

**NEPAL AIRLINES CORPORATION
CAM DEPARTMENT
TRIBHUVAN INTERNATIONAL AIRPORT
KATHMANDU, NEPAL**

**SEALED TENDER DOCUMENT
For
IN-SHOP REPAIR/OVERHAUL/REFURBISHMENT OF V2527E-A5
ENGINES/MODULES**

REF: OMD/20(a)/305/2018

Submitted by:

M/s.....
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**Sealed Tender Document for IN-SHOP
REPAIR/OVERHAUL/REFURBISHMENT OF V2527E-A5
ENGINES/MODULES**

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1.0 Sealed Tender Notice

**NEPAL AIRLINES CORPORATION
CAM DEPARTMENT
TRIBHUVAN INTERNATIONAL AIRPORT
KATHMANDU, NEPAL
SEALED TENDER NOTICE**

(International Competitive Bidding)
First Date of Publication2019

- 1.1 Sealed Tenders are invited by CAM Department, Nepal Airlines Corporation (NAC) Kathmandu from the NAC enlisted airlines or maintenance and repair/overhaul organization (MRO) as per Annex 3 for Shop maintenance/Repair/Overhaul /Refurbishment of its V2527E-A5 engines/modules.
- 1.2 The Sealed Tender Document can be down loaded from the first date of publication of this notice in the page Notice/ Announcement of NAC website:
www.nepalairlines.com.np
- 1.3 Guidelines for submission of the proposal are elaborated in 3.0 Instruction to the SUPPLIER or BIDDER – 3.3 Delivery of the sealed Tender, 3.4 Preparation/ Completeness of the Tender.
- 1.4 Fully completed sealed tenders must reach to the address mentioned below not later than 17:00 hrs. local time **within 45 (forty five) calendar days effective from the first date of publication of this notice in the National Daily newspaper and NAC web site mentioned above.** Sealed tender or modification/s of tenders received after the due date and time will not be accepted. **Tender through electronic means of communications: telex, fax, e-mail etc. shall not be considered.**
- 1.5 Sealed tender will be opened in CAM Department, NAC, Kathmandu at 14:00 hrs local time on the next day of the closing date for submission of the tender in presence of the SUPPLIER or BIDDER or his representative/nominee or even in their absence.
- 1.6 In case, the last date of submission and opening of the sealed tenders as prescribed above fall a holiday, the same will automatically take place on the successive office working days at the same hours.
- 1.7 The tender document should be filled in and completed properly as mentioned in 3.3 and 3.4 of this document and should be enclosed in a large wax-sealed envelope clearly marked in capital letters as follows:

FOR SUBMISSION IN NEPAL
TENDER FOR V2527E-A5 IN-SHOP REPAIR/OVERHAUL/REFURBISHMENT
SERVICES OF ITS V2527E-A5 ENGINES/MODULES.

- 1.8 In case of the sealed tender being air freighted/couriered from abroad, arrangement should be made by the SUPPLIER OR BIDDER himself to clear Customs and deliver the tender document to the stipulated address within stipulated date and time. The sealed tender, if air freighted/ couriered from abroad, would be accepted even without wax seals on the envelope.

- 1.9 The SUPPLIER OR BIDDER must enclose the copy of FAA or EASA and local (respective country) CAA maintenance approval/authorization certificates in the sealed tender document. CAA of Nepal validated/approved repair station certificates is a MUST and should be enclosed in the envelope (e.g. 1.10 below). All the approval certificates as mentioned above must have current validity. Failure to do so shall render the tender disqualified.
- 1.10 Tender shall be accompanied by a Bid Bond in the form of bank guarantee issued by any reputed international bank and counter guaranteed by a Nepalese commercial bank for an amount of US\$ 12,000.00 (Twelve thousand US Dollars) valid for 120 days from the closing date for the submission of tender. The Bid Bond should be kept inside the same envelope along with the CAA of Nepal validated Repair Station Certificate (e.g. 1.9 above).
- 1.11 NAC reserves absolute rights to accept or reject any or all tenders in full or part thereof without assigning any reason whatsoever. Nepal Airlines may in its absolute discretion, and at any time, amend the timetable or discontinue the TENDER.
- 1.12 The sealed tender should be submitted to the following address:

Nepal Airlines Corporation
CAM Department
Tribhuvan International Airport
Gauchar, Kathmandu, Nepal
Tel: 977-1-4470670
Fax: 977-1-4470768
E-mail: ed@nac.com.np; engplanning@nac.com.np; engdept@nac.com.np
<http://www.nepalairlines.com.np> (Notice/Announcement Page)

2.0 Glossary and Abbreviation Used in this Document

2.1	ADD	-	Acceptable Deferred Defect
2.2	Aircraft	-	Airbus A320-200 aircraft fitted with V2527E-A5 engines owned or operated by NAC
2.3	AOG	-	Aircraft that is unable to keep on flying or be returned to service unless and until appropriate repair/rectification is get done in it.
2.4	APU	-	Auxiliary power unit.
2.5	MPD	-	Maintenance Planning Data of the Airbus Co.
2.6	CAA	-	Civil Aviation Authority
2.7	CAAN	-	Civil Aviation Authority of Nepal
2.8	CLP	-	Current/ Catalogue List Price
2.9	Contractor	-	The successful SUPPLIER OR BIDDER/ after acceptance of his/her price/ rate/offer quotes and whom NAC enters into the agreement/contract for V2527E-A5 maintenance support service with.
2.10	EASA	-	European Aviation Safety Agency
2.11	ECTM	-	Engine Condition Trend Monitoring
2.12	FAA	-	Federal Aviation Administration of United States of America
2.13	FOC	-	Free of Cost
2.14	GoN	-	Government of Nepal
2.15	ID	-	Industrial Discount
2.16	KTM	-	Kathmandu
2.17	LRU	-	Line Replaceable Unit/s
2.18	Maintenance	-	Inspection, servicing, and repair of the Engine in accordance with the manufacturers' maintenance manual.
2.19	MEL	-	Minimum Equipment List
2.22	MRO	-	Maintenance Repair Overhaul Organization
2.23	NAC	-	Nepal Airlines Corporation and/or its' CAM Department
2.24	OEM	-	Original Equipment Manufacturer
2.25	OJT	-	On the job training
2.26	Overhaul	-	Inspection, servicing, repair and test of an item in accordance with and to the limits defined in the relevant manufacturers' overhaul manual
2.27	PO	-	Purchase Order issued by NAC or its' authorized entity/official
2.28	RA	-	NAC's two letter code used to identify name of the organization and to indicate the flight number/s & call sign.
2.29	NAC Operating Sector	-	Sector/destination that NAC has been operating its scheduled flights at present: - Bangkok, Hong Kong, Doha, Kuala Lumpur, Delhi, Bangalore, Mumbai , Dubai
2.30	Rectification	-	Returning an unserviceable part to serviceable condition by efficient and economic repair.
2.32	TAT	-	Turn Around Time: the elapsed time between receipt of the aircraft/item requiring maintenance/repair at contractor's facility and the dispatch of the aircraft/item from the Contractor's facility upon completion of such maintenance/repair.

3.0 Instructions to Supplier or Bidder

3.1. General

It is important that SUPPLIER OR BIDDERS should ensure, in their own interest, that it carefully study, understand and closely follow the instructions mentioned below in conjunction with sealed tender notice published and also attached to this document.

3.2. Sealed Tender Document

The tender document consists of the following:

- 1.0 Sealed Tender Notice
2. 0 Glossary Used in this Document
- 3.0 Instruction to the SUPPLIER OR BIDDERS
- 4.0 General Conditions of the Contract to be awarded
- 5.0 Service Requirement and Standards
- 6.0 Price/Rate/Offer Quote Form
7. 0 Evaluation Criteria-Annex A&B

3.3 Delivery of the Sealed Tender

Tenders must be prepared and submitted in adherence to the format as prescribed in this document downloadable from the given NAC web site. Required documents should be placed inside a wax-sealed envelope marked in capital letters as follows:

**FOR SUBMISSION IN NEPAL
TENDER FOR IN-SHOP REPAIR/OVERHAUL/REFURBISHMENT
OF V2527E-A5 ENGINES/MODULES**

The wax-sealed envelope should be addressed to: The Director, CAM Department, Nepal Airlines Corporation, Tribhuvan International Airport, Gauchar, KTM, Nepal. The envelope should reach not later than the date and time prescribed in the sealed tender notice published in the National Daily Newspaper and NAC web site. Sealed tender or modification/s of the tender received after the stipulated time and date for submission will not be considered, whatever the cause may be.

3.4 Preparation and Completeness of the Price/Rate/Offers in the Tender Form

The SUPPLIER OR BIDDER must fill in properly his prices/rates/offers in the tender form IN ALL ITEMS in accordance with the formats prescribed in 6.2 hereto. These prices/rates/ offers quoted or their responses to the schedule contained in 6.2 Part A, Part B and substantial responses to PART C will be the sole basis for evaluation of

the tender and hence should be filled in MANDATORILY. Any item/s left blank may lead to rejection of the tender at the discretion of NAC.

These prices/rates/offers quoted in the sealed tender forms' format should be firm for all items. Currency of the prices and rates quoted should be in United States Dollar (US\$).

The price/rate/offer quotes should be clearly written both; in figures and words. If the quoted figure/s do not match with the words, the words will be considered valid.

3.5 The SUPPLIER OR BIDDER should sign and put his company seal or stamp on each pages of the tender form duly completed in both proposals. Any erasure/ amendment/alteration or change should be initialed by the person signing the tender form.

3.6 Tender Bid Bond

The sealed tender should be accompanied by a Bid Bond in favor of NAC in the form of bank guarantee issued by a reputed international bank and counter guaranteed by a Nepalese commercial bank for an amount of US\$ 12,000.00 (Twelve Thousand Dollars). The Bid Bond must be valid for a period at least of 120 (one hundred twenty) days with effect from the date the sealed tender submitted. The Bid Bond letter/ document should be kept inside the envelope (please refer to 1.10 above).

Alternatively, Bidders can also deposit the bid amount to the following account and evidence of deposit should be enclosed with the Tender Documents:

Beneficiary Account Name: Nepal Airlines Corporation
Bank Account Number: 00300406330048 (USD)
Bank Name: Himalayan Bank Limited
Bank Branch& Address: New Road Branch, Bishal Bazar Complex, New Road, Kathmandu, Nepal
Swift Code: HIMANPKA
Through: Himalayan Bank Limited's
USD Account No. 3582020761001 with
Standard Chartered Bank, All USA
Swift Code: SCBLUS33

3.7 Validity of the Prices/Rates/Offers Quoted

The SUPPLIER OR BIDDER should quote firm prices/rates/offers that shall remain valid for acceptance for the period commencing from the date of entering into subsequent agreement/contract till completion of the jobs specified in the agreement/contract throughout the terms of the contract.

3.8 Information about the Authorized Representative/Agent to be Furnished

If the SUPPLIER OR BIDDER has already appointed a local agent or representative in Nepal, he must mention the name(s) & address(s) of local agent(s)/representative/(s). The rate/ amount & the mode of commission / remuneration being paid to such agent/representative should also be mentioned in a separate letter and be enclosed in the tender document envelope. Sealed Tender submitted at KTM by person/s other than the SUPPLIER OR BIDDER himself, must be accompanied by a letter certifying identification of the bearer.

3.9 Interpretation of the Tender Document

Inquiries regarding clarification/interpretation in connection with this tender document should be addressed to:

The CAM Director
CAM Department, Nepal Airlines Corporation
Tribhuvan International Airport, Gauchar, KTM, Nepal
Tel.:+977 1 4470 670 / 4493 781, Fax:+977 1 4470768
E-mail: ed@nac.com.np; engplanning@nac.com.np; engdept@nac.com.np

Such inquiries and official replies may be circulated to other SUPPLIER OR BIDDERS by NAC if deemed appropriate.

Inquiries regarding clarification/interpretation mentioned as above must be sent to reach at least 14(fourteen) days prior to the date fixed for submission of the sealed tender. NAC will not be held responsible for any oral instructions, explanations and interpretations made by any of the NAC employees other than the Director of CAM Department.

3.10 Correspondence

All correspondence in connection to the sealed tender and subsequent contract will be in English language.

3.11 Deviation

The SUPPLIER OR BIDDER must quote or offer in the proposal in accordance with the contents of the tender document and the Form format therein. If the SUPPLIER OR BIDDER requires to cite any deviation to any of the items requested in the Form format, it must be specifically mentioned in the tender form. Such deviation/s will not be binding on the part of NAC if they conflict in any way with requirements of the contract unless they are incorporated in the final agreement/contract.

3.12 Procedure of Evaluation of the Tender

The tender will be evaluated in line with the Evaluation Criteria as mentioned in Annex 1 attached hereto. The Bid Offer will be evaluated in line with total 39 (thirty nine) weighted criteria mentioned therein. Each criterion has been given an appropriate weight. Any of the criteria, if left blank or in other words if the SUPPLIER OR BIDDER does not offer anything in any of the criteria, then the rating 0 (zero) will be awarded to the particular criteria itself and the score (rating multiplied by weight) will be calculated accordingly.

3.12.1 Failure to submit the CAAN-validated Repair station certificate and Bid Bond document will disqualify the SUPPLIER OR BIDDERS in the tender evaluation.

3.13 Right to Accept or Reject the Tender

NAC reserves absolute right to accept or reject any or all tenders or part thereof, should it be deemed in the interest of NAC to do so. The lowest price/rate/offer or any tender may not necessarily be accepted. Without derogating from the generality of the above, NAC may reject any tender if:

- The sealed tender form is incomplete or all items of the Form format (6.2 Part A and Part B) are not filled in,
- The sealed tender document is not duly signed by the SUPPLIER OR BIDDER or his authorized person or the tender document is not properly wax sealed if submitted by the SUPPLIER OR BIDDER/authorized representative/agent within Nepal,
- The sealed tender document is not submitted within stipulated date and time,
- The prices/rates/offers are not firmly quoted as per the format of the Price/Rate/Offer Quote Form (6.2 Part A and Part B)
- There are any condition mentioned in the tender which the SUPPLIER OR BIDDER considers essential but contradicts the tender document prescribed by NAC,
- The sealed tender is not accompanied by a valid Bid Bond for an amount of US\$ 12,000.00 (Twelve Thousand Dollars).
- The SUPPLIER OR BIDDER has already appointed a local agent or representative in Nepal but does not declare the name/address of the agent or representative and does not disclose the amount & mode of commission/remuneration being paid to such agent/representative.

4.0 General Conditions of the Contract to be awarded

4.1 Authority of NAC

NAC or any of its' authorized representative(s)/entity shall, at all-time have free access to the contractors' facility. The contractor shall, at all times co-operate with and give all possible facilities in order to have proper inspection of the engines, its' components, contractors' workmanship and methods, quality of service, acceptability of materials/equipment/products.

4.2 Construction of Contract and Contract Document

The final contract document for the said maintenance support services shall be based on this sealed tender document and shall include at the minimum the requirement as stipulated in the **5.0 Service Requirement and Standard** of this tender documents. The prices/rates/offers' quotes, as accepted, shall be binding between the contractor and NAC. The contents of this document shall be an integral part of the contract. The contract, in all respects, shall be interpreted in accordance with the Nepalese law.

4.3 Alteration, Additions, Deductions and Extra Work

NAC reserves the right to make alterations, additions and deductions to the work or any part thereof, either before or after its' commencement. The contractor, if instructed in written by NAC, shall furnish by a separate side letter for such alterations/additions or amendments which are not included in the contract, but nevertheless form an inseparable part of the services.

4.4 Terms of Payment

The detail terms and condition of the payment will be incorporated in the final agreement/ contract document to be signed later. However, it should be agreed that the only possible mode of payment for any maintenance services is through Bank Letter of Credit.

4.5 Validity of Contract

The contract shall come into force from the date of signing the contract and shall remain valid for 4 (Four years) period. Upon expiry of the stipulated term, the contract shall continue to remain **in force for a maximum period of 2 (Two years) subject to satisfactorily performance from the MRO.**

4.6 Warranty

Warranty shall cover the specified Hours/Cycles/Months for the workmanship and all materials: rotables, repairables, expendables, consumables etc. supplied by the contractor. The liability of the contractor shall remain even after expiry of the contract till the specified period or Cycles/Hours. Warranty will be detailed in the final agreement/ contract document.

4.7 Force Majeure

In case of Force Majeure, the contractor is entitled to have an extension of the time for the services rendered. Force Majeure is defined as interference during the execution of the contract due to circumstances beyond the control of the contractor.

The contractor's right to an extension in the time of re-delivery under 'Force Majeure' is only applicable if the contractor informs NAC within 7 (seven) days of occurrence of the case and proves that:

- a) the case of Force Majeure has actually caused delay of a definite time,
- b) the delay occurred is not due to his own acts of errors and omission.

4.8 Jurisdiction and Settlement of Disputes

Should any dispute or difference of any kind whatsoever arise between NAC and the contractor in connection with or arising out of the contract (whatever before, during or after completion of service under this contract and whether before or after determination, abandonment or breach of the contract) shall be referred to and settled by arbitration in accordance with International Chamber of Commerce Rule of Arbitration under the Law of England.

However, the first place of arbitration shall be KTM, Nepal.

4.9 Contract Default and Compensation

If the contractor neglects to perform the contract with due diligence and expedition or refuses or neglects to comply with any reasonable order given to him in writing by NAC in connection with the performance of the contract or contravenes the provisions of the contract, it shall be lawful for NAC, subject to the provisions of the 'Force Majeure' clause, to terminate the contract upon 45 days' notice in writing to the contractor without prejudice to any rights which may have occurred there under to either party prior to such termination. If the cost to NAC of procuring the services not delivered in accordance with the contract at the date of such termination shall exceed the contract value of the services undelivered, the contractor shall pay to NAC the amount of such excess.

The contractor should compensate NAC for delays occurring during shop visit for maintenance and any other maintenance/modification jobs carried out in contractor's

facility. The rate of compensation per diem will be determined in the final agreement/contract document. Labor charges during such delays will be waived off.

4.10 Performance Bond

After acceptance of the Tender, the successful contractor should provide NAC a Performance Bond issued by an internationally reputed bank and counter guaranteed by a Nepalese commercial on the same day or prior to entering into the agreement/contract. Amount of the Performance Bond should be equivalent to/more than US\$ 600,000.00 (six hundred thousand dollars).

The Performance Bond should remain valid until the agreement/contract remains in force between the two parties. Any charges incurred in furnishing the Performance Bond shall be borne by the contractor. The Performance Bond of the contractor will be released soon after expiry/termination of the agreement/contract unless and until the disputes/pending issues, if any, are left unresolved. The contractor must ensure validity of the Performance Bond if the contract period is extended as mentioned in 4.5 above.

Tender Bid Bond of all parties including the successful SUPPLIER OR BIDDER, will be released as soon as the contract with the successful SUPPLIER OR BIDDER is made. Any bank charges incurred in furnishing the tender; Bid Bond or Performance Bond shall be borne by the SUPPLIER OR BIDDER.

4.11 Tax Liability

Each party shall be responsible for taxes, duties, penalties or other similar taxes imposed by its local authorities or government.

4.12 Termination of Contract

Either party may terminate this Contract, in whole or in part, upon 120 (one hundred twenty) days' prior notice to the other. Upon receipt of notice of termination, the contractor shall:

- a. take immediate steps to bring the work and services undertaken to close in a prompt and orderly manner,
- b. reduce expenses to a minimum
- c. not undertake any onward commitment from the date of receipt of notice of termination.

In the event, such termination is caused by the contractor's negligence or fault, no payment shall be made by NAC to the contractor. However, the cost of work and services performed satisfactorily in course of prompt and orderly termination of the work as asked by NAC to complete, shall be paid. Notwithstanding anything contained in this clause, if the prompt and orderly completion of work already undertaken requires some more days exceeding one hundred twenty days, then the conditions of this contract shall remain valid for such period required for the completion of work.

4.13 Indemnities and Insurance

Indemnities, insurance and loss or damages of aircraft/aircraft components within the contractors' custody will be determined upon mutual consent and the same will be incorporated in the final agreement/contract document.

5.0 Service Requirement and Standards

5.1. Shop Visit Work scope and requirements

The shop-visit work scope will be based on the latest issue of V2500 eMMP effective at the time of the shop visit. Prior to each shop visit the planned work scope will be mutually agreed with Nepal Airlines. At a minimum it will be in accordance with the IAE Engine Maintenance Management Plan (eMMP) and incorporation of SBs and ADs will be agreed with Nepal Airlines. Performance Restoration Overhaul level work scope shall, as a minimum, be that defined in the table below, with a release life (hours and cycles) in accordance with the engine shop visit requirement of that particular engines, and confirmed by Nepal Airlines prior to shop-visit.

ATA	Modules	Min. Level
72-31-00	Fan Module	2.3
72-32-00	Low Pressure Compressor	2.9
72-32-00	Front Bearing Compartment/ Internal Gearbox	2.3
72-32-00	Fan Case /Fan Frame /2.5Bleed	2.3
72-41-00	High Pressure Compressor	3
72-42-00	Diffuser Case Assembly	2.3
72-42-00	Combustor Assembly	3
72-43-00	No4 Bearing Compartment	2.9
72-44-00	1st Stage Nozzle Guide Vane Group	3
72-45-00	High Pressure Turbine	3
72-50-00	Low Pressure Turbine	3
72-50-00	Turbine Exhaust Case	2.3
72-60-00	External Gearbox	3

5.2 Documentation requirements

Immediately following a shop visit a comprehensive record of work performed shall be provided to Nepal Airlines which is to include the following, at a minimum:

- FAA 8130/EASA Form1
- AD compliance statement
- SB Status
- Shop Visit Findings Report
- Shop Visit Dirty Finger Prints
- LLP back to birth traceability and life statement
- Fan Blade Distribution listing
- Modular History Card
- Module Status of Engine Build
- Checking in/Checking out/Missing parts list
- Test bed Performance Report
- Post Test Video Borescope report, images & video
- In-coming inspection report
- Certification of any serialized or time-controlled parts installed
- DER Repairs can be accepted with prior permission from Nepal Airlines
- Where work is covered by an hourly rate the commercial value of material used should also be detailed in final invoice.
- IAE warranty credits to be identified in the final invoice
- Status of V2500-A5 “C”-check equalization work.

The SUPPLIER OR BIDDER is to provide a list of standard documentation that they will provide for each engine shop visit.

5.3.4 Engine Status will be provided at the time of the scheduled/ non-scheduled shop visit in the format as below

Date	Description		
As of dated XXXXX	Fitted on XXXX# 2 and planned to be removed for AD compliance, PR and LLP replacement in XXXXX. Estimated Total Hrs and Cycles at removal: XXXXX and XXXXX Engine removed for XXXXXXXX compliance, PR & LLP		
Serial Number	XXXX	ETOPS Configuration	XX
Engine Model	XXXX	Rating	XX
Removed from	XXXXXX		
Time Since New	XXXX as of dated	Cycles Since New	XXXX as of dated
Time Since Last SV	NA	Cycles Since Last SV	NA
Maintenance Required	PR & LLP Replacement AD Compliance	EGT as of XXXX (SIL057@sealevel)	XX deg.C
Engine Build Goal	At least XXXXXXX	Date of Removal	XXXXX (estimated)

Operations and Utilization

Listed below are the current operational information:

- Utilization is currently XX : YY hours to cycles ratio
- XX cycles per day
- Region is Asia, mainly Nepal
- Average minimum Thrust de-rate = XX%

6.0 Price/Rate/Offer Quote Form

6.1 SUPPLIER OR BIDDER's Declaration

Nepal Airlines Corporation
CAM Department
Tribhuvan International Airport
Gauchar, KTM, Nepal

Subject: Engine V2527E-A5 Maintenance Service Contract

Dear Sirs,

1. Having carefully studied the Sealed Tender Notice, Glossary Used in this Document, Instruction to the SUPPLIER OR BIDDERS, General Conditions of Contract to be Awarded, Schedule of Work Scope and Other Conditions, Price/Rate/Offer Quote Form and Evaluation Criteria in connection to the above mentioned subject, I/we, the undersigned, hereby intend to offer the services as required by Article 5: Service Requirement and Standard of this tender documents and any additional Work Scope in conformity with the said Notice, Instructions, General Conditions of Contract, Schedule of Work Scope etc.
2. If my/our prices/rates/offers quoted are accepted, I/we undertake to offer the services within the time and according to the Schedule of Work Scope as defined in the contents of the Tender Document.
3. Upon your written acceptance of my/our sealed tender, I/we fully understand that 'General Conditions of the Contract to be Awarded' automatically comes into force and I/we agree to abide by all clauses under this Clause.
4. I/we understand that you are not bound to accept the lowest (in terms of total cost/offer) or any tender that you receive and also not bound to give any reasons whatsoever. Also we, as SUPPLIER OR BIDDER, waives any rights, which we may have now or in the future, to take any legal proceedings against Nepal Airlines in relation to this tender documents , any other documents or information provided by Nepal Airlines or the assessment process.

I/we declare that:

1. No person, firm or entity other than the SUPPLIER OR BIDDER has any interest in this or in the proposed contract.
2. This offer is made by the SUPPLIER OR BIDDER without any connection, knowledge, comparison of figures or arrangements with any other person/s or person/s making the offer for the same work and is in all respects fair and without collusion or fraud.
3. No person/s of Nepal Airlines Corporation is, has become or will be interested directly or indirectly as contracting party, partner, stockholder, surety or otherwise howsoever in or in the performance of the said contract or in the supplies work or business in connection with the said contract or in the supplies to be used there in or in any of the money to be derived therefrom.
4. I/we have complied fully with the Instruction to the SUPPLIER OR BIDDER and accept all the terms thereof without any reservation.

Date:day of (month) of the year

Full

Name:.....
.....

in the capacity of

.....

.... duly authorized to sign the Sealed Tender Document for and on behalf of:

Company's name:

.....

Address:

Signature.....

Office seal / stamp:

Witness:

Signature:

Name:.....

Position

Address:.....

6.2 Price/Rates/Offer Quote Form (to be filled in)

PART A:

A.1) Fixed labor price for Services:

S/N	Item Description	Offer	
		Quote in Figure(s) (USD)	Quote in Words(USD)
1	Fixed Flat rate labor charge for stripping an engine to modules or MMA, routine inspection and rebuild of engine along with all modules for the complete Engine.		
2	Fixed Flat labor charge for strip, clean, routine inspection, routine rework and rebuild of each module/ MMA for Level 2 (2.1, 2.2, 2.3, 2.4, 2.5, 2.9) and Level 3.		
A.	Engine Basic Non-Modular		
	Level 2.1		
	Level 2.2		
	Level 2.3		
	Level 2.4		
	Level 2.5		
	Level 2.9		
B	Fan Rotor Module		
	Level 2.1		
	Level 2.3		
	Level 3		

S/N	Item Description	Offer	
		Quote in Figure(s) (USD)	Quote in Words(USD)
C	Low Pressure Compressor		
	Level 2.3		
	Level 2.4		
	Level 2.9		
	Level 3		
D	Internal G/Box-FBC		
	Level 2.1		
	Level 2.2		
	Level 2.3		
	Level 3		
E	Fan Case and Fan Frame		
	Level 2.3		
	Level 2.5		
	Level 3		
F	High Pressure Compressor		
	Level 2.1		
	Level 2.3		
	Level 2.5		
	Level 2.9		
	Level 3		
G	Diffuser Case Assembly		
	Level 2.3		
	Level 3		

S/N	Item Description	Offer	
		Quote in Figure(s) (USD)	Quote in Words(USD)
H	Combustor Assembly		
	Level 2.3		
	Level 3		
I	No 4 Bearing Compartment		
	Level 2.1		
	Level 2.3		
	Level 2.9		
	Level 3		
J	1st Nozzle Guide Vane Group		
	Level 2.3		
	Level 2.9		
	Level 3		
K	High pressure Turbine		
	Level 2.1		
	Level 2.2		
	Level 2.3		
	Level 2.9		
	Level 3		
L	LP Turbine Module		
	Level 2.1		
	Level 2.2		
	Level 2.3		
	Level 2.4		
	Level 2.5		
	Level 3		

S/N	Item Description	Offer	
		Quote in Figure(s) (USD)	Quote in Words(USD)
M	Turbine Exhaust Case		
	Level 2.3		
	Level 3		
N	External Gear Box		
	Level 2.1		
	Level 2.2		
	Level 2.3		
	Level 3		
3	Labor rate per man-hour for non-routine work arising out of inspection such as salvage work, repair of the defect, specialist processes, SB/AD incorporation, etc.		
4	Fixed flat cost for minor value parts and bulk materials usage during refurbishment/ overhaul which must include all expendables and consumables whose unit price is less than US\$55.00		
	Engine Basic Non-Modular		
	Fan Rotor Module		
	Low Pressure Compressor		
	Internal G/Box-FBC		
	Fan Case and Fan Frame		
	High Pressure Compressor		
	Diffuser Case Assembly		
	Combustor Assembly		
	No4 Bearing Compartment		
1st Nozzle Guide Vane Group			

S/N	Item Description	Offer	
		Quote in Figure(s) (USD)	Quote in Words(USD)
	High pressure Turbine		
	LP Turbine Module		
5	Engine Test cell run including slave unit if required and packing for shipment charges including fuel, oil, preservatives, etc..		
6	Mark-up (Handling Charges) on New Replacement Parts based on the Manufacturer list price (% of CLP), which must cover all the charges such as freight and all applicable taxes outside Nepal.		
7	Upper capping in US\$ on the Mark-up of the new list price per line item.		
8	Mark-up on Life Limited Parts based on the Manufactures' list price (% of CLP), which must cover all the charges such as freight and all applicable taxes outside Nepal.		
9	Discount on CLP for new replacement parts.		
10	Upper capping in US\$ on mark-up of the replacement parts price per line item.		
11	Mark-up (Handling Charges) on sub-contractor's invoice charges for sub-contracted work that shall cover all applicable charges such as freight and all applicable taxes outside Nepal.		
12	Discount on CLP for Life-Limited Part, if any.		
13	Buyback Policy for the Life Limited Parts (LLP) having the life cycles remaining, the Buy-back policy must be on straight line Pro-rata basis for remaining life minus any applicable certification charges.		
14	Upper Capping or Ceiling (in US\$) on the Mark-up of sub-contract per invoice per line item.		

S/N	Item Description	Offer	
		Quote in Figure(s) (USD)	Quote in Words(USD)
15	Exchange Fees for LLPs. Notes: The exchange LLP price shall be straight Pro-rata price for the Party's and NAC's parts. For exchange of parts, prior approval should be obtained from NAC.		
16	Flat Exchange charges for Material (OHC parts) in terms of the percentage of the manufacturer list price (CLP).		
17	Exchange Fees for OHC parts. Notes: Additional charges (Credit or Debit) shall be separate depending on mod status & residual life remaining on the exchanged unit and NAC's removed unit. For exchange of parts, prior approval should be obtained from NAC.		
18	Price of Serviceable Overhauled Parts (OHC) in terms of percentage of the manufacturer's list price.		
19	Handling charges (if any) on spare parts supplied by NAC for both; LLPs and non-life limited parts.		
20	Upper Capping (in US\$) on this handling charges on spare parts supplied per line item by NAC.		
21	Approximate Average percentage cost of New Replacement Parts (without markup) based on estimated total final cost (without mark-up) and without LLPs.		
22	Approximate percentage cost of sub-contract works for non-routine repair/ rework jobs (without markup) arising out of routine inspection based on estimated total final cost (without mark-up) and without LLPs.		
23	Engine Transportation Charges: From NAC Operating Sectors (Please refer 2.29) to your facility.		

S/N	Item Description	Offer	
		Quote in Figure(s) (USD)	Quote in Words(USD)
24	Engine Transportation Charges: From your facility to NAC Operating Sectors(Please refer 2.29)		
25	Long term storage of Engine at your facility:		
26	Please specify Local Representative in Nepal with complete address and contact number with appropriate tax clearance certificate(Please provide evidence)		

PART B. Technical evaluation criteria

I/N	Item Description	Offer
1	Number of available V2500 Repair Facilities.	
2	Number of V2500 repaired and overhauled up to Dec 2018 exceed 500 (Please provide the evidence)	
3	OEM approved shop	
4	Percentage of sub-contract work should be below 30%	
5	Engine Trend Monitoring	
6	AOG Support (24/7)	
7	On-wing In-Service support	
8	Accessory / LRU repairs (Please provide Lists)	
9	EGT Margin Guarantee (Yes/No)	
10	Please mention YES or NO if you have on-site IAE representative to support NAC A320-200 V2500 engine. Please provide the proper evidence.	
11	Turnaround time for Shop Visit.	
12	Warranty (Cycles / Hours/ Months).	
13	Please mention YES or NO if you have Design Approval (FAA Part-21/EASA Part-21). Please provide the proper evidence.	

Please note that SUPPLIER OR BIDDERS who could not provide substantial evidence on the supplied offer may lead to subsequent disqualification of their tender document.

PART C

The acceptability of each proposal will be assessed using information provided in the potential SUPPLIER OR BIDDER's submission, other information available to Nepal Airlines and any additional information supplied by the potential SUPPLIER OR BIDDER's participating in the tender.

Nepal Airlines may consider the following criteria in evaluating proposals:

- (a) Current and ongoing ability to deliver the goods and services described in this tender;
- (b) Market competitiveness;
- (c) Experience and resources of the potential SUPPLIER OR BIDDER;
- (d) Proven customer satisfaction, demonstrated quality of service and level and breadth of dedicated support for A320 engines in the Subcontinent region
- (e) Ability to provide a competitive and cost effective pricing structure. The lowest price may or may not be an influencing factor in determining a preferred SUPPLIER OR BIDDER, by Nepal Airlines;
- (f) Ability to provide transparency in pricing and predisposition to sharing that transparent pricing with Nepal Airlines;
- (g) Ability to meet the terms and conditions of this TENDER;
- (h) Cultural fit and comprehension of the needs of Nepal Airlines;
- (i) Ease of implementation;
- (j) The degree of industry accreditation and the demonstrated ability of the potential SUPPLIER OR BIDDER to service it's customers through effective application of its continuous improvement, performance measurement, and customer satisfaction monitoring tools;
- (k) Payment method and frequency;
- (l) Any information which Nepal Airline obtains by making corporate, financial or credit inquiries about a prospective potential SUPPLIER OR BIDDER or its directors or owners; and
- (m) Other factors which Nepal Airlines, in its absolute discretion, considers appropriate.

The above criteria are not listed in any particular order and may or may not be considered at the discretion of Nepal Airlines. This list is not exhaustive and additional criteria may be used as Nepal Airlines sees fit. The criteria are simply intended to give an indication of some of Nepal Airline’s priorities.

7.0 EVALUATION CRITERIA

ANNEX 1: EVALUATION CRITERIA- Financial (Exclusively for evaluation purpose: not for filling in)

I/N	Description	Weightage(W)	Normalized Price Score(R)	Score secured (W X R)
1	Fixed Flat rate labor charge for stripping an engine to modules or MMA, routine inspection and rebuild of engine along with all modules for the complete Engine.			
2	Fixed Flat labor charge for strip, clean, routine inspection, routine rework and rebuild of each module/ MMA for Level 2 (2.1,2.2,2.3,2.4,2.5,2.9)and Level 3 Engine Basic Non-Modular Fan Rotor Module Low Pressure Compressor Internal G/Box-FBC Fan Case and Fan Frame High Pressure Compressor Diffuser Case Assembly Combustor Assembly No4 Bearing Compartment 1st Nozzle Guide Vane Group High pressure Turbine LP Turbine Module			

I/N	Description	Weightage(W)	Normalized Price Score(R)	Score secured (W X R)
	Turbine Exhaust Case External Gear Box			
3	Labor rate per man-hour for non-routine work arising out of inspection such as salvage work, repair of the defect, specialist processes, SB/AD incorporation, etc.			
4	Fixed flat cost for minor value parts and bulk materials usage during refurbishment/ overhaul which must include all expendables and consumables whose unit price is less than US\$55.00 Engine Basic Non-Modular Fan Rotor Module Low Pressure Compressor Internal G/Box-FBC Fan Case and Fan Frame High Pressure Compressor Diffuser Case Assembly Combustor Assembly No4 Bearing Compartment 1st Nozzle Guide Vane Group High pressure Turbine LP Turbine Module Turbine Exhaust Case External Gear Box			
5	Engine Test cell run including slave unit if required and packing for shipment charges including fuel, oil, preservatives, etc.			
6	Mark-up (Handling Charges) on New Replacement Parts based on			

I/N	Description	Weightage(W)	Normalized Price Score(R)	Score secured (W X R)
	the Manufacturer list price (% of CLP), which must cover all the charges such as freight and all applicable taxes outside Nepal.			
7	Upper capping in US\$ on the Mark-up of the new list price per line item.			
8	Mark-up on Life Limited Parts based on the Manufactures' list price (% of CLP), which must cover all the charges such as freight and all applicable taxes outside Nepal.			
9	Discount on CLP for new replacement parts.			
10	Upper capping in US\$ on mark-up of the replacement parts price per line item.			
11	Mark-up (Handling Charges) on sub-contractor's invoice charges for sub-contracted work that shall cover all applicable charges such as freight and all applicable taxes outside Nepal.			
12	Discount on CLP for Life-Limited Part, if any.			
13	Buyback Policy for the Life Limited Parts (LLP) having the life cycles remaining, the Buy-back policy must be on straight line Pro-rata basis for remaining life minus any applicable certification charges.			
14	Upper Capping or Ceiling (in US\$) on the Mark-up of sub-contract per invoice per line item.			
15	Exchange Fees for LLPs. Notes: The exchange LLP price shall be straight Pro-rata price for the Party's and NAC's parts. For exchange of parts, prior approval should be obtained from NAC.			
16	Flat Exchange charges for Material (OHC parts) in terms of the percentage of the manufacturer list price (CLP).			

I/N	Description	Weightage(W)	Normalized Price Score(R)	Score secured (W X R)
17	Exchange Fees for OHC parts. Notes: Additional charges (Credit or Debit) shall be separate depending on mod status & residual life remaining on the exchanged unit and NAC's removed unit. For exchange of parts, prior approval should be obtained from NAC.			
18	Price of Serviceable Overhauled Parts (OHC) in terms of percentage of the manufacturer's list price.			
19	Handling charges (if any) on spare parts supplied by NAC for both; LLPs and non-life limited parts.			
20	Upper Capping (in US\$) on this handling charges on spare parts supplied per line item by NAC.			
21	Approximate Average percentage cost of New Replacement Parts (without markup) based on estimated total final cost (without mark-up) and without LLPs.			
22	Approximate percentage cost of sub-contract works for non-routine repair/ rework jobs (without markup) arising out of routine inspection based on estimated total final cost (without mark-up) and without LLPs.			
23	Engine Transportation Charges: From NAC Operating Sectors(Please refer 2.29) to your facility.			
24	Engine Transportation Charges: From your facility to NAC Operating Sectors(Please refer 2.29)			
25	Long term storage of Engine at your facility:			
26	Please specify Local Representative in Nepal with complete address and contact number with appropriate tax clearance certificate(Please provide evidence)			

ANNEX 2: EVALUATION CRITERIA- Technical (Exclusively for evaluation purpose: not for filling in)

I/N	Description	Weightage(W)	Normalized Price Score(R)	Score secured (W X R)
1	Number of available V2500 Repair Facilities.			
2	Number of V2500 repaired and overhauled up to Dec 2018 exceed 500 (Please provide the evidence).			
3	OEM approved shop			
4	Percentage of sub-contract work should be below 30%			
5	Engine Trend Monitoring			
6	AOG Support (24/7)			
7	On-wing In-Service support.			
8	Accessory / LRU repairs (Please provide Lists).			
9	EGT Margin Guarantee (Yes/No).			
10	Please mention YES or NO if you have on-site IAE representative to support NAC A320-200 V2500 engine. Please provide the proper evidence.			
11	Turnaround time for Shop Visit.			
12	Warranty (Cycles / Hours/ Months)			
13	Please mention YES or NO if you have Design Approval (FAA Part-21/EASA Part-21). Please provide the proper evidence.			

ANNEX 3: NAC enlisted airlines or maintenance and repair/overhaul organization (MRO) for Shop maintenance/Repair/Overhaul /Refurbishment for its V2527E-A5 engines

- a. MTU MAINTENANCE, ZHUHAI, CHINA
- b. IAI BEDEK AVIATION GROUP, ISRAEL
- c. IBERIA AIRLINES, SPAIN
- d. LUFTHANSA TECHNIK, GERMANY
- e. PRATT& WHITNEY, NEWZEALAND
- f. TURBINE SERVICES&SOLUTION AEROSPACE