

Biman Bangladesh Airlines
Engineering & Material Management Directorate

**Name of Tender : Selection of Agency for Overhaul and
Loan/Exchange of Boeing 777-300ER Landing Gears**

Part 2 - Financial Offer

2nd envelope will contain the relevant documents as per Tender Schedule, Part 2 - Financial Offer. Please paste one label “**Financial Offer**” on top of the 2nd envelope.

Tender requirements:

Tender requirement	Tenderer Response and Sign
<p>(a) Tenderer shall deliver Loan/Exchange Landing Gear & Overhauled Landing Gear Shipsets to Biman Hangar facility (at Dhaka). All costs inclusive of insurance and transportation of Loan/Exchange Landing Gear & Overhauled landing gear to be borne by Tenderer. Original shipping documents shall have to be provided with the Loan/Exchange Landing Gear & Overhauled Landing Gear Shipsets. During return, Biman will deliver all Core Units and return the Loan/Exchange Landing Gear from Biman Hangar facility (at Dhaka) in accordance with the Incoterms (Incoterms 2010 published by the International Chamber of Commerce). Biman will provide all necessary supporting documents. All costs inclusive of insurance and transportation of Core Units as well as return of loan/exchange landing gear shipsets shall be borne by the Supplier.</p>	<p><input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign_____</p>
<p>(b) The prices quoted by Tenderer in Price Schedule Annexure-1, 2 & 3 shall preferably be fixed during contract period. If there is any change in quoted fixed price during the contracted period, the methodology and financial figure (including escalation cap for each year) should be clearly mentioned in the offer for any escalation or reduction of prices for necessary adjustment during evaluation. Annual price escalation rate should be capped by a certain value in percentage which will be used during financial evaluation process. As such Tenderer must propose an Annual Escalation Cap in addition to the methodology and financial figure, which shall also be part of the draft agreement escalation provisions. Refer to Price Schedule Annexure-1, para 4.0.</p>	<p><input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign_____</p>
<p>(c) Tenderer shall meet all requirements mentioned in Annexure-1, 2 & 3.</p>	<p><input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign_____</p>
<p>(d) Cost of CAAB Approval process including all required approval fees to be borne by Tenderer.</p>	<p><input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign_____</p>
<p>(e) The core landing gears shall be repaired on a Time-&-Material basis with fixed price quote for routine repair. Tenderer must quote prices as stipulated in paragraphs of Price Schedule as 1A, 1B, and 1E Annexure-1. Tenderer shall also quote prices for monthly loaner charges &/or exchange for each ship set per Price Schedule as, Annexure-2 and 3.</p>	<p><input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign_____</p>

Tender requirement	Tenderer Response and Sign
(f) Tenderer must agree to pay any taxes/GST/VAT or any other tax related charges outside Bangladesh. Any taxes/GST/VAT or any other tax related charges within Bangladesh shall be borne by Biman.	<input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign _____
(g) Tenderer shall borne all the cost for repair of any parts per CMM and that must be done within the TAT.	<input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign _____
(h) All prices shall be quoted in US\$.	<input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign _____
(i) The repair agency must assist Biman by providing estimated cost of repairing/ overhauling a landing gear due to serious damage, whenever requested by Biman for insurance claim.	<input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign _____
(j) Tenderer must agree that new part prices should be applicable at the date of landing gear release from the shop but not at the date of invoice	<input type="checkbox"/> Agreed <input type="checkbox"/> Not agreed Sign _____

Annexure 1

Price Schedule for Overhaul of B777-300ER Landing Gear Shipset

1. **OVERHAUL/REPAIR OF LANDING GEAR SHIPSET ALONGWITH ASSOCIATED PARTS:**

A. The agency shall quote fixed cost labor for Full Overhaul workscope, which includes but not limited to the following :

- i. All Receiving Inspection.
- ii. All Disassembly.
- iii. Replacement of all Bushings.
- iv. Cleaning and paint removal.
- v. Any types of Non-Destructive Testing.
- vi. Stress Relief.
- vii. All Corrosion Removal from any area of Landing Gears.
- viii. All Dimensional Inspection and Evaluation.
- ix. Repair Scheme Engineering (Engineering Services).
- x. Out of scope labor for those repairs beyond CMM covered by OEM repair concession
- xi. Incorporation of repair scheme published in the current applicable CMM.
- xii. Rectification of ladder cracks.
- xiii. Grinding, Machining and Polishing.
- xiv. Shot Peening.
- xv. Chrome and Nickel plating and grinding.
- xvi. Restore all Cad Plating.
- xvii. Bush Sealing and Painting.
- xviii. All applicable AD issued until the date of contract signed and mandatory modification Incorporation.
- xix. Labor required for incorporation of mandatory SB if required.
- xx. Final Inspection of all components.
- xxi. Assembly and Functional Test.
- xxii. Repair of Hydraulic components.
- xxiii. Repair/Test of electrical harnesses.
- xxiv. Nital etch as required.
- xxv. Documentation to Release specification.

Tenderer must quote fixed cost labor for Full Overhaul workscope for the following:

Nomenclature	Labor cost (Fixed Rated) (USD)
Main Landing Gear Assy (LH + RH) Overhaul	

Nomenclature	Labor cost (Fixed Rated) (USD)
Nose Landing Gear Assy Each Overhaul	

- B. The Tenderer shall quote flat rated material cost for the Ship Set which will cover all Bushings, Consumable Parts and Material, 100% Standard Replacement Material and any parts price equal to USD 10,000 or below each (in the OEM price catalog) for the following:

Nomenclature	(Flat Rated Cost, USD)
All Materials/Parts price equal or below US\$ 10,000 for MLG (LH + RH)	

Nomenclature	(Flat Rated Cost, USD)
All Materials/Parts price equal or below US\$ 10,000 for each NLG	

- C. Agency shall specify Man-Hour Rate for Non-routine works as may be required during Landing Gear repair.
- D. Since most of the repairs are of 'standard-type', a repair capability list should be submitted as per CMM, which covers the cost as mentioned in 1.A and 1.B. Any out of scope repairs (not covered in 1.A and 1.B) should be separately quoted.
- E. Material:

- (a) Tenderer must quote prices for materials used as per the following table:

	Price Source	Price	Handling Charges (%)	Handling Charges Ceiling
New Parts				
Used Parts				

- (b) For the parts exchanged utilizing rotatable pool, the agency must quote prices as per the following table:

	Price Source	[(%) Price] plus	Handling Charges (%)	Handling Charges Ceiling
New Parts		Repair price of Biman parts		
Used Parts		Repair price of Biman parts		

- (a) Full In-house capability is preferred however, for the parts subcontracted, the agency must agree to provide subcontractor's invoice. Charges for handling of parts including warranty will be the responsibility of the Overhaul agency.

2. Penalty for TAT extension

In case of exchange landing gear offer, penalty for TAT failure will not be applicable.
In case of loan landing gear offer, per day penalty for TAT failure will be equal to loan charge per day.

3. On-site support

Tenderer shall provide on-site support with a Technical Expert at Dhaka during removal-installation of landing gear. Price to be quoted per man-day for such or any other on-site support.

4. Price Escalation / Reduction

Prices quoted by the Tenderer in this Price Schedule Annexure-1 shall preferably be fixed during contract period. If any changes in quoted price during the contracted period, the methodology and financial figure (including escalation cap for each year) should be clearly mentioned for any escalation or reduction of prices for necessary adjustment during evaluation. Annual price escalation rate must be capped by a certain value in percentage which will be used during financial evaluation process. As such Tenderer must propose an Annual Escalation Cap in addition to the methodology and financial figure, which shall also be part of the draft agreement escalation provisions.

Annexure 2

LOAN SUPPORT OF LANDING GEAR SHIPSET TO COVER OVERHAUL OF 04 LANDING GEAR SHIP SETS :

The Tenderer shall provide support with loaner Unit of Landing Gear Shipset to cover overhaul of removed gear shipsets. Considering overhaul TAT and both way shipping, it is estimated that to cover two aircraft (for example MSN 40122 & 40123) Landing Gear Ship Sets overhaul, one shipset of loaner gear shall be required to be provided to Biman for approximately 12 months. Detailed requirements for loaner gear support and their cost requirements are mentioned below:

LOAN Requirements:

- (a) Tenderer shall support Biman by providing One Shipset of Landing Gear compatible with Biman aircraft for a tentative period of 12 months to cover overhaul of two ship sets including both way shipping. For example, first shipset loaner unit for 12 months loan shall cover overhaul period of MSN 40122 & 40123 Landing Gears, and another 12 months loan shall cover overhaul period of MSN 40120 & 40121 Landing Gears.
- (b) Tenderer shall quote Flat Rated Monthly Loan Charge for Loaner Landing Gear Shipset along with associated components as mentioned above. Tenderer shall specify other terms and also quote for Recertification charges involved (if any), upon return of loaner ship set.
- (c) Tenderer shall provide technical status and documents of proposed loaned Landing Gear Shipset along with associated components in terms of TSN, TSO, CSN and CSO. The Tenderer shall also evaluate compatibility between proposed loaner gear shipset with Biman gear shipset and also provide technical status of complete gear shipset including life-limited parts associated with the MLG Assy and NLG Assy.
- (d) The loaner landing gear shipset must have fresh FAA-8130 and EASA Form One along with preservation tag.
- (e) Tenderer must ensure inclusion of following associated components to the offered Loaner Gear Unit for facilitating quick gear replacement.
 - (i) MLG Assy must include Side Strut, Drag Strut, Reaction Link, and Retraction Actuator.
 - (ii) NLG Assy must include Drag Strut Assembly, Lock Mechanism and Retraction Actuator.
- (f) Tenderer must quote following Charges for each loaner Landing Gear Shipset :
 - (i) Monthly Loan charge for one shipset of 777-300ER Landing Gear compatible to Biman landing gears.
 - (ii) Recertification Charges (if any) for each loaner shipset after loan return.
- (g) Tenderer must arrange for both way shipping/ transportation at their own cost. The point of receiving and delivering each shipset of Landing Gear shall be at Biman Hangar premises located at Hazrat Shah Jalal Int'l Airport, Dhaka-1229.
- (h) To accommodate stagger plan for both MSN 40122 and 40123, Tenderer must position loaner landing gear shipset unit at DAC by 01 May 2021.

Tenderer shall quote the loan charge as per the following table:

SN	Aircraft MSN	Landing Gear	Total loan charge of One Shipset for 12 months + Recertification Charges (in USD)
1.	40122	Shipset	
2.	40123	Shipset	
3.	40120	Shipset	
4.	40121	Shipset	

Annexure 3

The tenderer shall provide exchange landing gear offer for all 4 Aircraft as per the schedule of page 1 of the Tender Schedule, Part – 1, Technical Offer. The exchange offered landing gear shipset shall meet all the requirements mentioned below:

EXCHANGE Requirements:

- (a) The Tenderer shall specify the terms and conditions involved for procurement of landing gear shipset on exchange basis.
- (b) TSN & CSN of exchanged landing gear shipset shall be equal or better of that of Biman landing gear shipset. This shall also be applicable for LLPs. Life of Exchange Gear shall not exceed 1 year life upon arrival at Dhaka.
- (c) Exchange offer of all four separate landing gear shipset is required as per schedule of page 1 of Part 1 of Tender Schedule, Technical offer.
- (d) Exchange fee of all four separate landing gear shipset to be provided.
- (e) The Tenderer shall provide status and documents of proposed exchanged landing gear shipset along with associated components in terms of TSN, TSO, CSN and CSO before agreement. The Tenderer shall also provide status of life-limited parts associated with the MLG Assy and NLG Assy. Traceability of all life limited parts for exchange gears to be provided.
- (f) Shop Visit Report including back to birth history of exchange gear including LLPs and other fitted components must be provided at least four months before removal schedule.
- (g) LLP shall be in good operating condition, be of the same (or better) value and utility than that of Biman LLP. The exchange gear or any LLP must not have been involved in an incident or accident, must not have been installed on an aircraft registered on a military aircraft, and be of the same or a more advanced OEM configuration status..
- (h) Any fitted LLP or any other component must not fall due within the next schedule shop visit.
- (i) The exchanged landing gear shipset must have fresh FAA-8130 and EASA Form One along with preservation tag.
- (j) Landing Gear Ship Set must be available at Dhaka at least one month before the planned removal schedule.
- (k) For each of exchanged landing gear shipsets, the following associated components will also be required:
 - MLG Assy must include Side Strut, Drag Strut, Reaction Link, Retraction Actiator.
 - NLG Assy must include Drag Strut, Retraction Actuator.

Tenderer shall quote the exchange fee for following table as per schedule of page 1 of Part 1 of Tender Schedule, Technical offer:

SN	Aircraft MSN	Landing Gear	Exchange fee for each shipset (in USD)
1.	40122	Shipset	
2.	40123	Shipset	
3.	40120	Shipset	
4.	40121	Shipset	

* * * * *