

**INDIAN AIR FORCE INVITES  
EXPRESSION OF INTEREST (EOI)**

**SUPPLY OF SPARES AND AGGREGATES PERTAINING TO  
SU-30MKI AIRCRAFT**

**{DIRECTORATE OF ENG A1}  
AIR HQ (VB)**

**Eoi Reference S No:** EOI/No-4 Air HQ/81707/9/Eng A1 /2022-23

**Introduction**

1. Directorate of Eng A1, Air HQ (Vayu Bhawan), on behalf of The Ministry of Defence, Government of India, invites **Expression of Interest (Eoi)** for **Supply of spares and aggregates pertaining to Su-30MKI aircraft** from reputed Indian firms based in India having technical and financial capability, infrastructure and experience to manufacture/ assemble/ supply the spares mentioned in annexed SOR. The firm showing intent for supplying the above aggregates shall have sufficient experience as an authorised aviation spares stockist and shall produce the OEM certificate authorising firm to supply the item to IAF in annexed format at the time of bidding. The Firm can get into MoU with the OEM of the item for Transfer of Technology (ToT) for manufacturing/ assembly of items in-house in India for full quantitative requirement/ partial quantity.

**Details of work**

2. **Scope of Work.** The scope of work includes supply of spares and aggregates pertaining to Su-30MKI aircraft by reputed firms in India with capabilities as mentioned in para 1. Brief details of spares and aggregates are placed at **Annexure 1** to Eoi. The OEM of Su-30MKI aircraft is M/s NASC, Russia and OEM of the aeroengine is M/s ROE, Russia.

3. **Airworthiness Requirements.** Meeting all airworthiness requirements shall be the responsibility of the firm with due certification from OEM.

4. **Place, Time and Date of Pre-bid Meeting.** Pre-bid meeting will be in the form of joint evaluation/clarification of proposals submitted by industrial partners with participation of industrial bodies. This meeting will shortlist eligible proposals which will determine the scope of Tender Enquiry. Meeting would be held on between **03 Mar 23 at 1100hrs at Air HQ (VB), New Delhi.** Response to subject Eoi can be uploaded online on defence procurement portal or can be dispatched through courier or speed post to the following address till **1100 hrs on 03 Mar 23** at the address specified at Para 5 below. For queries about Eoi please contact **011-23010231 (Extn 5239/7249) between 0930 hrs to 1700 hrs till 02 Mar 23.** (e-mail: [tripssky.dive@gov.in](mailto:tripssky.dive@gov.in)). Technical details are available at Dte of Eng A1 at Air HQs. Visit of the vendors to the facilities, if required, shall be co-ordinated and facilitated by the Dte of Eng A1 at Air HQs.

5. **Place, Time and Date of Bid Submission.** The bid is to be submitted on or before **10 Mar 23 at 1100hrs** and opening of bid time is **1130 hrs on 10 Mar 23**. Sealed quotations addressed to ACAS Eng A should be dropped in Tender Box No.1 kept at Air HQ (VB), so as to reach by the due date and time. Vendor Information is to be filled as per **Annexure 2**. The bid can also be submitted through email at [tripssky.dive@gov.in](mailto:tripssky.dive@gov.in)

**The Tender Box shall be marked as: -**

**ACAS ENG A  
“TENDER BOX No. 1”  
Air Headquarters,  
Vayu Bhawan,  
New Delhi-110106**

### **Eligibility Criteria**

6. Only Indigenous firms based in India and possessing experience in supply used in aircraft whose proposals have been shortlisted by the proposal review committee would be eligible. Interested firms may also enter into ‘Joint Ventures’ with other firms who are capable of undertaking similar tasks, including foreign OEMs under umbrella of Inter-Governmental Agreement or otherwise.

7. Following documents/evidence are expected to be submitted by interested firms willing to undertake IAF task in endeavour for **‘Self Reliance in Maintenance’**:-

(a) **Financial Capacity.** Details of financial capability of interested firms in the form of Balance Sheet and ITR of last three financial years including average turnover, certified by a CA.

(b) **Certification.** Details of quality certification held with the firm.

(c) **Registration.** Details of registration status of the firm as per Companies Act including MSME/ NSIC certification, if any.

(d) **Work Experience.** Details of experience in undertaking indigenous part tasking /ROH / MOH /Repair / Reclamation tasks with Defence, Govt. PSUs or any other agencies. Records of current/ similar projects in hand, their valuation and completion dates.

(e) **Technical Capability.** Firms responding to EoI should have following pre-qualification and must submit documents to support their eligibility.

(i) Must possess experience in aeronautical design, development, repair, reclamation, replacement, refurbishment, overhaul, life extension & certification of avionics aggregates / electronic / mechanical / electromechanical aggregates / airframes / aero engines and their aggregates.

- (ii) Familiarity with IMTAR-2021, RCMA/CEMILAC certification procedures and preferably experience in certification of products and services.
- (iii) Familiarity with supply chains for aeronautical quality components and material, special tools and machinery.
- (iv) Availability of manufacturing and fabrication facility/ outsourcing (indicate plan and extent of outsourcing) as applicable to the project.
- (v) List the in-house test facilities including those planned for outsourcing as applicable to the project.
- (vi) Ability to generate the requisite human resource for the project through training and certification.

8. **Vendors should confirm that following conditions are acceptable:** -

- (a) Solicitation of offers will be as per 'Single Stage-Two Bid System'. It would imply that a 'Request for Proposal' would be issued soliciting technical and commercial offers together, but in two separate sealed envelopes. Validity of commercial offers should be till 30 Jun 23 or at least six months from the date of last submission of offers.
- (b) Technical offers would be evaluated by a Technical Evaluation Committee (TEC) to check its compliance with RFP.
- (c) Equipment / services of all TEC cleared vendors is likely to be put through a verification testing in India on a 'No Cost No Commitment' basis as considered necessary by the user. Vendor should confirm equipment availability / capability to provide services and willingness to participate in verification testing.
- (d) Amongst the vendors cleared after trial evaluation, a Contract Negotiation Committee would decide lowest cost bidder (L1) and conclude appropriate contract. In cases, where verification testing / capability verification is not undertaken at first stage, user trials on the First of Production Model (FoPM) are likely to be conducted as required and L-1 vendor would be bound by the condition that **"The contract will be terminated by Buyer, and, Seller will forfeit his bank guarantee, if vendor fails to prove capabilities, capacity or the product supplied fails to meet desired performance as per specifications"**.
- (e) Vendor would be bound to provide product support for time period specified in the RFP, which includes spares and maintenance tools/ jigs/ fixtures for field and component level repairs.
- (f) Vendor would be required to accept general conditions of contract given in the Standard Contract Document at Chapter VII of DPM-2009 (Supplement 2010).

- (g) **Warranty**. The equipment should have a warranty of **12** months.
- (h) **Product Support**. Vendor should be ready to provide after sales support. Cost of transportation & repair / restoration cost of equipment that requires support due to faulty performance attributable to vendor will be borne by the vendor.
- (j) **Training**. Training of approx. 15 maintenances personal up to D & I level is to be provided as per requirement of user at the user premises.
- (k) **Delivery**. All deliveries to be completed with 12 months of signing of contract.
- (l) **Infrastructure**. Vendor (s) should be able to demonstrate capability & capacity to undertake assigned task. User / buyer may undertake vendor site visit (s) to verify these aspects.

**Note:** The details are available in DPM-2009

**Detailed Project Report (DPR)**

9. The DPR will be submitted by all vendors in response to EOI along with: -
- (a) Outline features of the proposal.
  - (b) Estimated Capital Expenditure (As applicable).
  - (c) Roles, responsibilities and expertise details of consortium members, if any.
  - (d) Role of foreign technology provider, if any.
  - (e) Recommended stages/phases of task with priorities & time schedules.
  - (f) Requirement of specialised testing assistance where facilities are available only with government entities, DPSUs and DRDO/DGQA/DGAQA.
  - (g) Cost-sharing aspects as applicable.
10. Eol response would be evaluated based on the supporting documents and physical verification of company's capability to execute the project by empanelled members of IAF in accordance with para 4.8.1 of DPM-2009 and RFP will be issued to vendors, prequalified through EOI.
10. Clarifications pertaining to Eol may be sought from the following address: -

**Directorate of Eng A1**  
**Air HQ (Vayu Bhawan)**  
**Room No. 244**  
**Rafi Marg**  
**New Delhi - 110 106**  
**(Tele: 011-23010231/ 2111-5239)**  
**Fax: 011-23060125**  
**E-mail: [tigera1@iaf.nic.in/tripssky.dive@gov.in](mailto:tigera1@iaf.nic.in/tripssky.dive@gov.in)**

12. This information is being issued with no financial commitment and the Ministry of Defence reserves the right to change or vary any part thereof at any stage. IAF, Ministry of Defence, Government of India also reserves the right to withdraw it, should it be so necessary at any stage. The procurement process would be carried out under the provisions of DPM-2009 as amended from time to time.

Date: .....

New Delhi

**Annexures:** As stated

**Note:** -

**DOCUMENTS REQUIRED FOR ATTENDING PRE BID MEETING**

Interested firms have to forward the following details to attend the **pre-bid meeting:** -

1. Letter from firm for attending pre-bid meeting.
2. ID proof of representative (s)/ AADHAR Card details.
3. Residential address along with nearest police station.

Date.....

(Signature of Firm Rep  
attending Pre Bid Meeting)

Place.....

Rubber stamp of Firm

**Annexure-I**  
(Refers to Para 2 (a) of EoI)

**BROAD OPERATIONAL REQUIREMENTS**

**PROCUREMENT OF 50 LINES AGGREGATES OF SU-30MKI AIRCRAFT**

**TECHNICAL SPECIFICATIONS OF 50 AGGREGATES**

**Aircraft Fuel System**

1. **BRZA-7**. It is a part of the aircraft fuel system of Su-30MKI. It is designed to calculate:-
  - (a) The consumed fuel by engine in kgs.
  - (b) Density of fuel in accordance with the temperature of fuel in refueling and consumption line.
  - (c) Fuel Flow Metering Unit (BRZA-7) consists of following adjustable rheostat and push button:-
    - (i) **BASIC**. To adjust information corresponding to maximum value of the fuel load in case of "basic" fuel variant.
    - (ii) **FULL**. To adjust information corresponding to maximum value of the fuel load in case of "full" fuel variant.
    - (iii) **BIT Button and LED "OK" (Green)**. By pressing the BIT button LED (green) will glow if the flow gauge channel is serviceable.
    - (iv) **Test Plug**. It is used to test the unit in the lab.
2. **BTZ-4**. It is used to convert signals from DT-41 transmitters and temperature probe P-109 and produce information about fuel quantity in tank-2 and present it through BRZA-7.
3. **BEP 51-1**. This unit is used to perform the signal conversion from all DSMKs and BIT from PKUZ7-2, processing and output in the form of 27 VDC gives to MFWS, FDR and PKTN-SU30I.
4. **BUPR21-1**. This unit ensures stable operation of external signal sources and amplification and output of power signals to control unit of the aircraft fuel system
5. **PKUZ 7-2**. It is located in nose LG wheel well near the ground fuelling connection. The fuelling monitor and control panel accommodates a selector switch to select the fuelling mode:-

- (a) Ground fueling mode selector switch "FULL-BASIC".
  - (b) Panel "ON/ OFF" Switch, to switch ON the panel supply.
  - (c) Digital indicator, to show fuel onboard, T-2 fuel, fuel density and failure codes.
  - (d) "Q" button, to show the fuel quantity available in T-2., whereas button "ρ" to show the fuel density.
  - (e) "RT-T1-TS-1" selector switch, to select the grade of fuel to be filled.
6. **ETsN 7-1.** It displays the relevant fuel reminder in the main tank (Tank No 02) of SU-30MKI aircraft.
7. **DT 41-4.** It is a part of aircraft fuel system. It is a fuel quality transmitter, it is one in quantity.
8. **DT 41-5.** It is a part of aircraft fuel system. It is a fuel quality transmitter. It is one in quantity.
9. **DT 41-6.** It is a part of aircraft fuel system. It is a fuel quality transmitter. It is one in quantity.
10. **DT 41-7.** It is a part of aircraft fuel system. It is a fuel quality transmitter. It is one in quantity.
11. **DT 41-8.** It is a part of aircraft fuel system. It is a fuel quality transmitter. It is one in quantity.
12. **P-109.** The temperature probes P-109 are used to convert the fuel temperature in to electrical resistance and feed it to BRZA-7 unit where it is converted into DC voltage. Total five P-109 are fitted on fuel system. One in refueling line, one each in LH and RH engine fuel consumption line and two in tank No. 2.
13. **DRTS150B-1.** It is used to convert the flow rate of fuel flown through the transmitter in the electric pulse frequency and feeds signal to BRZA-7 unit. It registers the fuel put in on the aircraft.
14. **DRT 2-2A.** Installed in the consumption line, fuel flow transmitters DRT2-2A are used to convert the fuel flown through the transmitter in to electric pulse frequency and feed signal to BR3A-7 unit.
15. **DSMK8A-41.** It produces tank full signal & generate signal for auto setting of gauge .In case of FULL variant of refueling this unit shuts off electrically operated refueling valves.
16. **DSMK8A-16.** Generate signal for auto setting of gauge. In case of BASIC variant of refueling this unit shuts down electrically operated refueling valves.

17. **DSMK9-3.** It is a part of aircraft fuel system. Fuel quantity transmitters with magnet operated level s/w.
18. **DSMK9-5.** It is a part of aircraft fuel system. Fuel quantity transmitters with magnet operated level s/w.
19. **DSMK16-1.** DSMK16-1 provides warning to fuel system which in turn provides T-5 empty signal to MFWS.
20. **DSMK16-2.** It is a part of aircraft fuel system. Fuel quantity transmitters with magnet operated level s/w.

### **Automatic Flight Control System**

21. **VSha-6.** It performs the following functions:-
- (a) Storing the Algorithm of preset control laws.
  - (b) Receiving the external signals for accomplishing various Modes.
  - (c) Processing and producing the control signals to FBW system.
  - (d) Carrying out BIT of the system and communication with other systems.
22. **KU-45.** It is used for mounting the digital computer and enables link between the computer and external units and systems.
23. **DLU-26-04 ser 2.** These are linear acceleration sensors. Qty-04 per aircraft.
24. **GU-6.** It is used for short period interruption of automatic control without AFCS modes disengagement. It is in-operative in Leveling, Escape and Air to Air attack modes.
25. **KMD-1.** It is used to turn ON the leveling mode and it is used to turn off the AFCS modes.
26. **PK-74-4.** It is used for indication of automatic modes of AFCS and it is used to turn, for indication of mode engagement, and for engagement of attitude hold mode.
27. **PK-74-5.** It is used to turn on the Flight Director Control mode in response to the signals from RIF system.
28. **PK-74-6.** It is used to turn on the pressure altitude stabilization mode either in automatic or director mode.
29. **PK-74-7.** It is used to turn on radio altitude stabilization in response to the signals from Radio altimeter.



30. **AFCS and FBW Link Switch.** It is intended for supplying the control signals of AFCS to the FBW system. It is a guarded switch and also used when AFCS fails to be disengaged by means of AFCS OFF button on control stick.

31. **Escape off Switch.** It is used for engagement/ disengagement of Escape mode of AFCS. It is a lift guarded switch and initial position of this switch is Escape ON. To disengage the escape mode, lift the switch and set the switch to the forward position.

32. **Control Manually Light.** It is one in qty. If any malfunctioning is detected, the AFCS mode is disabled and CONTROL MANUALLY light comes on in both the cabins and same is reported in the voice warning.

### **Weapon Control System**

33. **PU-30PI-1 Panel.** Location is in the front cabin, left side horizontal console It controls the various weapon launch from the front cockpit of SU-30MKI.

34. **PU-30PI-2 Panel.** It is located in the rear cabin. It controls the various weapon launches from the rear cockpit of SU-30MKI.

35. **PNP-30PI.** It has two PCBs with integrated circuits. It provides conversion of discrete commands from the panel controls to bipolar code and transmits this information to computer BTsVM-30PI.

36. **BM-30PI Mounting Rack.** BM-30PI accommodates 10 WCS units and provides communication between units, aircraft avionics and power supply system of aircraft weapon.

37. **BTsVM-30PI.** The data from master radar or computer BTsVM-30PI is furnished via four lines for each subscriber with its multiplexing in each line for three stations. It distributes these data to guided weapons

38. **BS-30PI.** BS-30PI is also used for Built In Gun (BIG) control. BS-30PI supplies command for initiation of aircraft gun of SU-30MKI aircraft.

39. **BPE-30PI.** It is a part of weapon control system. It gives information about weapon preparation. It serves the following:-

- (a) Information about weapon preparation.
- (b) Selection of weapon.
- (c) Power supply of weapon.
- (d) Launch command.
- (e) Selected kind of weapon and fire mode.
- (f) Each unit serves for four stations.

40. **BP-063P.** This unit receives input of 115 V 400 Hz from the aircraft power supply system. Unit BP-063P converts the input into stabilized voltages of  $\pm 5V$ ,  $\pm 15V$ ,  $\pm 30V$ , used for supply of integrated circuit of BRPI-30PI.
41. **BRK-30PI.** This unit serves for separation of target designation signals and other signal, which are necessary for airborne weapon control through corresponding circuits.
42. **BI-U2.** BI-U2 is a two-point execution block, it has two channels. It shape weapon character in 7 bit parallel code and transmit them.
43. **BI-U.** These blocks give information to block BPE/BPE-30PTM.
- (a) **Control Assembly.** It forms the command launch/release.
- (b) **Synchronizing Assembly.** It forms symptoms and amplifying control commands of block BPE.
- (c) **Commutation Assembly.** For high current relays.
44. **BRPI-30PI.** The command and signals on the information channel are exchanged from the weapons via BRPI-30P.
45. **BP-15P.** This unit converts the input voltage into a stabilized voltage of  $\pm 5V$  which is used by the integrated circuit of BS-30PI, BPE, BPE-30PTM, BTsVM-30P1 & PNP-30PI. These constitute of transformers, rectifiers and stabilizers.
46. **BPE-30PTM.** It is a part of weapon control system. Computer BTsVM-30PI communicates with the weapon via units BPE & BPE-30PTM.
47. **BI-39P.** It is a part of weapon control system. It consists of two pieces. these are located independently. Qtyone piece in each adapter beam of station No. 5 & 6
48. **BR-77P.** It is a part of weapon control system. Location is in Frame No. 17a & 18. It switches over AKU-58AE circuits in data channel in presence of air to ground missiles.
49. **BR-D9.** For a specific air to ground missile, it switches on single address circuits of AKU-58AE in the information channel. For station No.5 and 6 it switches the input and output circuits of homing heads to the analog converter assemblies of the missile. Distribution of information commands and signals to (from) missiles to select port or starboard side missile. It employs PCBs with diodes and communication relays.
50. **Bomb/ Missile Trigger.** 'BOMB/MSL trigger', 'Gun trigger (O)' and 'CCA-CCG button' on control stick in front cabin, 'BOMB/MSL trigger' & 'Dive-59' button on weapon control stick in rear cabin, 'Weapon select' button and 'range control' potentiometers on throttle control levers.

## **TECHNICAL DESCRIPTION OF 50 AGGREGATES**

### **Aircraft Fuel System**

1. **BRZA-7.** FUEL FLOW METERING UNIT
2. **BTZ-4.** FUEL QUANTITY METERING UNIT WITH MOUNTING FRAME
3. **BEP 51-1.** ELECTRONIC CONVERTER UNIT WITH MOUNTING FRAME
4. **BUPR21-1.** RELAY CONTROL UNIT
5. **PKUZ 7-2.** REFUELLELLING MONITORING AND CONTROL PANEL
6. **ETSN 7-1.** DIGITAL INDICATORS (ONE IN EACH CABIN)
7. **DT 41-4.** FUEL QUANTITY TRANSMITTERS
8. **DT 41-5.** FUEL QUANTITY TRANSMITTERS
9. **DT 41-6.** FUEL QUANTITY TRANSMITTERS
10. **DT 41-7.** FUEL QUANTITY TRANSMITTERS
11. **DT 41-8.** FUEL QUANTITY TRANSMITTERS
12. **P-109.** TEMPERATURE PROBE
13. **DRTS150B-1.** TOTAL FUEL FLOW TRANSMITTER
14. **DRT 2-2A.** FUEL FLOW TRANSMITTER
15. **DSMK8A-41.** TRANSDUCER TYPE LEVEL SENSORS
16. **DSMK8A-16.** TRANSDUCER TYPE LEVEL SENSORS
17. **DSMK9-3.** TRANSDUCER TYPE LEVEL SENSORS
18. **DSMK9-5.** TRANSDUCER TYPE LEVEL SENSORS
19. **DSMK16-1.** TRANSDUCER TYPE LEVEL SENSORS
20. **DSMK16-2.** TRANSDUCER TYPE LEVEL SENSORS

### **AUTOMATIC FLIGHT CONTROL SYSTEM**

21. **VSHA-6.** DIGITAL COMPUTER
22. **KU-45.** MOUNTING BRACKET

23. **DLU-26-04 SER 2.** LINEAR ACCELERATION SENSOR
24. **GU-6.** AFCS TRIGGER
25. **KMD-1.** LEVEL MODE SWITCHING UNIT
26. **PK-74-4.** AUTO PILOT BUTTON
27. **PK-74-5.** FD CTRL BUTTON
28. **PK-74-6.** H BAR BUTTON
29. **PK-74-7.** H RADIO BUTTON
30. **AFCS AND FBW LINK SWITCH.** AFCS AND FBW LINK SWITCH
31. **ESCAPE OFF SWITCH.** ENGAGEMENT/DISENGAGEMENT OF ESCAPE MODE OF AFCS
32. **CONTROL MANUALLY LIGHT.** AFCS MALFUNCTION INDICATION LAMP

### **WEAPON CONTROL SYSTEM**

33. **PU-30PI-1 PANEL.** WEAPON CONTROL PANEL IN FRONT COCKPIT
34. **PU-30PI-2 PANEL.** WEAPON CONTROL PANEL IN REAR COCKPIT
35. **PNP-30PI.** WEAPON PANEL IN NOSE LG WELL BAY
36. **BM-30PI MOUNTING RACK.** MOUNTING RACK FOR WCS COMPONENTS
37. **BTSVM-30PI.** MISSION COMPUTER OF WCS
38. **BS-30PI.** INTERFACE UNIT OF WCS
39. **BPE-30PI.** ENERGETIC CHANNEL CONVERSION UNIT
40. **BP-063P.** WEAPON UNITS
41. **BRK-30PI.** ISOLATION/SWITCHING UNIT
42. **BI-U2.** MULTI PURPOSE ACTUATING UNIT
43. **BI-U.** MULTI PURPOSE ACTUATING UNIT
44. **BRPI-30PI.** INFORMATION CHANNEL RCS – WCS
45. **BP-15P.** WEAPON UNITS

- 46. **BPE-30PTM.** MULTI PURPOSE ACTUATING UNIT
- 47. **BI-39P.** ACTUATION UNIT FOR MISSILE
- 48. **BR-77P.** CIRCUIT ISOLATION UNIT
- 49. **BR-D9.** CIRCUIT DECOUPLING UNIT
- 50. **BOMB/ MISSILE TRIGGERS.** TRIGGERS TO FIRE BOMB/ MISSILE FROM BOTH COCKPITS

51	<b><u>Additional Aspects</u></b>	
	<b><u>Certificate of Compliance.</u></b> To be issued by OEM or certified by CEMILAC.	
	<b><u>Quality Assurance Cover.</u></b> To be provided by OEM or DGAQA.	
	<b><u>Infrastructure.</u></b> Vendor (s) should be able to demonstrate capability & capacity to undertake assigned task. User / buyer may undertake vendor site visit (s) to verify these aspects	

**Annexure-II**  
(Refers to Para 7 of EoI)

**VENDOR INFORMATION PROFORMA**

1. **Name of the Vendor/Company/Firm.**

(Company profile including share holding pattern, in brief, to be attached)

2. **Type (Tick the relevant category).**

Original Equipment Manufacturer (OEM) Yes/No

Authorised Vendor of foreign Firm Yes/No (attach details, if yes). Such as OEM certificate indicating that the vendor is designated as capable / competent of undertaking assigned task. This certificate will be subjected to verification by IAF through a competent authority.

Others (give specific details)

3. **Contact Details.**

**Postal Address:**

City: \_\_\_\_\_

State: \_\_\_\_\_

Pin Code: \_\_\_\_\_

Tele: \_\_\_\_\_

Fax: \_\_\_\_\_

URL / Web Site \_\_\_\_\_

4. **Local Branch/Liaison Office in Delhi (if any).**

Name &Address:

Pin code:

Tel:

Fax:

5. **Financial Capability Details.**

(a) Category of Industry (Large/medium/small Scale):

(b) Annual turnover for last three years: In Rs

(c) Number of Employees in Firm:

(d) Details of Manufacturing Infrastructure:

6. **Technical Capability Details.** Earlier contracts with Indian Ministry of Defense/Government agencies for same / similar class of equipment.

Contract Details with Ref Number	Equipment	Quantity	Cost

7. **Certification by Quality Assurance Organisation / Military Airworthiness.**

Name of Agency	Certification	Applicable from (Date &Year )	Valid till ( Date &Year)

8. **Details of Registration.**

Agency	Registration No.	Validityup (Date)	to Equipment
GeM			
DGQA/DGAQA/DGNAI			
OFB			
DRDO			
Any other Government Agency			

9. **Membership of FICCI /ASSOCHAM /CII or other Industrial Associations.**

Name of Organisation:

Membership Number:

10. **Equipment/Product Profile (to be submitted for each product separately) for Assessment of Work Experience.**

- (a) Name of Product: \_\_
- (b) Description (attach technical literature): \_\_\_\_\_
- (c) Whether OEM or Integrator: \_\_\_\_\_
- (d) Name and address of foreign collaborator (if any): \_\_\_\_\_
- (e) Industrial License Number: \_\_\_\_\_
- (f) Indigenous component of the product (in percentage):
- (g) Status (in service /design & development stage):
- (h) Production capacity in one year.
- (j) Countries/agencies where equipment supplied earlier (give details of quantity supplied):  
\_\_\_\_\_

- (a) Estimated price of the equipment approximately Rs \_\_\_\_\_

(Details that go into determining the cost of the scheme, including factors such as Annual Maintenance Contract (AMC), product support package, training etc. to be indicated by the vendor).

- (l) Any additional development cost required to be incurred (with amount) and amortization plan.

11. **Undertaking**

It is certified that the Company/SME Unit has adequate capability for production/manufacturing /system integration/ ROH for the product (s) being procured as well as the capability for maintenance and life cycle support for such product(s).

12. **Declaration.** It is certified that the above information is true and any change will be intimated **within seven days of submission of EoI.**

**(AuthorisedSignator**