REQUEST FOR QUOTATION (RFQ) FOR RATE CONTRACT
Repair/Overhaul of CFM56-5B Engine Components
RFQ Reference No.: AIESL/JEOC/RFQ/01
Date: 24-Mar-2026

The Jet Engine Overhaul Complex (JEOC) is a premier facility of AIESL (AI Engineering Services Limited), dedicated to the maintenance, repair, and overhaul (MRO) of aircraft engines. As part of AIESL, the largest MRO organization in India, JEOC plays a crucial role in supporting the aviation industry by providing world-class engine overhaul services.

Located in New Delhi, JEOC is equipped with state-of-the-art infrastructure, engine testing facility, advanced testing equipment, and a highly skilled workforce. The facility specializes in the repair and overhaul of various engine types, including CFM56-5B and other commercial jet engines, ensuring strict compliance with international aviation standards and regulatory requirements like DGCA India, FAA & EASA.

JEOC's capabilities contribute significantly in enhancing the operational efficiency and reliability of customer airline fleets, both domestic and international. With a strong focus on quality, safety, and turnaround time, JEOC continues to strengthen AIESL's position as a trusted MRO partner in the global aviation sector.

Request For Quotes

AI Engineering Services Limited (AIESL), Jet Engine Overhaul Complex (JEOC), invites quotations from experienced and reputed repair vendors for the repair and overhaul of CFM56-5B and CFM56-7B engines piece parts common with CFM56-5B engine for a period of two (02) years on a rate contract basis.

Submission Details:

Interested repair vendors are requested to submit their detailed repair quotation along with Form A, Part I (Technical Details) & Part II (Price & TAT) of this document, to the following email on or before [14th April 2026 upto 16:00 Hrs]

Subject Line: *"RFQ Submission – CFM56-5B /7B Repair Rate Contract – [Vendor Name]"*

Email address: Ajit.singh@aiesl.in

1. **Scope of Work**
   The selected vendor(s) shall be responsible for the repair, overhaul, and necessary re-certification of CFM56-5B & CFM 56-7B (common with CFM56-5B) engine piece parts as per OEM (CFMI) specifications, regulatory requirements (DGCA) and international aviation standards (FAA/EASA), and in accordance with all applicable SB's/AD's and current recommendations of OEM as stated in manuals, SB's or other written instructions.

2. **Duration/validity of the Contract:**

Two (02) years from the date of award of contract & extendable by 01 more year on same terms and conditions.

3. Eligibility Criteria (duly filled Declaration **Form A** to be submitted)

I. The repair organization must be approved by relevant aviation authorities (e.g., FAA / EASA / DGCA). Copies of valid approvals shall be attached with Part I (Technical Details).

II. Only OEM repairs are permitted. DER repairs are strictly not allowed on any parts.

III. No PMA parts shall be used during the repair process. A signed **Declaration Form A** must be submitted confirming compliance.

IV. The repair organization must have the capability to meet the quoted Turnaround Time (TAT).

V. The repair organization must comply with the certification requirements specified in Clause 8.

4. Expected Volume of Work

- Tentative: **06 customer engines** piece parts over the next **02 years.** CFM56-7B engine piece parts common with CFM56-5B would be additional.
- This estimate is indicative and may vary based on customer workload in JEOC.

4. Turn-Around Time (TAT)

- Vendors must clearly mention the **TAT for each engine piece part** or repair category in the quotation.

5. Rate Validity

- All quoted rates must remain **firm and fixed for the full 02-year contract period**.

6. Prioritization of Work

- Repair vendor shall provide **priority handling and slot booking** for parts sent under this agreement.

7. Currency

- All prices must be quoted in **USD**.

8. Certification Requirements

- All repaired items must be returned with **dual release certificates (FAA & EASA)**.
- Quality documents requirements: Vendors should provide **traceable airworthiness release certification** for each repaired part.
- The repair facilities must maintain a **quality assurance system**, be open to **AIESL audits/inspections**, and ensure compliance with the latest OEM technical documentation.

9. Freight, Transportation, duties and related charges to be borne by AIESL.

10. Packaging of repaired piece parts- Parts to be returned with proper packaging.

11. Pricing and Payment Terms:

- **Preferably Net 30 days credit terms** from invoice receipt.
- The bidder has to provide repair rates (USD) and TAT in bid document Part II. The bidder has to specify any additional charges for example material/spares used in repair process separately.

12. Delivery and Logistics:

- Specifies the procedures for transportation, handling, and delivery of engine piece part to and from the repair facility.

13. Agreement Term:

- The contract shall be valid for a period of **two (02) years** from the date of award, extendable by one year.

14. <u>Warranty Scope:</u>

The repair vendor warrants that the engine piece parts overhauled has been overhauled in accordance with the latest applicable OEM (CFMI) specifications under this Agreement, and is airworthy and free from defects in material, workmanship, and repair/overhaul process. The Engine parts shall be capable of immediate installation and operation on an engine and shall meet all applicable FAA and/or EASA airworthiness requirements.

The repair vendor shall, at its sole expense, repair or replace any part of the engine found to be defective due to faulty material or workmanship performed during the Inspection/repair/overhaul.

15. Warranty Terms: 12 months or 3000 flying hours (whichever comes earlier)

successful bidder will be liable to provide necessary repairs at free of cost including cost of transportation for items under warranty claim. The warranty period on any such repaired/replaced item shall be the warranty on the initially repaired item.

16. General Terms and Conditions

a) AIESL reserves the right to accept or reject any or all quotations without assigning any reason.
b) The lowest quotation may not necessarily be accepted as bidder with higher score will be winner under weighted scoring methodology.
c) Any incomplete or conditional quotation will be summarily rejected.
d) All costs associated with the preparation and submission of the quotation shall be borne by the participating repair agency.
e) The selected agency/agencies shall enter into a formal agreement with AIESL before commencement of services

17. Submission Instructions

Please submit your commercial proposal including:

- Detailed list of engine piece parts and associated repair charges (in USD)
- TAT for each component
- Confirmation of OEM-only repair compliance
- Certification details (FAA & EASA approvals)

18. Evaluation of Quotations: Methodology- Weighted Scoring Matrix

Quotations provided will be evaluated on the basis of both price and TAT. weightage for price will be 80% and for TAT will be 20%. The bidder with higher score shall be the winner.

For example:

Step 1: Each Vendor will be given score on the scale of 1–10 (10 = best).

Scoring formulas:

- Price Score = (Lowest Price ÷ Vendor Price) × 10
- TAT Score = (Lowest TAT ÷ Vendor TAT) × 10

Step 2: Apply Weights- Weighted Total = (price score × 0.80) + (TAT score × 0.20)

Sample Evaluation:

Vendor	Price	Price Score	TAT	TAT Score	Weighted Total
A	$2,100	(1950/2100×10) = 9.29	10 days	(7/10×10) = 7	8.832
B	$2,450	7.96	7 days	10	8.368
C	$1,950	10	12 days	5.83	**9.166**

Winner: Vendor C