprop Engine																																																																																
4.	Assembly Equipment	Self																																																																																
5.	Make	Rolls Royce (USA)																																																																																
6.	Model	Allison 250-B17C Turboprop Engine (Part No 23038150)																																																																																
7.	Quantity	01																																																																																
8.	Justification	Major Overhaul has become due on hourly basis																																																																																
9.	Work Required/ Defect Work Required	<p>Major Overhaul (MoH) of Allison 250-B17C Turboprop Engine as per under mentioned details:</p> <p>a. Major Overhaul (MoH) of Engine and components are to be undertaken by OEM or OEM Authorized Maintenance Centre (AMC):</p> <table border="1"> <thead> <tr> <th>Component Description</th> <th>S No</th> <th>Life consumed (Hrs)</th> </tr> </thead> <tbody> <tr> <td>Engine</td> <td>CAE-880787</td> <td>3424:20</td> </tr> <tr> <td>Accessory Gear Box</td> <td>CAG-80909</td> <td>3424:20</td> </tr> <tr> <td colspan="3">Compressor CAC81493</td> </tr> <tr> <td>1st Stage Wheel</td> <td>KRL107756</td> <td>3424:20</td> </tr> <tr> <td>2-3 Stage Wheel</td> <td>KR109527</td> <td>3424:20</td> </tr> <tr> <td>4 Stage Wheel</td> <td>E81792</td> <td>3424:20</td> </tr> <tr> <td>5 Stage Wheel</td> <td>KR108676</td> <td>3424:20</td> </tr> <tr> <td>6 Stage Wheel</td> <td>KR107431</td> <td>3424:20</td> </tr> <tr> <td>Impeller</td> <td>KR111467</td> <td>3424:20</td> </tr> <tr> <td>Spur Adaptor</td> <td>UG21782</td> <td>3424:20</td> </tr> <tr> <td>Tie Bolt</td> <td>UG20418</td> <td>3424:20</td> </tr> <tr> <td colspan="3">Turbine CAT80924</td> </tr> <tr> <td>1st Stage Wheel</td> <td>X614353</td> <td>1715:20</td> </tr> <tr> <td>2nd Stage Wheel</td> <td>X622445</td> <td>1715:20</td> </tr> <tr> <td>3rd Stage Wheel</td> <td>X547317</td> <td>3424:20</td> </tr> <tr> <td>4th Stage Wheel</td> <td>X548400</td> <td>3424:20</td> </tr> <tr> <td>Tie Bolt</td> <td>NM88499</td> <td>3424:20</td> </tr> <tr> <td>2nd Stage Nozzle Diaphragm</td> <td>MA228687</td> <td></td> </tr> <tr> <td>Over speed Governor</td> <td>WF12014761</td> <td>733:50</td> </tr> <tr> <td>Prop Gear Box</td> <td colspan="2">Due for Overhaul</td> </tr> <tr> <td>Combined Governor</td> <td colspan="2">Due for Overhaul</td> </tr> <tr> <td>Fuel Control Unit</td> <td colspan="2">Due for Overhaul</td> </tr> <tr> <td>Fuel Pump</td> <td colspan="2">Due for Overhaul</td> </tr> <tr> <td>Fuel Nozzle</td> <td colspan="2">Due for Overhaul</td> </tr> <tr> <td>Bleed Valve</td> <td colspan="2">Due for Overhaul</td> </tr> </tbody> </table> <p>b. General Engine</p> <table border="1"> <tr> <td>(1) Standard Work</td> <td>(a) Disassembling of engine modules, cleaning of all parts, NDT, detail inspection of all main build kits/ accessories including PC filter, anti-icing valve, mountings, piping, turbine and brackets for chaffing, cracks or breaking. Inspection of control cables, harness assembly/</td> </tr> </table>	Component Description	S No	Life consumed (Hrs)	Engine	CAE-880787	3424:20	Accessory Gear Box	CAG-80909	3424:20	Compressor CAC81493			1 st Stage Wheel	KRL107756	3424:20	2-3 Stage Wheel	KR109527	3424:20	4 Stage Wheel	E81792	3424:20	5 Stage Wheel	KR108676	3424:20	6 Stage Wheel	KR107431	3424:20	Impeller	KR111467	3424:20	Spur Adaptor	UG21782	3424:20	Tie Bolt	UG20418	3424:20	Turbine CAT80924			1 st Stage Wheel	X614353	1715:20	2 nd Stage Wheel	X622445	1715:20	3 rd Stage Wheel	X547317	3424:20	4 th Stage Wheel	X548400	3424:20	Tie Bolt	NM88499	3424:20	2 nd Stage Nozzle Diaphragm	MA228687		Over speed Governor	WF12014761	733:50	Prop Gear Box	Due for Overhaul		Combined Governor	Due for Overhaul		Fuel Control Unit	Due for Overhaul		Fuel Pump	Due for Overhaul		Fuel Nozzle	Due for Overhaul		Bleed Valve	Due for Overhaul		(1) Standard Work	(a) Disassembling of engine modules, cleaning of all parts, NDT, detail inspection of all main build kits/ accessories including PC filter, anti-icing valve, mountings, piping, turbine and brackets for chaffing, cracks or breaking. Inspection of control cables, harness assembly/
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		wirings.	
		(b) Reassembling of engine (Include labor only)	
		(c) Test Cell Run (Include induction and final test)	
(2) New Replacement Material	(a)	Main built kit	
	(b)	Final finish kit (include all consumable and 100% replacement parts required to re-assemble engine)	
	(c)	Fire Over Detector element Part No 3001-47-450/190C-3M	
c. Compressor Module			
(1) Standard Work		Disassembling, cleaning, NDT, detailed inspection and reassembly.	
(2) Standard Replacement		Compressor 100% build kit: Impeller, Spur Adaptor Gear Shaft and Coupling Adaptor	
(3) Standard Rework		Standard rework of Front Shroud, Rear Support, Diffuser Vane, Diffuser Scroll, Compressor case and Compressor Wheel coating.	
d. Accessory Gear Box Module			
(1) Standard Work		Disassembling, cleaning, NDT, detailed inspection and reassembly.	
(2) Standard Replacement		Standard 100% Main build kit	
(3) Standard Rework		Standard rework of Gear Box Cover and Hosing	
e. Turbine Module			
(1) Standard Work		Disassembling, cleaning, NDT, detailed inspection and reassembly.	
(2) Standard Replacement	(a)	Turbine 100% build kit	
	(b)	Stage 1 turbine wheel	
	(c)	Stage 2 turbine wheel	
	(d)	Stage 3 turbine wheel	CEB-1345 to be complied along with replacement of 3 rd and 4 th Stage Nozzles along with modification kit for defender BN-2T to be offered
	(e)	Stage 4 turbine wheel	
	(f)	Tie bolt (TP CEB 1319A R2)	
	(g)	Stage 1 Nozzle Shield (TP CEB A 1318)	
	(h)	Stage 1 and 2 Nozzle (TP CEB A 1212)	
	(i)	Energy observing ring (TP CEB A 1214)	
(3) Standard Rework	(a)	PT inner and outer shaft	
	(b)	GP support	
	(c)	PT support	
	(d)	Sump cover (TP CEB 1342)	
	(e)	Exhaust collector	
	(f)	Stage 2 Nozzle	
f. All applicable mandatory inspections/ CEBs/ CSLs/ ADs and modifications regarding engine modules are to be accomplished.			

10.	Technical specs (if any)	-
11.	Eligibilities	<p>a. All requisite, Documents i.e. Airworthiness Certificate, Certificate of Conformity along with detail of work accomplished on Engine duly signed and stamped would be required</p> <p>b. FAA/ EASA certification of the firm is to be provided</p> <p>c. Itemized cost of MoH and overhauling of components (item wise) are to be quoted separately</p> <p>d. Firms have to provide authorization letter of their principal firms and bank statement of last 01 year of their firm</p> <p>e. Firms must have at least 02 years' experience of procurement/repair/overhaul of Aviation components/ spare parts. Experience certificate of Aviation related contracts by contracting agency in Pakistan is mandatory</p> <p>f. Firms need to include freight charges/ insurance for transportation of the engine</p> <p>g. Firms need to get import/ export licenses from respective abroad firms/ agencies</p> <p>h. Engine must be cleared for service till its HMI/ MoH becomes due</p> <p>j. Firms need to provide assurance that the item shall be received from 93 PMSA SQN and will be transported to MRO for overhaul at their own responsibility. Same will also be delivered back at 93 PMSA SQN after requisite rectification at their responsibility</p> <p>k. In case of failure to meet acceptance criteria or defect during physical/ operational inspection of items, firm is liable to get the items replaced/ repaired on FoC basis in shortest possible time</p> <p>l. During initial disassembling/ stripping phase and final test cell running phase, 03 x PMSA reps are to be invited on-site for evaluation/ monitoring work extent/ material review and to monitor satisfactory performance (Final test run), respectively. During stay of PMSA reps, complete boarding/ lodging will be responsibility of firm (both visits)</p> <p>m. Offered quotes are to be firm and final. No adjustments against Foreign Exchange rate variations will be accommodated</p> <p>n. Firm may quote Custom duties/ taxes (as applicable) for transportation of the engine. However, final decision for responsibility of customs (PMSA or supplier) will be finalized prior contract</p> <p>p. Any additional work required due to findings of Induction test cell run, inventory check, stripping of Engine or Inspection may not be undertaken until approved by HQ PMSA</p> <p>q. In case, cost of MOH increases beyond 60% of the total cost of overhauled engine, firm is bound to provide core exchange offer in lieu and offer suitable offer for Engine S No 880582</p> <p>r. Firm is bound to provide Inspection report after 12 weeks of receipt of engine and accordingly, ensure conduct of MRB</p> <p>s. The firm is to provide detailed MRB report covering details of Labor/ Man Hours along with itemized rework detail. This should be supported by financial estimation</p>
12.	EDC	24 weeks after award of contract
13.	Warranty	At least 01 year or 500 Hrs (whichever is earlier)
14.	Acceptance Criteria	As per eligibilities mentioned at Para 9 and 11 above

Note: 100% Payment after completion by CNA

Director General

Pakistan Maritime Security Agency

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INVITATION TO TENDER GENERAL INSTRUCTIONS

1. CONDITIONS GOVERNING CONTRACT:

All Procurement / Repairs / Maintenance Contract, Local Purchase Order (LPO) and work ordered made as a result of this IT shall mean the agreement entered into between the parties that is buyer and the supplier will be in accordance with the PPRA rules 2004 or any amendment issued from time to time. Therefore all open tender inquiry will be uploaded on PPRA Website and publish on print media as the case may be.

2. SUBMISSION OF TENDER:

Firms shall submit their offers in two separate envelopes clearly marked as "**Commercial Offer**" and "**Technical Offer**" for open tender. Both envelopes shall be properly sealed bearing the signature of the bidder. Thereafter both these envelopes shall be placed in one bigger envelope. This envelope should bear the address of the D (P&CC).

- a. **TECHNICAL OFFER:** Should contain all relevant details and specifications as per the IT specifications. Literature / Brochure or any other relevant technical details may also be included in it. Technical offer should not contain the price. Indication of price in technical offer may render it null and void. The word "Technical Offer" should be clearly mentioned alongwith the tender No and date on the envelope containing the technical offer.
 - b. **COMMERCIAL OFFER:** The price be quoted in figures as well as in words alongwith essential Literature / Brochures. The word "Commercial Offer", tender number should be clearly mentioned on the envelope. Taxes, duties, freight / transportation, insurance charges etc if any are to be indicated separately.
 - c. **BID SECURITY:** All registered firms are exempted from provision of bid security upto Rs.500,000/- and unregistered firms have to provide bid security equals to 02% for bids amounting upto Rs.500,000/- in the shape of Pay Order in favor of "IT Sale Account DG PMSA". Furthermore, firms are required to deposit bid security not exceeding 05% of the bid price for bid value amounting more than Rs.500,000/-. Moreover, following guidelines will be followed:
 - i. 2% from registered firms.
 - ii. 5% from un-registered firms.
 - d. Total price of the items quoted against the tender is to be clearly mentioned. It should also contain a **pay order 2% or 5% in the shape of pay order of the offered value** as earnest money. Cross cheque or cash is not acceptable in this case. The offer received without earnest money will be rejected.
 - e. **SPECIAL INSTRUCTIONS:** Tender documents and its conditions may please be read point to point and understood properly before quoting. All tender conditions should be responded properly. In case of any deviation due to non-acceptance of tender conditions, the same should be highlighted alongwith changed offer / conditions. Tender may however be liable to be rejected.
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PREPARATION OF QUOTATION

Please prepare quotation in this format In case of GST @ 18% or SST @ 13%:

<u>S.NO</u>	<u>Description</u>	<u>Unit Price</u>	<u>Qty</u>	<u>Total</u>	<u>GST @ 18% or SST @ 13%.</u>	<u>T/Price</u>

Please prepare quotation in this format In case of without GST or SST:

<u>S.NO</u>	<u>Description</u>	<u>Unit Price</u>	<u>Qty</u>	<u>Total</u>	<u>T/Price</u>

Without this format quotation will not be accepted.

3. DATE AND TIME FOR RECEIPT OF TENDER:

Tender must be dropped in tender Box placed at main gate. HQ PMSA will not accept any excuse of delay occurring due to whatsoever reason. Tender received after the time indicated in IT will not be entertained. The tender opening time, however, fall on next working day in case of closed / forced holiday or any other unforeseen event. Only authorized representatives of firm will be allowed to attend tender opening. **The tender received through Fax, E-Mail will not be acceptable.**

4. TENDER OPENING:

Technical offer will be opened as per scope of work on the date and time mentioned in the tender. Commercial offer shall be retained with technical officer. It will be opened at a later stage. All technical offers will be scrutinized by a Technical Scrutiny Report (TSR) committee nominated by HQ PMSA. The offers which are not as per the IT specification will be rejected. The firms recommended by TSR Committee will be allowed to attend the commercial opening for which date and time will be intimated separately.

5. VALIDITY OFFER:

The validity period of quotations must be indicated and should invariably be for 90 days extendable to 30 days from the date of opening of Technical offer.

6. QUOTING OF RATES:

Unit price of the item, GST/ SST or any other Govt tax and Total price all these should be indicated separately in Pak Rupees in a very clear manner as follows:

S No	Description	Qty	U/Price	GST/SST/Taxes	Total Price
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7. ATL/ GST/ SST/ INCOME TAX NUMBER:

Only registered suppliers, who are on Active Taxpayers List (ATL) of FBR, are eligible to supply goods/ services to Government department. GST/SST and income tax number be clearly indicated on the quotations and all other relevant documents.

8. RETURN OF EARNEST MONEY:

a. Earnest money to the unsuccessful bidders will be returned **one week** after commercial opening date.

b. Earnest money to the firm who has won the purchase order/ work order & contract will be returned on submission of Bank Guarantee as per the contract.

9. TENDER FEE:

Each technical offer must be accompanied with Cash of **Rs.5,000/-** nonrefundable as tender fee (In favour of IT Sale Account DG PMSA) (**Separate Quotations required for each IT Specification**).

10. INSPECTION AUTHORITY:

Joint inspection of stores provided and work done will be carried out by committee appointed by HQ PMSA or as per the contract.

11. CONDITION OF STORES:

Spares, Stores, items and work done will be accepted on Warranty / Guarantee of the firm on Form DPL-15.

12. DOCUMENTS REQUIRED:

Following documents are required to be submitted alongwith the quotes where applicable:

- a. OEM / Authorized Dealer/Agent Certificate alongwith OEM Dealership Evidence as applicable.
- b. The Supplier is to provide OEM conformance certificate. In case of Fax or e-mail hard copy of conformance certificate must follow. On receipt of this PMSA HQ may approach the OEM to confirm the veracity of the documents submitted. Companies / firms rendering false OEM conformance certificate will be penalized as per rules in vogue.

13. SECURITY DEPOSIT / BANK GUARANTEE:

To ensure timely and correct supply of stores the firm will furnish an unconditional Bank Guarantee (BG) from a schedule bank for an amount of **10%** of the contract value (excluding taxes, duties / freight handling charges on a stamp paper of the value of (Rs.100/00) as per prescribed format in the shape of Bank Guarantee. Format of Bank Guarantee is at Annex „B“. Furthermore, it is imperative to mention that deposit of PBG for HMI and Core Exchange cases will be equal to the total value of engine.

14. CURRENT BANK STATEMENT:

For all contracts of Rs 1,000,000/- or more the firm is required to submit current bank statement of the firm.

15. INTEGRITY PACT:

Procurement exceeding Rs 1.00 M shall be subject to an integrity pact, between the Buyer and the Suppliers or Contractors.

16. CORRESPONDENCE:

All correspondence will be addressed to the Buyer. Correspondence with regard to payment or issue of delivery receipt may be addressed to D (P & CC) PMSA Karachi.

17. PRE SHIPMENT INSPECTION:

PMSA may send a team of Officers for the inspection of Major Equipment and Machinery items at OEM premises for inspection before dispatch if required at the Supplier's cost and arrangement.

18. AMENDMENT IN CONTRACT:

Contract may be amended / modified to include fresh clause modify the existing clauses with the mutual agreements by the Supplier and the Buyer such modifications shall form an integral part of the contract.

19. DISCREPANCY:

The Buyer will render a discrepancy report to all concerned within 45 days after receipt of stores for discrepancies found in the consignment. The quantities found short are to be made good by the Supplier free of cost.

20. PRICE VARIATION:

Price offered against IT are to be firm and final.

21. LIQUIDATED DAMAGES (LD):

Liquidated Damages upto 2% per month are liable to be imposed on the Suppliers by the Buyer in accordance with PPRA rules, if the stores supplied after the expiry of the delivery date without any valid reason. Total value of the LD shall not exceed 10% of the contract value.

22. RISK PURCHASE:

In the event of failure on the part of Supplier to comply with the contractual obligations the contract will be cancelled at the Risk and Expense of the Supplier in accordance with PPRA rules.

23. PENALTY:

In case of wrong supply of the item by the Supplier, a penalty of 10% of the contract value may be imposed by this HQ PMSA apart from any other penalties.

24. ALL RIGHTS RESERVED:

HQ PMSA may reject all bids or proposals at any time prior to the acceptance of a bid or proposal as per PPRA Rule 33(I).

25. PAYMENT:

The payment will be released through Controller of Naval Accounts (CNA) Karachi in Pak Rupees after completion of delivery / work.

26. **PARTIAL ORDER.** All participating firms are to comply acceptance of partial order. Partial supply as per lowest rates will be awarded to the lowest bidder.

27. **DISQUALIFICATION:** Offers are liable to be rejected if:-

- a. Received after time and date specified in the IT.
- b. Offers are found conditional or incomplete in any respect.

- c. There is any deviation from the General / Special / Technical Instructions contained in this tender.
- d. Taxes and duties, Freight, Transportation and Insurance charges not indicated separately as per required price breakdown mentioned above.
- e. Pay Order with Commercial Offer and Cash with Technical Offer is not received.
- f. Multiple rates quoted against one item.
- g. Manufacture's relevant Brochures and technical details on major equipment, assemblies are not attached in support of specification.
- h. Offers (Technical / Commercial) are containing amendments / corrections / overwriting etc.
- j. National Tax No (NTN) and GST/SST No are not indicated on technical and commercial offer.
- k. If validity of offer is not quoted as required in IT or made subject to confirmation late.