



**KEMENTERIAN DALAM NEGERI**  
BAHAGIAN PEROLEHAN  
ARAS 4, BLOK D1, KOMPLEK D,  
PUSAT PENTADBIRAN KERAJAAN PERSEKUTUAN,  
62546 PUTRAJAYA

Tel : 03-8886 8390  
Faks : 03-8881 0184  
Web : www.moha.gov.my

**SURAT SETUJU TERIMA**  
**(Bagi Tender Perkhidmatan)**

Ruj. Kami : KDN.PLS 10/22/741 (6)  
Tarikh : 23 Jun 2022

PENGARAH URUSAN  
GALAXY AEROSPACE (M) SDN. BHD.  
SUITE 11-14, HELICOPTER CENTRE,  
MALAYSIA INTERNATIONAL AEROSPACE ,  
CENTRE, SULTAN ABDUL AZIZ SHAH AIRPORT,  
PETALING,  
47200 PEKAN SUBANG,  
SELANGOR  
(No. Pen. Kew : 357-02266869)

Tuan,

**Tender Untuk** : PERKHIDMATAN PENYELENGGARAAN DAN SOKONGAN LOGISTIK  
BERSEPADU UNTUK TIGA (3) BUAH PESAWAT DAUPHIN AS365N3 UNTUK KEGUNAAN  
AGENSI PENGUATKUASAAN MARITIM MALAYSIA  
**No. Tender** : DL220000000003789  
**No. Surat Setuju Terima** : LA220000000022703  
**No. Kontrak**: KDN/PLT/APMM/1/2022

Dengan ini dimaklumkan bahawa Kerajaan telah bersetuju menerima tawaran tender syarikat tuan dengan harga sebanyak Ringgit Malaysia Tujuh Puluh Lima Juta Tujuh Ratus Dua Puluh Lapan Ribu Sembilan Ratus Satu Dan Sen Enam Puluh (**RM 75,728,901.60**) sahaja yang merupakan harga kontrak bagi tempoh kontrak selama 36 bulan tertakluk kepada dokumen tender yang menjadi sebahagian daripada perolehan ini dan Surat Setuju Terima ini berserta dengan **Lampiran A** kepada Surat Setuju Terima iaitu maklumat terperinci kontrak(selepas ini disebut sebagai "Surat ini").



1 daripada 10

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

2. Dengan pengakuan penerimaan Surat ini suatu kontrak yang mengikat terbentuk antara Kerajaan dengan syarikat tuan. Satu dokumen kontrak hendaklah ditandatangani dengan kadar segera dengan memasukkan semua terma sebagaimana dokumen tender serta semua terma dalam **Lampiran A**. Sehingga dokumen kontrak tersebut ditandatangani, surat ini hendaklah terus mengikat kedua-dua pihak.

3. Harga kontrak ini adalah tidak termasuk peruntukan Kerajaan sebanyak 0% Cukai Barang dan Perkhidmatan (CBP) selaras dengan pelepasan yang diberikan di bawah Perintah Cukai Barang dan Perkhidmatan (Pelepasan) 2014 [P.U.(A) 273/2014] yang dengannya *Certificate of Goods and Services Tax Relief (CoGSTR)* akan dikeluarkan sebelum sebarang pembayaran dibuat.

4. Adalah dimaklumkan bahawa tiada perkhidmatan boleh dibuat **melainkan** jika syarikat tuan telah mengemukakan kepada Kerajaan dokumen-dokumen berikut:

(a) suatu bon pelaksanaan yang tidak boleh dibatalkan yang berjumlah **Ringgit Malaysia SATU JUTA DUA RATUS ENAM PULUH DUA RIBU SATU RATUS EMPAT PULUH LAPAN DAN TIGA PULUH ENAM SEN (RM1,262,148.36)**;

(b) Nombor Kod Majikan di bawah Skim PERKESO dan/atau Polisi Pampasan Pekerja; dan

(c) Nombor Pendaftaran Kumpulan Wang Simpanan Pekerja (KWSP).

(d) surat sokongan Agensi Penguatkuasaan Maritim Malaysia (APMM) kepada syarikat tuan bagi tujuan permohonan Audit *Approved Maintenance Organisation (AMO)* dari *Directorate General Technical Airworthiness (DGTA)*.

seperti yang ditetapkan dalam **Lampiran A** tidak melebihi 14 hari dari tarikh pengakuan penerimaan surat ini oleh syarikat tuan. Apa-apa kegagalan dalam mematuhi kehendak di perenggan ini dalam tempoh masa yang ditetapkan, boleh mengakibatkan surat ini terbatal dan Kerajaan tidaklah dengan apa-apa cara jua bertanggung terhadap syarikat tuan **melainkan jika** penepian bertulis diberikan oleh orang yang diberi kuasa, bagi perkhidmatan yang perlu dibuat dengan segera atau serta-merta apabila kelewatan itu akan memudarat dan menjejaskan perkhidmatan dan kepentingan awam.

5. Setelah pesanan/arahan dikeluarkan oleh Kerajaan, syarikat tuan dikehendaki melaksanakan perkhidmatan dalam tempoh yang ditetapkan dan kualiti perkhidmatan tersebut hendaklah memuaskan hati serta memenuhi kehendak Kerajaan. Sekiranya syarikat tuan gagal melaksanakan perkhidmatan dalam tempoh dan/atau kualiti yang ditetapkan, Kerajaan berhak membatalkan pesanan/arahan yang dikeluarkan dan/atau mengenakan Denda/ *Liquidated & Ascertained Damages (LAD)* seperti yang ditetapkan dalam **Lampiran A**.



2 daripada 10

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

6. Syarikat tuan juga adalah dikehendaki melaksanakan program *Professional Training And Education For Growing Entrepreneurs* (PROTÉGÉ) seperti yang ditetapkan oleh Kerajaan berdasarkan harga kontrak dengan bilangan minimum peserta PROTÉGÉ seramai 32 orang tanpa sebarang kos kepada Kerajaan. Bilangan minimum peserta yang diperlukan hendaklah dikira berdasarkan formula di bawah:

1% X Harga Kontrak (Bersih)

\*RM24,000

\*Elaun PROTÉGÉ (RM2,000 seorang x 12 bulan)

7. Bagi tujuan program PROTÉGÉ ini, syarikat tuan adalah dikehendaki untuk:

(a) mengemukakan Jadual Pelaksanaan Program PROTÉGÉ berdasarkan tempoh kontrak kepada Sekretariat PROTÉGÉ untuk kelulusan dalam tempoh dua (2) minggu selepas tarikh pengakuan penerimaan Surat ini oleh syarikat tuan;

(c) melaksanakan program ini mengikut Jadual Pelaksanaan Program PROTÉGÉ yang diluluskan oleh Sekretariat PROTÉGÉ;

(c) mengemaskini maklumat berkaitan pengalaman syarikat melaksanakan program PROTÉGÉ dalam sistem ePerolehan di Kementerian Kewangan atau sistem di Lembaga Pembangunan Industri Pembinaan Malaysia (CIDB), mengikut mana yang berkaitan;

(d) mengemukakan sijil atau surat pengesahan oleh Sekretariat PROTÉGÉ kepada Agensi sebaik sahaja pelaksanaan program PROTÉGÉ selesai; dan

(e) mengemukakan laporan berkaitan pelaksanaan program PROTÉGÉ kepada Sekretariat PROTÉGÉ.

8. Sekiranya syarikat tuan gagal mematuhi mana-mana terma di perenggan 6 dan 7 atau arahan oleh Kerajaan, Kerajaan berhak untuk tidak mempertimbangkan sebarang tawaran kontrak baharu atau pelanjutan kontrak pada masa hadapan kepada syarikat tuan.

9. Syarikat tuan juga adalah diingatkan bahawa Kerajaan berhak untuk membatalkan surat ini sekiranya:

(a) syarikat tuan gagal mematuhi mana-mana terma di perenggan 4 dalam tempoh masa yang ditetapkan;

(b) syarikat tuan gagal mematuhi mana-mana terma yang dinyatakan dalam Surat Akuan Pembida Berjaya;



3 daripada 10

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

(c) syarikat tuan telah membuat salah nyataan (*misrepresentation*) atau mengemukakan maklumat palsu semasa berurusan dengan Kerajaan bagi perolehan ini atau melakukan apa-apa perbuatan lain, seperti memalsukan maklumat dalam Sijil Akuan Pendaftaran Syarikat, mengemukakan bon pelaksanaan atau dokumen lain yang palsu atau yang telah diubah suai;

(d) syarikat tuan membenarkan Sijil Akuan Pendaftaran Syarikat disalahgunakan oleh individu/syarikat lain;

(e) syarikat tuan terlibat dalam membuat pakatan harga dengan syarikat-syarikat lain atau apa-apa pakatan sepanjang proses tender sehingga dokumen kontrak ditandatangani;

(f) syarikat tuan telah memberikan subkontrak sama ada sepenuhnya atau sebahagiannya pembekalan barang tanpa kelulusan Kerajaan terlebih dahulu;

(g) syarikat tuan gagal membekalkan barang/menyempurnakan perkhidmatan dalam tempoh yang ditetapkan seperti di **Lampiran A**;

(h) syarikat tuan gagal mematuhi mana-mana terma/arahan di dalam dokumen tender;

(i) syarikat tuan/ pemilik/ rakan kongsi/ pengarah telah disabitkan atas kesalahan jenayah di dalam atau luar Malaysia;

(j) syarikat tuan digulungkan;

(k) syarikat tuan membekal barang-barang yang tidak tulen, bukan baharu atau yang terpakai;

(l) syarikat tuan gagal mematuhi spesifikasi pembekalan yang ditetapkan; atau

(m) terdapat perkara yang melibatkan kepentingan awam atau keselamatan dan kepentingan Negara.

10. Sekiranya surat ini dibatalkan atas alasan seperti yang ditetapkan di perenggan 9, Kerajaan tidak akan bertanggungjawab terhadap apa-apa kerugian syarikat tuan termasuk kerugian masa hadapan.

11. Bersama-bersama surat ini disertakan Surat Akuan Pembida Berjaya dan Surat Akuan Sumpah Syarikat seperti di **Lampiran B** dan **Lampiran C** untuk ditandatangani oleh syarikat tuan dan dikembalikan bersama-sama dengan Surat ini.



4 daripada 10

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak kerajaan 1949 untuk menandatangani Surat ini

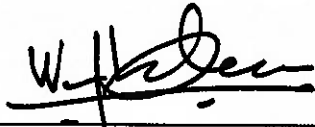
Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

12. Surat ini dihantar kepada syarikat tuan dalam tiga (3) salinan. Sila kembalikan ke pejabat ini salinan asal dan kedua berserta lampiran yang berkaitan yang telah ditandatangani dengan sempurna oleh syarikat tuan dan saksi syarikat tuan tidak melebihi 14 hari dari tarikh Surat ini diterima untuk tindakan kami selanjutnya. Apa-apa kegagalan dalam mematuhi kehendak di perenggan ini dalam tempoh masa yang ditetapkan boleh mengakibatkan Surat ini terbatal dan Kerajaan tidaklah dengan apa-apa jua bertanggungjawab terhadap syarikat tuan.

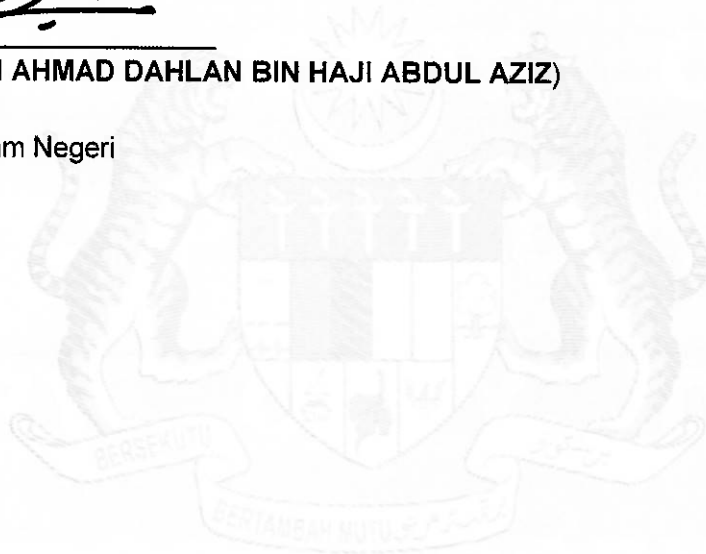
Sekian, terima kasih.

**"WAWASAN KEMAKMURAN BERSAMA 2030"**  
**"BERKHIDMAT UNTUK NEGARA"**

Saya yang menjalankan amanah,



(DATO' SRI WAN AHMAD DAHLAN BIN HAJI ABDUL AZIZ)  
Ketua Setiausaha  
Kementerian Dalam Negeri



5 daripada 10

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

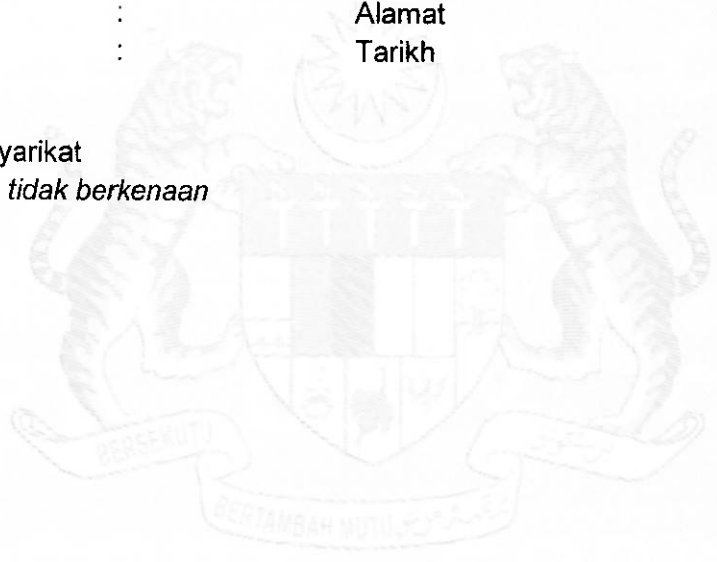
Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

**PENGAKUAN PENERIMAAN SURAT SETUJU TERIMA DAN LAMPIRAN YANG BERKAITAN OLEH SYARIKAT**

Dengan ini disahkan bahawa yang bertandatangan di bawah ini mengakui penerimaan Surat ini dan lampiran yang berkaitan yang rujukannya ialah ..... bertarikh ..... dan bersetuju dengan terma dan syarat yang terkandung dalam Surat ini tanpa syarat yang mana salinan kepada Surat ini telah pun disimpan, dan selanjutnya disahkan bahawa tiada apa-apa terma, syarat atau stipulasi tambahan kepada yang terkandung dalam dokumen Tender dan Surat ini telah dikenakan.

.....	:	.....	:
Nama Penuh	:	Nama Penuh Saksi	:
No. Kad Pengenalan	:	No. Kad Pengenalan	:
Alamat	:	Alamat	:
Tarikh	:	Tarikh	:

Meterai atau Cop Syarikat  
*\*potong mana yang tidak berkenaan*



Tandatangan & Cop (Kerajaan) : .....  
Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini  
Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

**BUTIRAN KONTRAK**

**PERKHIDMATAN PENYELENGGARAAN DAN SOKONGAN LOGISTIK BERSEPADU  
UNTUK TIGA (3) BUAH PESAWAT DAUPHIN AS365N3 UNTUK KEGUNAAN  
AGENSI PENGUATKUASAAN MARITIM MALAYSIA  
NO. KONTRAK: KDN/PL/T/APMM/1/2022**

**1. Pendaftaran dengan Suruhanjaya Syarikat Malaysia (jika berdaftar)**

- 1.1 No. Pendaftaran : 201301010420 (1040262-D)  
1.2 Tempoh Sah Laku : T/B

**2. Pendaftaran dengan Kementerian Kewangan (jika berdaftar)**

- 2.1 No. Pendaftaran : 357-02266869  
2.2 Tempoh Sah Laku : 08 Okt 2019 - 26 Okt 2022  
2.3 Kod Bidang : T/B  
2.4 Taraf Syarikat : Bumiputera  
2.5 Tempoh Sah Laku Taraf Bumiputera : T/B

**3. Pendaftaran Cukai Barang dan Perkhidmatan (CBP) dengan Jabatan Kastam Diraja Malaysia (jika berdaftar)**

- 3.1 No. Pendaftaran : T/B  
3.2 Tarikh Kuat Kuasa : T/B

**4. Harga dan Tempoh Kontrak**

- 4.1 Harga Kontrak (pecahan kos seperti di **Lampiran A1**) : RM 75,728,901.60 (Had Bumbung)



7 daripada 10

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

- 4.2 Peruntukan CJCP (sekiranya berkaitan) : T/B
- 4.3 Fi Perkhidmatan ePerolehan(sekiranya berkaitan) : 0.4%
- 4.4 Jumlah Harga Kontrak : RM 75,728,901.60 (Had Bumbung)
- 4.5 Tempoh Kontrak : 36 bulan

1 Julai 2022 tertakluk kepada syarat-syarat berikut:

- (i) Syarikat memiliki sijil pengiktirafan sebagai *Approved Maintenance Organisation (AMO)* bagi Pesawat Dauphin AS365N3 dari Directorate General Technical Airworthiness (DGTA) dalam tempoh empat (4) bulan dari tarikh Surat Setuju Terima dikeluarkan.
- 4.6 Tarikh Mula Kontrak : (ii) Syarikat mengemukakan notis rasmi kepada Kerajaan setelah memperolehi Persijilan AMO dari DGTA beserta dokumen sokongan berkaitan; dan
- (iii) Sekiranya pihak syarikat gagal memperolehi persijilan AMO Pesawat Dauphin AS365N3 dari DGTA dalam tempoh yang ditetapkan di perenggan 4.6 (i), tawaran ini terbatal dengan sendirinya.
- 4.7 Tarikh Tamat Kontrak : 30 Jun 2025

#### **5. Tempoh dan Jadual Penyempurnaan Perkhidmatan/Pembekalan Barang**

Senarai item, kuantiti, jenis perkhidmatan dan/atau tempoh serta jadual penyempurnaan perkhidmatan yang ditetapkan seperti di **Lampiran A1**.

#### **6. Spesifikasi/Skop Perkhidmatan/Service Level Agreement (SLA) (sekiranya berkaitan)**

Spesifikasi/Skop Perkhidmatan/SLA yang ditetapkan seperti di **Lampiran A1**.



8 daripada 10

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini



### **7. Bon Pelaksanaan**

(sila pilih sama ada Jaminan Bank/ Bank Islam/ Bank Pembangunan Malaysia Berhad; atau Jaminan Syarikat Kewangan; atau Jaminan Insurans/ Takaful)

- 7.1 Kadar Bon Pelaksanaan : 5.00
- 7.2 Formula Bon Pelaksanaan : LOA Amount/duration (in year) = x. here x is being checked against the rate either 2.5% or 5%, if X >=RM 500,000, the rate being used is 5%
- 7.3 Nilai Bon Pelaksanaan : RM1,262,148.36
- 7.4 Bentuk Bon Pelaksanaan : Jaminan Bank/ Bank Islam/ Bank Pembangunan Malaysia Berhad; atau Jaminan Syarikat Kewangan; atau Jaminan Insurans/ Takaful
- 7.5 Tempoh Sah Laku : Dari tarikh kuat kuasa kontrak sehingga 12 bulan selepas tarikh tamat kontrak atau tarikh obligasi terakhir mengikut mana yang terkemudian.

Mengikut format yang ditetapkan oleh Kerajaan seperti di **Lampiran A3**

### **8. Kadar Denda/Tolakan**

*Kadar tolakan melalui kaedah Performance Based Contract (PBC) akan dikenakan jika KPI yang dipersetujui tidak ditepati seperti pengiraan di **Lampiran A1**.*

### **9. Professional Training And Education For Growing Entrepreneurs (PROTÉGÉ) (jika berkaitan)**

- 9.1 Tertakluk kepada Pelaksanaan Program PROTÉGÉ : Ya
- 9.2 Bilangan minimum peserta PROTÉGÉ : 32 peserta



9 daripada 10

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 7 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

**Salinan Kepada :**

Ketua Setiausaha Perbendaharaan  
Bahagian Perolehan Kerajaan  
Aras 4 Blok Utara  
Kementerian Kewangan  
Presint 2  
**62592 PUTRAJAYA**  
(u.p : Ketua Seksyen Dasar Perolehan)

Ketua Setiausaha  
Kementerian Pembangunan Usahawan dan Koperasi  
Aras 2, Blok E4/5, Kompleks Kerajaan Parcel E  
Pusat Pentadbiran Kerajaan Persekutuan  
**62502 PUTRAJAYA**  
(u.p.: Ketua Sekretariat PROTÉGÉ)

Pejabat Ketua Pegawai Eksekutif  
Ibu Pejabat Lembaga Hasil Dalam Negeri Malaysia  
Menara Hasil  
Aras 18, Persiaran Rimba Permai, Cyber 8  
**63000 CYBERJAYA**

Pengarah  
Ibu Pejabat Kastam Diraja Malaysia  
Bahagian Cukai Dalam Negeri  
Aras 3 & 4, Blok A, Menara Tulus  
No.22, Persiaran Perdana , Presint 3  
**61200 PUTRAJAYA**  
(u.p.: Pengarah Jabatan Pematuhan Cukai)

Ketua Pengarah  
Agensi Penguatkuasaan Maritim Malaysia  
Aras 4-11, One IOI Square  
IOI Resort  
**62502 PUTRAJAYA**

Pengarah  
Bahagian Kejuruteraan  
Agensi Penguatkuasaan Maritim Malaysia  
Tingkat 4-11, One IOI Square  
IOI Resort  
**62502 PUTRAJAYA**



Tandatangan & Cop (Kerajaan) : .....  
Tandatangan & Cop (Syarikat ) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

LAMPIRAN A1

**PERKHIDMATAN PENYELENGGARAAN DAN SOKONGAN LOGISTIK  
BERSEPADU UNTUK TIGA (3) BUAH PESAWAT DAUPHIN AS365N3 UNTUK  
KEGUNAAN AGENSI PENGUATKUASAAN MARITIM MALAYSIA  
NO. KONTRAK: KDN/PL/T/APMM/1/2022**

1. No. Perjanjian : KDN/PL/T/APMM/1/2022
2. Kontraktor : Pengarah Urusan  
Galaxy Aerospace (M) Sdn. Bhd.  
Suite 11-14, Helicopter Centre,  
Malaysia International Aerospace ,  
Centre, Sultan Abdul Aziz Shah Airport,  
Petaling,  
47200 Pekan Subang,  
Selangor  
No. Tel. : 03-7734 7226  
No. Faks : 03-7734 7526
3. Nilai Perjanjian : RM75,728,901.60
4. Tempoh Perjanjian : Tiga (3) tahun mulai 1 Julai 2022 sehingga 30 Jun 2025  
tertakluk kepada syarat-syarat berikut:
  - 4.1 Syarikat memiliki sijil pengiktirafan sebagai *Approved Maintenance Organisation* (AMO) bagi Pesawat Dauphin AS365N3 dari Directorate General Technical Airworthiness (DGTA) dalam tempoh empat (4) bulan dari tarikh Surat Setuju Terima dikeluarkan.
  - 4.2 Syarikat mengemukakan notis rasmi kepada Kerajaan setelah memperolehi Persijilan AMO dari DGTA beserta dokumen sokongan berkaitan; dan
  - 4.3 Sekiranya pihak syarikat gagal memperolehi persijilan AMO Pesawat Dauphin AS365N3 dari DGTA dalam tempoh yang ditetapkan di perenggan 4.1, tawaran ini terbatal dengan sendirinya.
5. Tempoh Dukungan : Tiga (3) tahun mulai 1 Julai 2022 sehingga 30 Jun 2025  
tertakluk kepada syarat di perenggan 4.

Tandatangan & Cop (Kerajaan) : .....  
Tandatangan & Cop (Syarikat) : .....

I daripada 5

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini  
Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

6. Bon Pelaksanaan : RM1,262,148.36 (5% daripada nilai satu tahun perjanjian dan sah laku untuk tempoh dua belas bulan selepas tamat Perjanjian)
7. Skop Perkhidmatan : 7.1 Perkhidmatan *Performance Based Contract*

Melaksanakan Perkhidmatan dan Pembekalan seperti *Statement of Work* yang dipersetujui di **LAMPIRAN A1-1.**

7.2 Perkhidmatan *Over & Above*

Melaksanakan Perkhidmatan *Over & Above* seperti *Statement of Work* yang dipersetujui di **LAMPIRAN A1-1.**

7.3 Perkhidmatan Latihan

Seperti ditetapkan dan dipersetujui di **LAMPIRAN A1-1.**

8. Perincian Harga : 8.1 Perkhidmatan *Performance Based Contract*:

a. *Maintenance Management Services (MMS)*

- i. - RM376,430.00/ bulan

b. *Power By The Hour (PBH)*

- i. RM7,851.80 / sejam
- ii. Perkhidmatan *Power By the Hour* untuk tempoh perjanjian ini adalah tertakluk kepada jaminan KERAJAAN iaitu jumlah jam penerbangan MINIMUM sebanyak 1800 sepanjang tempoh perjanjian selepas pesawat berada dalam keadaan *Serviceable*.
- iii. Dalam keadaan jumlah jam penerbangan bulanan adalah kurang daripada jaminan jumlah jam penerbangan minimum disebabkan kegagalan KONTRAKTOR menyediakan pesawat, KERAJAAN hendaklah membayar kepada KONTRAKTOR berdasarkan jumlah jam

2 daripada 5

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

penerbangan sebenar sahaja.

- iv. Dalam keadaan sekiranya pesawat melakukan penerbangan kurang daripada jaminan jumlah jam penerbangan minimum disebabkan oleh kegagalan KERAJAAN, KERAJAAN hendaklah membayar KONTRAKTOR caj bagi baki daripada jaminan jumlah minimum jam penerbangan mengikut kadar yang telah ditetapkan. Pelarasan jumlah jam penerbangan akan dibuat pada penghujung tempoh perjanjian.
- v. Sekiranya jumlah jam penerbangan sepanjang tempoh perjanjian tambahan melebihi jaminan jumlah jam penerbangan minimum, pihak KERAJAAN hendaklah membayar mengikut jumlah jam penerbangan sebenar.

c. Perkhidmatan Latihan Berkaitan Pengoperasian Pesawat Dauphin AS365N3

- i. - RM459,997.56

(Kos pelaksanaan latihan adalah di bawah tanggungan Kontraktor)

9. Pesanan

: 9.1

Perkhidmatan Penyelenggaraan Dan Sokongan Logistik Bersepadu Untuk Tiga (3) Buah Pesawat Dauphin AS365N3:

a. Perkhidmatan MMS & PBH

- i. Surat Setuju Terima / Dokumen Perjanjian sebagai pesanan rasmi Kerajaan; dan
- ii. Sijil *Approved Maintenance Organisation* (AMO) bagi Pesawat Dauphin AS365N3 daripada DGTA.

b. Perkhidmatan / Pembekalan Over & Above

- i. Pesanan rasmi Kerajaan
- ii. Sijil *Approved Maintenance Organisation* (AMO) Pesawat Dauphin AS365N3 daripada DGTA.



Tandatangan & Cop (Kerajaan) : .....  
Tandatangan & Cop (Syarikat) : .....

3 daripada 5

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

10. Lokasi : Stesen Udara Maritim Subang, Jalan TUDM, Subang atau mana-mana pangkalan dan lokasi yang bersesuaian yang diarahkan oleh Kerajaan secara rasmi.
11. Pembayaran : Dalam tempoh empat belas (14) hari melalui *Electronic Fund Transfer* (EFT) setelah menerima dokumen-dokumen lengkap daripada kontraktor. Pembayaran akan dilaksanakan oleh Bahagian Kewangan, Bahagian Operasi Udara APMM.
12. Terma Bayaran : Bayaran akan dibuat setelah Kontraktor mengemukakan dokumen-dokumen berikut:
- 12.1 Perkhidmatan MMS dan PBH:
- Invois perdagangan asal yang telah ditandatangani dan disahkan oleh Pegawai Pengesahan APMM atau pegawai yang diberi kuasa olehnya;
  - Sijil Pengesahan Perkhidmatan yang disahkan oleh APMM; dan
  - Laporan Pelaksanaan Perkhidmatan Penyelenggaraan bulanan.
- 12.2 Perkhidmatan / Pembekalan Over & Above (O&A):
- Pesanan rasmi Kerajaan;
  - Invois perdagangan asal yang telah ditandatangani dan disahkan oleh Pegawai Pengesahan APMM atau pegawai yang diberi kuasa olehnya; dan
  - Sijil Pengesahan Perkhidmatan / Pembekalan yang disahkan oleh APMM.
13. Jaminan *Availability* Pesawat (*Performance Based Contract*) : Seperti dinyatakan pada **LAMPIRAN A1-1**.
14. Kadar *At Risk Amount* (*Performance Based Contract*) : Seperti dinyatakan pada **LAMPIRAN A1-1**.



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

4 daripada 5

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

15. **Fi Perkhidmatan** : Fi perkhidmatan bagi perolehan secara ePerolehan sebanyak 0.4% bagi setiap nilai pesanan Kerajaan tertakluk kepada had maksimum Ringgit Malaysia Empat Ribu Lapan Ratus (RM4,800.00) bagi pesanan Kerajaan yang melebihi RM1.2 juta. Fi yang dikenakan ini adalah seperti yang termaktub dalam terma dan syarat bagi pendaftaran pembekal di bawah sistem ePerolehan. Kontraktor hendaklah membenarkan jumlah tersebut dibayar kepada Kerajaan dan dipotong daripada bil/invois yang berkaitan.
16. **Penamatan Perjanjian** : 16.1 Kerajaan boleh, dengan memberi notis secara bertulis dalam tempoh tiga puluh (30) hari kepada kontraktor, hendaklah berhak menamatkan perjanjian ini sekiranya kontraktor memecah apa-apa obligasinya di bawah mana-mana peruntukan di bawah perjanjian ini;  
16.2 Dalam keadaan di mana perjanjian ini telah ditamatkan berdasarkan klausa 16.1 di atas, Kerajaan hendaklah berhak menuntut balik daripada kontraktor apa-apa ganti rugi atau pampasan akibat daripada penamatan perjanjian ini dengan tidak menjejaskan hak-hak lain yang ada pada Kerajaan di bawah perjanjian ini.
17. **Tanggungjawab Kontraktor** : Kontraktor diberi peringatan supaya mengemukakan bil/tuntutan yang lengkap dalam tempoh empat belas (14) hari daripada tarikh bekalan atau perkhidmatan dibekalkan atau kerja disempurnakan untuk membolehkan bayaran dibuat dengan segera. Kerajaan tidak akan bertanggungjawab di atas kelewatan pembayaran kepada Kontraktor jika bil/tuntutan tidak dihantar dengan segera dalam tempoh empat belas (14) hari.



Tandatangan & Cop (Kerajaan) : .....  
Tandatangan & Cop (Syarikat) : .....

5 daripada 5

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

**STATEMENT OF WORK**  
**KONTRAK PERKHIDMATAN PENYELENGGARAAN DAN SOKONGAN**  
**LOGISTIK BERSEPADU UNTUK TIGA (3) BUAH PESAWAT DAUPHIN AS365N3**  
**UNTUK KEGUNAAN AGENSI PENGUATKUASAAN MARITIM MALAYSIA**  
**NO. KONTRAK: KDN/PL/T/APMM/1/2022**





**STATEMENT OF WORK**  
**KONTRAK PERKHIDMATAN PENYELENGGARAAN DAN SOKONGAN LOGISTIK BERSEPADU**  
**UNTUK TIGA (3) BUAH HELIKOPTER DAUPHIN AS365N3 AGENSI PENGUATKUASAAN MARITIM MALAYSIA**  
**NO. KONTRAK: KDN/PLT/APMM/1/2022**

NO	SPECIFICATION	REMARKS / OFFERING BY TENDERER
1.	<p><b>INTRODUCTION</b></p> <p>1.1. Tenderers are invited to provide services for an Integrated Maintenance and Logistic Support (IMLS) for three (3) units of Helicopter Dauphin AS365N3.</p>	<p>1.1. <b>Complied.</b> Tenderer is committed to undertake the IMLS for three (3) unit Helicopter Dauphin AS365N3. Tenderer also is currently an established, well experienced and approved MRO company by both civil and state authority including local and foreign authority. Tenderer have vast experience in providing IMLS services to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay. Tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphin AS365N3 helicopter. Tenderer able to manage IMLS services using AERONET system. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness. Tenderer have a good relationship with various MSN to widen the scope of procurement and also technical services. The MSN and Vendors have been audited by the tenderer Quality Management System (QMS).                      Appendix 1 – Tenderer Experiences                      Appendix 2 – MRO Shift Planning                      Appendix 3 – Operational Summary                      Appendix 4 – Personnel with Type Rating AS365N3                      Appendix 5 – Engineering Manpower                      Appendix 6 – Tenderer Qualification                      Appendix 7 – AERONET                      Appendix 8 – QTE (Personnel with Type Rating AS365N3)                      Appendix 9 – Master Inventory List                      Appendix 10 – OEM Support Letter                      Appendix 11 – Draft MMP AS365N3 Part 2.2 &amp; 2.3                      Appendix 12 – Approved MSN &amp; AVL</p> <p>1.2. <b>Complied.</b> Tenderer answered &amp; explained all compulsory and general specification with necessary references to the Appendices.</p>
	<p>1.2. Tenderer is required to answer for any <b>COMPULSORY (W)</b> specification and prescribed <b>GENERAL</b> specification.</p>	

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....



	<p>1.3. If the column is not sufficient for the tenderer to explain further, the tenderer shall provide an attachment to support the tender offer.</p> <p>1.4. Failure to respond and comment as intended, it will cause the tenderer disqualify for the consideration for this acquisition.</p>	<p>1.3. <b>Complied.</b> Tenderer acknowledged.</p> <p>1.4. <b>Complied.</b> Tenderer acknowledged.</p>
<p><b>2.</b></p>	<p><b>GENERAL REQUIREMENT</b></p> <p>2.1 MMEA is desirous to obtain an Integrated Maintenance and Logistic Support (IMLS) for its three (3) units of Airbus Helicopters Dauphin AS365N3 helicopters with SAR configuration. MMEA is an agency being formed to undertake the roles and responsibilities of enforcing maritime laws, maritime safety, marine environmental monitoring and control and maritime Search and Rescue (SAR). These tasks shall be performed by MMEA over the vast Malaysian Maritime Zone (MMZ), encompassing the internal waters, territorial waters, continental shelf and the Exclusive Economic Zone (EEZ) and beyond. In order to perform these roles effectively, MMEA shall have a good serviceable full mission capable aircraft at all time at readiness state for operation execution.</p>	<p>2.1. <b>Complied.</b> Tenderer is committed to undertake the IMLS for three (3) unit of Helicopter Dauphin AS365N3 with SAR Configuration. Tenderer also is currently an established, well experienced and approved MRO company by both civil and state authority including local and foreign authority. Tenderer have vast experience in providing IMLS services helicopter to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay. Tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphin AS365N3 helicopter. Tenderer able to manage IMLS services using AERONET system. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness. Tenderer have a good relationship with various MSN to widen the scope of procurement and also technical services. The MSN have been audited by the tenderer Quality Management System (QMS).</p> <p><b>Appendix 1 – Tenderer Experiences</b>  <b>Appendix 2 – MRO Shift Planning</b>  <b>Appendix 3 – Operational Summary</b>  <b>Appendix 4 – Personnel with Type Rating AS365N3</b>  <b>Appendix 5 – Engineering Manpower</b>  <b>Appendix 6 – Tenderer Qualification</b>  <b>Appendix 7 – AERONET</b>  <b>Appendix 8 – QTE (Personnel with Type Rating AS365N3)</b>  <b>Appendix 9 – Master Inventory List</b>  <b>Appendix 10 – OEM Support Letter</b>  <b>Appendix 11 – Draft MMP AS365N3 Part 2.2 &amp; 2.3</b>  <b>Appendix 12 – Approved MSN &amp; AVL</b></p> <p>Tenderer will support MMEA operation off-site services to the various locations under Over and Above Services.  <b>Appendix 2 –MRO Shift Planning</b>  <b>Appendix 4 – Personnel with Type Rating AS365N3</b></p>



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

**Appendix 13 – Job Chit  
Appendix 14 – Over and Above Process & Form**

Tenderer is capable to provide good serviceable FMC helicopter at all time at readiness state for MMEA operation execution. Tenderer have proven excellent performance based on current and previous track record.  
**Appendix 3 – Operational Summary  
Appendix 15 – SPM  
Appendix 16 – SHI**

2.2 The aircraft maintenance contract will be expired and a new contract will be tendered out to make sure the maintenance of the Dauphin aircraft is sustained. Aircraft maintenance encompasses broad sets of activities that must be performed so that an aircraft remains in airworthy condition. These activities are commonly referred to as maintenance, repair and overhaul to include a complex blend of preventive scheduled and unscheduled work, as well as major refurbishments that return aircrafts and aircraft subsystems as closely as possible to their airworthy condition. Subject to the type of operations, these parts of the same type aircraft, i.e., Helicopter Dauphin AS365 N3, may have different service intervals as measured by flight hours, flight cycles or calendar periods.

2.2. **Complied.** Tenderer is committed to undertake the IMLS for three (3) unit of Helicopter Dauphin AS365N3 that will be expired soon. Tenderer also is currently an established, well experienced and approved MRO company by both civil and state authority including local and foreign authority. Tenderer have vast experience in providing IMLS services to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay. To ensure aircraft remains in airworthy condition, tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphin AS365N3 helicopter inclusive of complex blend of preventive scheduled and unscheduled work. Tenderer able to manage IMLS services using AERONET system. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness. Tenderer have a good relationship with various MSN to widen the scope of procurement and also technical services. The MSN have been audited by the tenderer Quality Management System (QMS).

- Appendix 1 – Tenderer Experiences**
- Appendix 2 – MRO Shift Planning**
- Appendix 3 – Operational Summary**
- Appendix 4 – Personnel with Type Rating AS365N3**
- Appendix 5 – Engineering Manpower**
- Appendix 6 – Tenderer Qualification**
- Appendix 7 – AERONET**
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)**
- Appendix 9 – Master Inventory List**
- Appendix 10 – OEM Support Letter**
- Appendix 11 – Draft MMP AS365N3 Part 2.2 & 2.3**
- Appendix 12 – Approved MSN & AVL**

Tenderer also have a design office to support any major refurbishment requirement, non-standard repair, modifications and retrofits to ensure the aircraft and aircraft's subsystem are airworthy.

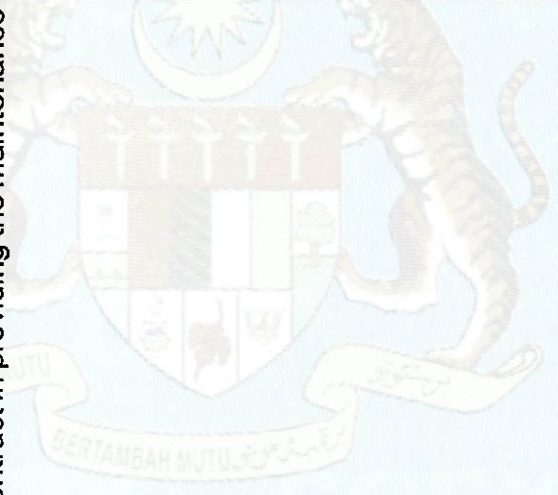
**Appendix 17 – Approved Engineering Organization (AEO) DGTA**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

2.3. Currently MMEA is outsourcing its aircraft maintenance to BHIC AeroServices Sdn Bhd, the current maintenance contractor of the Helicopter Dauphin AS363N3. The current contract expected to be expired on 30 June 2021 and there is a need to have a new contract in providing the maintenance services.



Tenderer aware that Helicopter Dauphin AS365N3 have different service intervals as measured by flight hours, flight cycles or calendar periods i.a.w Maintenance Manual and Approved Maintenance Program. Tenderer already have an established CAMO department to manage and monitor all aircraft activities includes technical publication and forecasting scheduled maintenance and spares required.

- Appendix 7 – AERONET
- Appendix 18 – Maintenance Downtime
- Appendix 25 – Draft AMP AS365N3

2.3. Complied. Tenderer is committed to undertake the IMLS for three (3) unit of Helicopter Dauphin AS365N3 that will be expired on 30 June 2021. Tenderer is currently an established, well experienced and approved MRO company by both civil and state authority including local and foreign authority. Tenderer have vast experience in providing IMLS services to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay. Tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphin AS365N3 helicopter. Tenderer able to manage IMLS services using AERONET system. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness. Tenderer have a good relationship with various MSN to widen the scope of procurement and also technical services. The MSN have been audited by the tenderer Quality Management System (QMS).

- Appendix 1 – Tenderer Experiences
- Appendix 2 – MRO Shift Planning
- Appendix 3 – Operational Summary
- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 5 – Engineering Manpower
- Appendix 6 – Tenderer Qualification
- Appendix 7 – AERONET
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)
- Appendix 9 – Master Inventory List
- Appendix 10 – OEM Support Letter
- Appendix 11 – Draft MMP AS365N3 Part 2.2 & 2.3
- Appendix 12 – Approved MSN & AVL

Tenderer is already approved for AS365N3 MRO under CAAM and will extend the current DGTA AMO approval to include MMEA AS365 N3. Tenderer have a track record to add new aircraft capabilities under AMO/MRO within short period of time. Line Maintenance for the AS365N3 can start immediately subject to DGTA approval and availability. Tenderer



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

		<p>shall start applying for the extension once got a Letter of Intent by the Government.  <b>Appendix 6 – Tenderer Qualification</b>  <b>Appendix 38 – AMO DGTA Approval Plan for AS365N3</b></p>
<p><b>3.</b></p>	<p><b>OPERATIONAL REQUIREMENT</b></p> <p>3.1 MMEA Air Wing unit is providing maritime surveillance, search and rescue and other missions along the maritime zone of Malaysian peninsular operation for 365 days and 24 hours. The fleet of three (3) helicopters must accumulate at least 200 flying hours per aircraft per year.</p>	<p>3.1. <b>Complied and Agreed.</b> Tenderer able to fulfill the MMEA operation requirement 24 hours and 365 days. Tenderer have adequate manpower to support operational requirements of 24 hours per day and 7 days per week for 365 days. Tenderer providing comprehensive coverage by practicing shift work arranged monthly by the issuance of roster. Tenderer also appointed a Person In Charge (SMM) as a quick point of reference that will effectively respond to MMEA.  <b>Appendix 2 – MRO Shift Planning</b>  <b>Appendix 11 – Draft MMP AS365N3 Part 3.3</b></p> <p>Tenderer already have an established CAMO department to monitor the technical publication and forecasting scheduled maintenance and spares required using AERONET system. Tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphine AS365N3 aircraft.  <b>Appendix 6 – Tenderer Qualification</b>  <b>Appendix 18 – Maintenance Downtime</b>  <b>Appendix 7 – AERONET</b>  <b>Appendix 9 – Master Inventory List</b></p> <p>Tenderer committed to develop spares inventory for maintenance (scheduled and unscheduled) purposes in our several storage warehouse which supported by huge network of MSN, Vendor and OEM to make sure smooth logistic/procurement of spares process.  <b>Appendix 12 – Approved MSN &amp; AVL</b>  <b>Appendix 10 – OEM Support Letter</b>  <b>Appendix 19 – Tenderer Facility</b>  <b>Appendix 39 – Vendor Support Letter</b></p> <p>Tenderer is capable to provide good serviceable FMC helicopter at all times at readiness state for MMEA operation execution. Tenderer have proven excellent performance based on current and previous track record which aircraft able to achieve 600 flying hours per aircraft per year.  <b>Appendix 3 – Operational Summary</b>  <b>Appendix 20 – Maintenance Forecast</b></p>



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

3.2 The helicopters are currently based at Stesen Udara Maritim Subang, Jalan TUDM, Shah Alam.

3.2. **Complied and Agreed.** Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent experience and qualified manpower to support MMEA at the current base as mentioned. The current AMO approval already covered Stesen Udara Maritim Subang (SUMS).  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 5 – Engineering Manpower**  
**Appendix 6 – Tenderer Qualification**  
**Appendix 11 – Draft MMP AS365N3 Part 2**

3.3 The contractor's performance shall be measured on its ability to provide the required number of helicopters which are serviceable and available for MMEA to perform its task and missions at any one time on 24/7 basis and to support aircraft deployment to forward location when necessary. Contractor's performance will be measured by the Performance Based Contract (PBC) concept. The contractor is to meet the key result area (KRA) set by MMEA where Key Performance Index (KPI) related to aircraft availability, reliability and maintainability are to be measured. For contract extension or renewal, several criteria performance measures profile will be evaluated on the contractor.

3.3. **Complied and Agreed.** Tenderer is currently an established, well experienced and approved MRO company by both civil and state authority including local and foreign authority. Tenderer have vast experience in providing IMLS services to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay and accordance to shift planning to make sure aircraft serviceable and available 24/7 basis. Tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphine AS365N3 helicopter. Tenderer able to manage IMLS services using AERONET system. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness. Tenderer have a good relationship with various MSN to widen the scope of procurement and also technical services. The MSN have been audited by the tenderer Quality Management System (QMS).  
**Appendix 1 – Tenderer Experiences**  
**Appendix 2 – MRO Shift Planning**  
**Appendix 3 – Operational Summary**  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 5 – Engineering Manpower**  
**Appendix 6 – Tenderer Qualification**  
**Appendix 7 – AERONET**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**  
**Appendix 9 – Master Inventory List**  
**Appendix 10 – OEM Support Letter**  
**Appendix 11 – Draft MMP AS365N3 Part 2.2 & 2.3**  
**Appendix 12 – Approved MSN & AVL**

Tenderer will support MMEA operation off-site services (forward location/detachment) to the various locations under Over and Above Services. Tenderer also have readily available ground support vehicle within Peninsular Malaysia. For other location, Tenderer shall arrange and manage ground support vehicle requirement under Over and Above services. Approval form (JOB CHIT form) internally provided by tenderer



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

as proper record and supporting document for Over and Above claiming process. Tenderer ready and able to provide technical services, manpower, logistics (in term of tools/spares/ground support), and administrative to support MMEA operation off-site services to the various locations under Over and Above services 24/7. Tenderer have a strategic MRO base location all over Malaysia for quick support as additional if required.

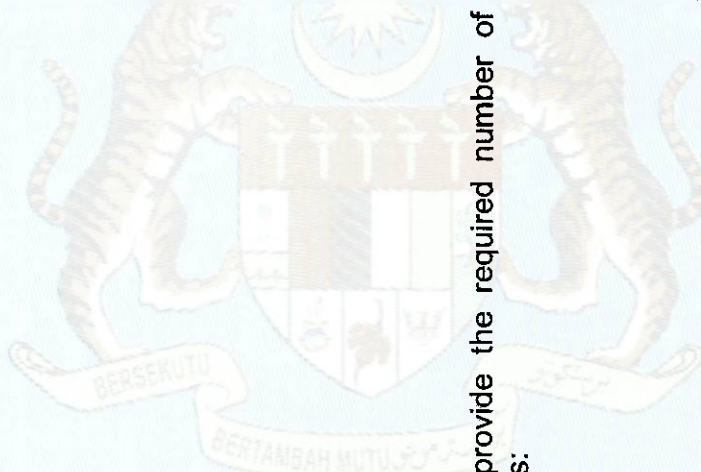
- Appendix 2 – MRO Shift Planning
- Appendix 13 – Job Chit
- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 5 – Engineering Manpower
- Appendix 14 – Over and Above Process & Form
- Appendix 21 – Ground Support Vehicle
- Appendix 22 – Offices Location

Tenderer also have vast experience in PBC contract with numerous Government agencies and Tenderer fully aware of the concept of PBC contract applied and fully understood the performance measurable of standards KPIs requirement related to aircraft availability, reliability and maintainability. Proposed PBC concept as per Appendix 8. Tenderer is capable to provide good serviceable FMC aircraft at all times at readiness state for MMEA operation execution. Tenderer have proven excellent performance based on current and previous track record.

- Appendix 1 – Tenderer Experiences
- Appendix 3 – Operational Summary
- Appendix 23 – PBC Concept
- Appendix 15 – SPM
- Appendix 16 – SHI

3.4 The assessment of its ability to provide the required number of helicopters shall be based on the followings:

3.4. **Complied and Agreed.** Tenderer acknowledged the assessment of its ability to provide the required number of helicopters. Tenderer is currently an established, well experienced and approved MRO company by both civil and state authority including local and foreign authority. Tenderer have vast experience in providing IMLS services to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay and accordance to shift planning to make sure aircraft serviceable and available 24/7 basis. Tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphine AS365N3 helicopter. Tenderer able to manage IMLS services using AERONET system. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness. Tenderer have a good relationship with various MSN to widen the scope of procurement and also technical services. The MSN have been audited by the tenderer Quality Management System (QMS).



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

3.4.1 Fleet reliability whereby 1 helicopter must be SAR operational and 1 helicopter on standby at any point in time in accordance with the minimum equipment list. The expression 'standby' shall mean that the standby helicopter shall always be made available for SAR operation within two (2) hours after a notice is served by MMEA.

- Appendix 1 – Tenderer Experiences
- Appendix 2 – MRO Shift Planning
- Appendix 3 – Operational Summary
- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 5 – Engineering Manpower
- Appendix 6 – Tenderer Qualification
- Appendix 7 – AERONET
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)
- Appendix 9 – Master Inventory List
- Appendix 10 – OEM Support Letter
- Appendix 11 – Draft MMP AS365N3 Part 2.2 & 2.3
- Appendix 12 – Approved MSN & AVL

3.4.1. Compiled and Agreed. Tenderer capable to provide 1 helicopter in SAR mode and 1 helicopter on standby mode at any point in time in accordance with the minimum equipment list. Based on track record, Tenderer have achieved an average Mission Capability, Mc of more than 66.6% in a month and ensure two (2) helicopter in FMC condition available at any time (24/7). Tenderer available 24/7 at MMEA Subang Base and ready for any support at off-site base.

- Appendix 2 – MRO Shift Planning
- Appendix 3 – Operational Summary
- Appendix 13 – Job Chit
- Appendix 21 – Ground Support Vehicle
- Appendix 22 – Offices Location

Tenderer also committed to further improve the average capability by proper maintenance planning, spares readiness and adequate tools/GSE and other equipment. Also, Tenderer's Technical Services department will prepare reliability report for MMEA in accordance with Continuing Airworthiness Maintenance Procedure (CAMP) Part 4.8 & 4.9 for proper planning on spares readiness especially on unscheduled maintenance. Tenderer's CAMO department already established and shall prepare Aircraft Maintenance Program (AMP) draft for MMEA's Dauphine AS365N3 fleet. Tenderer also have strong support from the OEM and huge network of MSN and Vendor. Therefore, turnaround time (TAT) can be reduced in order to fulfill the requirement smoothly.


- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 5 – Engineering Manpower
- Appendix 24 – Reliability Report
- Appendix 7 – AERONET
- Appendix 25 – AMP
- Appendix 9 – Master Inventory List
- Appendix 12 – Approved MSN & AVL
- Appendix 10 – OEM Support Letter
- Appendix 39 – Vendor Support Letter




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<p>Tenderer also have in-house capability to service safety/mission equipment which able to reduce TAT.  <b>Appendix 26 – Workshop Capabilities</b>  <b>Appendix 27 – Authorized Battery Replacement Centre</b></p> <p>Tenderer also have experience and very strong support for the arrangement of International Traffic in Arms Regulation (ITAR) for FLIR system/component  <b>Appendix 28 – ITAR Handling</b>  <b>Appendix 29 – FLIR Local Authorized Agent</b></p> <p>Tenderer have practicing shift working hours which manpower always on standby 24/7, 365 days to make sure aircraft is available for SAR operation within 2 hours upon issuance of POMA or any other official mean by MMEA.  <b>Appendix 2 – MRO Shift Planning</b>  <b>Appendix 30 – POMAR Form</b></p> <p>Tenderer shall carry out role change such as SAR, mercy flight and VIP in accordance to aircraft approved layout.  <b>Appendix 31 – Seat Configurations</b>  <b>Appendix 32 – Weight &amp; Balance Seat Layouts</b></p>	<p>3.4.2 Should the operational helicopter become unserviceable, the contractor shall, unless otherwise directed by MMEA, immediately take action to re-configure the standby helicopter so as to become operational as soon as possible and within a time period to be mutually agreed upon taking into consideration the work to be performed.</p>
<p><b>3.4.2. Complied and Agreed.</b> Tenderer progressively utilized sufficient manpower to undertake any action/ directed by MMEA to reconfigure standby helicopter to meet the requirement within the time period.  <b>Appendix 4 – Personnel with Type Rating AS365N3</b>  <b>Appendix 5 – Engineering Manpower</b></p> <p>Tenderer committed to develop spares inventory for maintenance (scheduled and unscheduled) purposes in our several storage warehouse which supported by huge network of MSN, Vendor and OEM to make sure smooth logistic/procurement of spares process.  <b>Appendix 12 – Approved MSN &amp; AVL</b>  <b>Appendix 10 – OEM Support Letter</b>  <b>Appendix 19 – Tenderer Facility</b>  <b>Appendix 39 – Vendor Support Letter</b></p> <p>Tenderer is experienced and capable to re-configure aircraft immediately with sufficient manpower and inventory in stock. In the case where parts/components are not in inventory to make the helicopter full mission capable (FMC), optional cannibalization taken into consideration based on the mutually agreed by both parties. Every job in regard to cannibalization are recorded properly and evaluated accordingly as per MMP &amp; EPM. This help reduces the turnaround time and increases the</p>	 <p>Tandatangani &amp; Cop (Kerajaan) : .....</p> <p>Tandatangani &amp; Cop (Syarikat) : .....</p>

<p>availability of the helicopter. Tenderer agreed, this action will be measure by MMEA in System Health Indicator. SHI every 3 months evaluation (non-monetary).</p> <p><b>Appendix 33 – Cannibalization Process / Form</b>  <b>Appendix 16 – SHI</b>  <b>Appendix 11 – Draft MMP AS365N3 Part 8.3</b>  <b>Appendix 34 – EPM 1-09</b></p> <p>Tenderer's Technical Services department will prepare reliability report for MMEA DAUPHIN AS365N3 for proper planning on spares readiness to cater on the unscheduled maintenance on Mission Equipment. Therefore, the TAT will be greatly reduced, and helicopter will maintain at FMC.</p> <p><b>Appendix 24 – Reliability Report</b></p>	<p>3.4.3 In the event that the operational helicopter or the standby helicopter becomes unavailable due to unscheduled maintenance activities, the contractor shall take necessary maintenance actions to ensure that the helicopter concerned shall be made available for flight as soon as possible.</p>
<p><b>3.4.3. Complied and Agreed.</b> Tenderer progressively utilized sufficient manpower to undertake necessary maintenance action and ensure to made available for flight soonest.</p> <p><b>Appendix 2 – MRO Shift Planning</b>  <b>Appendix 4 – Personnel with Type Rating AS365N3</b>  <b>Appendix 5 – Engineering Manpower</b></p> <p>Tenderer committed to develop spares inventory for maintenance (scheduled and unscheduled) purposes in our several storage warehouse which supported by huge network of MSN, Vendor and OEM to make sure smooth logistic/procurement of spares process.</p> <p><b>Appendix 12 – Approved MSN &amp; AVL</b>  <b>Appendix 10 – OEM Support Letter</b>  <b>Appendix 19 – Tenderer Facility</b>  <b>Appendix 39 – Vendor Support Letter</b></p>	
<p>Tenderer also have in-house capability to service safety/mission equipment that able to reduce TAT.</p> <p><b>Appendix 26 – Workshop Capabilities</b></p> <p>Tenderer also have experience and very strong support for the arrangement of International Traffic in Arms Regulation (ITAR) for FLIR system/component.</p> <p><b>Appendix 28 – ITAR Handling</b>  <b>Appendix 29 – FLIR Local Authorized Agent</b></p> <p>Tenderer's Technical Services department will prepare reliability report for MMEA for proper planning on spares readiness especially on unscheduled maintenance. Tenderer also have strong support from the OEM, MSN and Vendor. Therefore, turnaround time (TAT) can be reduced.</p> <p><b>Appendix 24 – Reliability Report</b></p>	

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Tandatangan & Cop (Syarikat) : .....

<p>3.4.4 The Utilization Rate (UE) for each helicopter shall be at least 200 flight hours per year.</p>	<p>Appendix 12 – Approved MSN &amp; AVL  Appendix 10 – OEM Support Letter  Appendix 39 – Vendor Support Letter</p> <p>3.4.4. <b>Complied and Agreed.</b> Tenderer have sufficient manpower, spares and proper maintenance planning. Tenderer have proven excellent performance based on current and previous track record which helicopter is able to support more than minimum UE 200 flying hours per year per helicopter (600 flying hours per helicopter per year).</p> <p>Appendix 2 – MRO Shift Planning  Appendix 3 – Operational Summary  Appendix 18 – Maintenance Downtime  Appendix 7 – AERONET  Appendix 20 – Maintenance Forecast</p> <p>Tenderer committed to develop spares inventory for maintenance (scheduled and unscheduled) purposes in our several storage warehouse which supported by huge network of MSN, Vendor and OEM to make sure smooth logistic/procurement of spares process.</p> <p>Appendix 12 – Approved MSN &amp; AVL  Appendix 10 – OEM Support Letter  Appendix 19 – Tenderer Facility  Appendix 39 – Vendor Support Letter</p>
<p>3.4.5 The contractor shall provide the helicopters to MMEA based on a minimum of 66.6% serviceable helicopters in a monthly based on the fleet of 3 helicopters where 2 units must be readily available at all times.</p>	<p>3.4.5. <b>Complied and Agreed.</b> Tenderer capable and committed to provide more than 66.6% serviceable helicopters in a month. Based on track record, Tenderer have achieved an average Operational Availability, Ao of more than 66.6% in a month including scheduled and unscheduled maintenance.</p> <p>Appendix 3 – Operational Summary</p> <p>Tenderer also committed to further improve the average availability by proper maintenance planning, spares readiness and adequate tools/GSE. Also, Tenderer's Technical Services department will prepare a reliability report for MMEA DAUPHIN AS365N3 in accordance with Continuing Airworthiness Maintenance Procedure (CAMP) Part 4.8 &amp; 4.9 for proper planning on spares readiness especially on unscheduled maintenance. Tenderer also have strong support from the OEM. Therefore, turnaround time (TAT) can be reduced.</p> <p>Appendix 4 – Personnel with Type Rating AS365N3  Appendix 5 – Engineering Manpower  Appendix 24 – Reliability Report  Appendix 7 – AERONET  Appendix 25 – Draft AMP AS365N3  Appendix 9 – Master Inventory List</p>



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	<p>3.4.6 Liquidated damages will be imposed if the service provider unable to meet this operational requirement according to the formula that has been defined in PBC.</p>	<p><b>Appendix 12 – Approved MSN &amp; AVL</b>  Tenderer also have in-house capability to service safety / mission equipment which able to reduce TAT.  <b>Appendix 26 – Workshop Capabilities</b>  <b>Appendix 27 – Authorized Battery Replacement Centre</b></p> <p>Tenderer committed to develop spares inventory for maintenance (scheduled and unscheduled) purposes in our several storage warehouse which supported by huge network of MSN, Vendor and OEM.  <b>Appendix 12 – Approved MSN &amp; AVL</b>  <b>Appendix 10 – OEM Support Letter</b>  <b>Appendix 19 – Tenderer Facility</b>  <b>Appendix 39 – Vendor Support Letter</b></p> <p><b>3.4.6 Complied and Agreed.</b> Tenderer committed to comply all the requirement from MMEA accordance to the contract obligation. Failure to fulfill the obligation, then the contracting Authority has the right to imposed penalty and tenderer shall be penalized. The operational requirement formula defined in PBC shall be calculated precisely in every month together with liquidated damages.  <b>Appendix 23 – PBC Concept</b></p>
<p><b>4.</b></p>	<p><b>QUALIFICATION OF SERVICE PROVIDER AND SCOPE OF WORK</b></p>	



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4.1 It is crucial for MMEA (in terms of air safety and operational capabilities) to ensure that the service providers/contractors have the necessary management, organizational and technical capabilities, OEM and others Authorised Maintenance Organization (AMO) as Maintenance.

4.1. **Complied.** Tenderer is an approved AMO/MRO under DGTA & CAAM. Tenderer acknowledge the air safety and operational capabilities thus, tenderer have a complete and adequate management, organizational and technical capabilities, OEM or State Authorized Maintenance Organization (AMO) and Maintenance Support Network (MSN) and Approved Vendor List (AVL) to perform this contract. The safety aspect of work is in SMS Manual and MMP.

- Appendix 10 – OEM Support Letter
- Appendix 11 – Draft MMP AS365N3 Part 2.1
- Appendix 6 – Tenderer Qualification
- Appendix 11 – Draft MMP AS365N3 Part 4.4
- Appendix 26 – Workshop Capabilities
- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 5 – Engineering Manpower
- Appendix 9 – Master Inventory List
- Appendix 12 – Approved MSN & AVL
- Appendix 35 – SMS Manual
- Appendix 39 – Vendor Support Letter

Tenderer have a complete employed organization structure in accordance to MMP Part 2.1, 3.1-10 and approved by the DGTA. Tenderer's staff are full time employed, fully equipped, qualified, and certified to provide the services according to the latest standard approved by DGTA for the MMEA operational needs without delay.

- Appendix 2 – MRO Shift Planning
- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 5 – Engineering Manpower
- Appendix 11 – Draft MMP AS365N3 Part 2.1, 3.1 – 3.10
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)

Tenderer have an organization structure in following and approved by the DGTA. Tenderer's title of management positions as per Appendix 11, MMP Part 3.1 & 3.5. Tenderer's title of supervisory positions as per Appendix 11, MMP Part 3.3 – 3.6. Tenderer's organization chart showing associated chain of management and maintenance responsibility of the key appointments and groups within the organization as per Appendix 11, MMP Part 2.1.

Tenderer owned adequate test set, support equipment and tools for maintenance on the helicopter and properly maintained and calibrated as per MMP and EPM.

- Appendix 9 – Master Inventory List
- Appendix 11 – Draft MMP AS365N3 Part 8.1
- Appendix 34 – EPM 2-02 & 2-03



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Tandatangan & Cop (Syarikat) : .....

Tenderer properly listed a general description of test set, support equipment and tools used to perform maintenance activities on the aircraft that are under their inventory.

**Appendix 36 – Tools & GSE Description.**

Tenderer's Test Set, Ground Support Equipment and tools used for the maintenance of Dauphin AS365N3 helicopter is approved for use by OEM are following DGTA and OEM requirement and manage via MMP.

**Appendix 11 – Draft MMP AS365N3 Part 8.1**  
**Appendix 9 – Master Inventory List**

Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness.

**Appendix 10 – OEM Support Letter**

Tenderer have a good relationship with various MSN and Vendor to widen the scope of procurement and also technical services. The MSN and Vendor have been audited by the tenderer Quality Management System (QMS).

**Appendix 11 – Draft MMP AS365N3 Part 2**  
**Appendix 12 – Approved MSN & AVL**  
**Appendix 39 – Vendor Support Letter**

Tenderer is already approved for AS365N3 MRO under CAAM and will extend the current DGTA AMO approval to include MMEA AS365 N3. Tenderer have a track record to add new aircraft capabilities under AMO/MRO within short period of time. Line Maintenance for the AS365N3 can start immediately subject to DGTA approval and availability. Tenderer shall start applying for the extension once got a Letter of Intent by the Government.

**Appendix 6 – Tenderer Qualification**  
**Appendix 38 – AMO DGTA Approval Plan for AS365N3**

**4.2 Followings are the requirements for service providers/contractors to be qualified to meet MMEA requirements:**

**4.2. Complied.** Tenderer acknowledged and committed to complied all the requirements by MMEA. Tenderer currently established, well experienced and approved MRO company by both civil and state aviation authority including local and foreign authority. Tenderer have vast experience in providing IMLS services to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay. Tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphin AS365N3 helicopter. Tenderer able to manage IMLS services using AERONET system. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure



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logistical readiness. Tenderer have a good relationship with various MSN and Vendor to widen the scope of procurement and also technical services. The MSN and Vendor have been audited by the tenderer Quality Management System (QMS).

Appendix 1 – Tenderer Experiences  
 Appendix 2 – MRO Shift Planning  
 Appendix 3 – Operational Summary  
 Appendix 4 – Personnel with Type Rating AS365N3  
 Appendix 5 – Engineering Manpower  
 Appendix 6 – Tenderer Qualification  
 Appendix 7 – AERONET  
 Appendix 8 – QTE (Personnel with Type Rating AS365N3)  
 Appendix 9 – Master Inventory List  
 Appendix 11 – Draft MMP AS365N3 Part 2.2 & 2.3  
 Appendix 12 – Approved MSN & AVL  
 Appendix 10 – OEM Support Letter  
 Appendix 39 – Vendor Support Letter

**4.2.1 Certification Requirements (Mandatory)**

(a) The Service provider / contractor shall have an Approved Maintenance Organisation / service Centre by OEM or any Malaysian / International Aviation Authority; and

(b) The Service provider/Contractor have been certified as Dauphin AS365N3 Approved Maintenance Organisation (AMO) by Directorate General Technical Airworthiness (DGTA), MINDEF. For the Service Provider/Contractor that have not been certified as Dauphin AS365N3 AMO by DGTA, they must be obtained Dauphin AS365N3 AMO within four (4) months of the issuance of Letter of Award (LOA).

**4.2.1. Completed. Refer below:**

(a) **Complied.** Tenderer is an approved AMO, AEO/DOA & CAMO by the DGTA and CAAM. The standard practiced of the approvals are equivalent to QMS with the ISO 9001 that fully defined the scope of activities covered.  
 Appendix 6 – Tenderer Qualification  
 Appendix 37 – QMS Compliance Matrix

Tenderer have established formal MSN of various external organization for engineering activities to maintain AS365N3 aircraft. Tenderer also have strong support from the OEM. MSN is audited as per MMP.  
 Appendix 11 – Draft MMP AS365N3 Part 2.2.  
 Appendix 10 – OEM Support LETTER  
 Appendix 12 – Approved MSN & AVL  
 Appendix 39 – Vendor Support Letter/Certification

(b) **Complied.** Tenderer committed and capable in obtained Dauphin AS365N3 AMO within four (4) months of the issuance of Letter of Award (LOA). Tenderer have a track record to add new aircraft capabilities under AMO/MRO within short period of time. Line Maintenance for the AS365N3 can start immediately subject to DGTA approval and availability. Tenderer shall start applying for the extension once got a Letter of Intent by the Government.

Tenderer have a complete employed organization structure in accordance to MMP Part 2.1, 3.1-10 and approved by the DGTA. Tenderer's staff are



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full time employed, fully equipped, qualified, and certified to provide the services according to the latest standard approved by DGTA for the MMEA operational needs without delay.

- Appendix 2 – MRO Shift Planning
- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 5 – Engineering Manpower
- Appendix 11 – Draft MMP AS365N3 Part 2.1, 3.1 – 3.10
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)

Tenderer is already approved for AS365N3 MRO under CAAM and will extend the current DGTA AMO approval to include MMEA AS365 N3  
 Appendix 6 – Tenderer Qualification  
 Appendix 38 – AMO DGTA Approval Plan for AS365N3

4.2.2. Complied. Refer below:

(a) Complied. Tenderer understand the requirement. Tenderer will propose a maintenance package that will undertake all the PBH, RBH, CBH and Over and Above package i.a.w Annex A with the OEM as per Appendix 52 – Contract Planning and Execution.

- Tenderer have a complete and adequate management capability and organizational structure and technical capabilities, OEM or State Authorized Maintenance Organization (AMO) and Maintenance Support Network to perform this contract. The safety aspect of work is in SMS Manual and MMP.
- Appendix 4 – Personnel with Type Rating AS365N3
  - Appendix 5 – Engineering Manpower
  - Appendix 6 – Tenderer Qualification
  - Appendix 9 – Master inventory list
  - Appendix 10 – OEM Support Letter
  - Appendix 11 – Draft MMP AS365N3 Part 2.1 and 4.4
  - Appendix 12 – Approved MSN & AVL
  - Appendix 26 – Workshop Capabilities
  - Appendix 35 – SMS Manual

Tenderer have a complete employed organization structure in accordance to MMP Part 2.1, 3.1-10 and approved by the DGTA. Tenderer's staff are full time employed, fully equipped, qualified, and certified to provide the services according to the latest standard approved by DGTA for the MMEA operational needs without delay.

- Appendix 2 – MRO Shift Planning
- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 5 – Engineering Manpower
- Appendix 11 – Draft MMP AS365N3 Part 2.1, 3.1 – 3.10
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)

#### 4.2.2 Management and Organizational Requirements

(a) In order for MMEA to have better assurance that the service providers/contractors have the necessary management capability and organizational structure to undertake this contract, service providers/contractors need to provide the following which will be verified by the Technical Evaluation Team:



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Tenderer have an organization structure in following and approved by the DGTA.  
Tenderer's title of management positions as per **Appendix 11, MMP Part 3.1 & 3.5.**  
Tenderer's title of supervisory positions as per **Appendix 11, MMP Part 3.3 – 3.6.**

Tenderer's organization chart showing associated chain of management and maintenance responsibility of the key appointments and groups within the organization as per **Appendix 11, MMP Part 2.1.**

Tenderer owned adequate test set, support equipment and tools for maintenance on the AS365N3 helicopter and properly maintained and calibrated as per MMP and EPM.

**Appendix 11 – Draft MMP AS365N3 Part 8.1**

**Appendix 34 – EPM 2-02 & 2-03**

**Appendix 9 – Master Inventory List**

Tenderer properly listed a general description of test set, support equipment and tools used to perform maintenance activities on the Dauphin AS365N3 helicopter that are under their inventory.  
**Appendix 36 - Tools & GSE Description**

Tenderer's Test Set, Ground Support Equipment and tools used for the maintenance of aircraft is approved for use by OEM are following DGTA and OEM requirement and manage via MMP.

**Appendix 11 – Draft MMP AS365N3 Part 8.1**

**Appendix 9 – Master Inventory List**

Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness.

**Appendix 10 – OEM Support Letter**

Tenderer have a good relationship with various MSN to widen the scope of procurement and also technical services. The MSN have been audited by the tenderer Quality Management System (QMS).

**Appendix 11 – Draft MMP AS365N3 Part 2**

**Appendix 12 – Approved MSN & AVL**

(i) Proposed project organization structure according to the scope of services. A clear method of statement shall be provided by service providers/contractors to show their understanding and continue the present PBH, RBH, CBH and Over & Above scope of services and clearly mentioned how they will organize and coordinate the contract with MMEA, OEM and

(i) **Complied. Tenderer understand the requirement. Tenderer propose an alternative maintenance package that will undertake all the PBH, RBH, CBH and Over and Above package i.a.w Annex A as per Appendix 52 – Contract Planning and Execution.**

Tenderer proposed contract planning and execution PBH, RBH, CBH and Over & Above scope of services and clearly mentioned tenderer's



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other vendors (Maintenance Support Network). The present PBH, RBH, CBH and Over & Above maintenance packages are defined as per Annex A. The service providers/contractors to provide their relevant experience in implementing the PBH, RBH, CBH maintenance packages;

or

organize and coordinate the contract with MMEA, OEM and other vendors (MSN). Tenderer have a complete employed organization structure in accordance to MMP Part 2.1, 3.1-10 and approved by the DGTA. Tenderer's staff are full time employed, fully equipped, qualified, and certified to provide the services according to the latest standard approved by DGTA for the MMEA operational needs without delay.

**Appendix 2 – MRO Shift Planning**  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 5 – Engineering Manpower**  
**Appendix 11 – Draft MMP AS365N3 Part 2.1, 3.1 – 3.10**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**

Tenderer have an organization structure in following and approved by the DGTA.

Tenderer's title of management positions as per **Appendix 11, MMP Part 3.1 & 3.5.**

Tenderer's title of supervisory positions as per **Appendix 11, MMP Part 3.3 – 3.6.**

Tenderer's organization chart showing associated chain of management and maintenance responsibility of the key appointments and groups within the organization as per **Appendix 11, MMP Part 2.1.**

Tenderer fully understood the present PBH, RBH, CBH, and Over & Above scope of services. Tenderer will propose a maintenance package that will undertake all the PBH, RBH, CBH and Over and Above package i.e.w Annex A and to ensure the scope of services is covered and capable to organize/coordinate the contract with MMEA, OEM and other vendors (MSN). Tenderer capable to provide the spares/components through standard exchange, repair and supply as per Annex A. With strong capability management, readiness qualified manpower, readiness tool and equipment, vast network of vendors, and strong support back-to-back from OEM, Tenderer able to meet all the Schedule Removal, Unscheduled Removal, Service Life Limit and Aircraft On Ground within prescribed period. Tenderer ready to anticipate any scopes of service which outside from scope of PBH, RBH, and CBH under Over & Above process.

Tenderer have sufficient qualified, experience and employed personnel for the planning, performing, supervising, inspecting and certifying of maintenance in accordance to MMP and approved by the DGTA.

**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 11 – Draft MMP AS365N3Part 3**  
**Appendix 5 – Engineering Manpower**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**

Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness.

**Appendix 10 – OEM Support Letter**



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<p>(ii) Proposed project organization structure according to the scope of services. A clear method of statement shall be provided to show their understanding and continue the present Power By the Hour (PBH) and Over &amp; Above scope of services or detail out alternative packages of the maintenance plan and clearly mentioned how they will organize and coordinate the contract with MMEA, OEM and other vendors (Maintenance Support Network).</p>	<p>Tenderer have a good relationship with various MSN and Vendor to widen the scope of procurement and also technical services. The MSN and Vendor have been audited by the tenderer Quality Management System (QMS).</p> <p><b>Appendix 11 – Draft MMP AS365N3Part 2</b>  <b>Appendix 12 – Approved MSN &amp; AVL</b>  <b>Appendix 39 – Vendor Support Letter</b></p> <p>Tenderer have experienced in implementing the PBH, RBH, and CBH scope of service with NAVY contract for six (6) AS555SN Fennec aircraft.</p> <p><b>Appendix 40 – Navy Contract Excerpt</b></p> <p>(ii) <b>Complied. Tenderer understand the requirement. Tenderer propose an alternative maintenance package that will undertake all the PBH, RBH, CBH and Over and Above package i.a.w Annex A as per Appendix 52 – Contract Planning and Execution.</b></p> <p>Tenderer have a complete employed organization structure in accordance to <b>MMP Part 2.1, 3.1-10</b> and approved by the DGTA. Tenderer's staff are full time employed, fully equipped, qualified, and certified to provide the services according to the latest standard approved by DGTA for the MMEA operational needs without delay.</p> <p><b>Appendix 2 – MRO Shift Planning</b>  <b>Appendix 4 – Personnel with Type Rating AS365N3</b>  <b>Appendix 5 – Engineering Manpower</b>  <b>Appendix 8 – QTE (Personnel with Type Rating AS365N3)</b>  <b>Appendix 11 – Draft MMP AS365N3Part 2.1, 3.1 – 3.10</b></p> <p>Tenderer have an organization structure in following and approved by the DGTA.</p> <p>Tenderer's title of management positions as per <b>Appendix 11, MMP Part 3.1 &amp; 3.5.</b></p> <p>Tenderer's title of supervisory positions as per <b>Appendix 11, MMP Part 3.3 – 3.6.</b></p> <p>Tenderer's organization chart showing associated chain of management and maintenance responsibility of the key appointments and groups within the organization as per <b>Appendix 15, MMP Part 2.1.</b></p> <p>Tenderer will be responsible to carry out all maintenances of the helicopter for PBH and Over &amp; above scope of services. Tenderer will undertake all PBH scope and manage the maintenance of the helicopter in accordance with Maintenance Manual and all subsequent maintenance manual referred to therein and the maintenance manuals of all associated equipment, components and mission equipment. Tenderer have a valid and updated technical publications access as per DGTA requirements.</p>
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Tandatangan & Cop (Syarikat) : .....

**Appendix 11 – Draft MMP AS365N3Part 4.1**  
**Appendix 34 – EPM 4-01**  
**Appendix 42 – Technical Publication Subscription**

Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness.  
**Appendix 10 – OEM Support Letter**

Tenderer have a good relationship with various MSN and Vendor to widen the scope of procurement and also technical services. The MSN and Vendor have been audited by the tenderer Quality Management System (QMS).

**Appendix 11 – Draft MMP AS365N3 Part 2**  
**Appendix 12 – Approved MSN & AVL**  
**Appendix 39 – Vendor Support Letter**

(iii) **Complied.** Tenderer have sufficient qualified, experience and employed personnel for the planning, performing, supervising, inspecting and certifying of maintenance in accordance to MMP and approved by the DGTA. Tenderers have sufficient qualification, training, experienced and employed personnel who responsible to release aircraft have a proven license engineer or equivalent qualification on helicopter type Dauphin AS365N3.

**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 11 – Draft MMP AS365N3Part 3**  
**Appendix 5 – Engineering Manpower**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**

**4.2.2. Complied.** Refer below:

**Complied.** Tenderer acknowledged and committed to provide the capabilities regards to MMEA Integrated Maintenance Logistic Supports. Tenderer is currently an established, well experienced and approved MRO company by both civil and state authority including local and foreign authority. Tenderer have vast experience in providing IMLS services to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay. Tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphin AS365N3 helicopter. Tenderer able to manage IMLS services using AERONET system. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness. Tenderer

(iii) To provide the names of key personnel for the contract management which detail out the Qualification, Training and Experience on the maintenance of Dauphin AS365N3.

#### 4.2.2 Technical Requirements

MMEA Integrated Maintenance and Logistics Supports consist of the following which the Service Provider/Contractor shall perform and has the following capabilities:



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have a good relationship with various MSN and Vendors to widen the scope of procurement and also technical services. The MSN and Vendors have been audited by the tenderer Quality Management System (QMS).

- Appendix 1 – Tenderer Experiences
- Appendix 2 – MRO Shift Planning
- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 6 – Tenderer Qualification
- Appendix 7 – AERONET
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)
- Appendix 9 – Master Inventory List
- Appendix 10 – OEM Support Letter
- Appendix 11 – Draft MMP AS365N3Part 2.2 & 2.3
- Appendix 12 – Approved MSN & AVL
- Appendix 39 – Vendor Support Letter

**(a) Maintenance Services**

(a) **Complied.** Tenderer is already approved for AS365N3 MRO for Line & Base Maintenance under CAAM and will extend the current DGTA AMO approval to include MMEA AS365 N3  
**Appendix 6 – Tenderer Qualification**  
**Appendix 38 – AMO DGTA Approval Plan for AS365N3**

**(i) First Level or Level "O" Maintenance (inclusive of consumables) and aircraft follow up support:**

(i) **Complied.** Tenderer will undertake all the First Level or Level "O" Maintenance (inclusive of consumables) and aircraft follow up support i.a.w AMP. Tenderer have a complete employed organization structure in accordance to MMP Part 2.1, 3.1-10 and approved by the DGTA. Tenderer's staff are full time employed, fully equipped, qualified, and certified to provide the services according to the latest standard approved by DGTA for the MMEA operational needs without delay on First Level or Level "O" Maintenance (inclusive of consumables) and aircraft follow up support.

- Appendix 2 – MRO Shift Planning
- Appendix 4 – Readiness Manpower AS365N3
- Appendix 11 – Draft MMP AS365N3Part 2.1, 3.1 – 3.10
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)

Tenderer have sufficient qualified, experience and employed personnel for the planning, performing, supervising, inspecting and certifying of maintenance in accordance to MMP and approved by the DGTA.

- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 11 – Draft MMP AS365N3Part 3
- Appendix 5 – Engineering Manpower
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)

Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness.  
**Appendix 10 – OEM Support Letter**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Tenderer have a good relationship with various MSN and Vendor to widen the scope of procurement and also technical services. The MSN and Vendor have been audited by the tenderer Quality Management System (QMS).

- Appendix 11 – Draft MMP AS365N3Part 2
- Appendix 12 – Approved MSN & AVL
- Appendix 39 – Vendor Support Letter

- **Complied.** For scheduled maintenances, Tenderer manage via AERONET and Tenderer will inform the maintenance plan to MMEA via daily maintenance forecast, 25 hourly and 50 hourly maintenance checks in accordance with AS365N3 maintenance program. Tenderer's Technical Services department will prepare reliability report for MMEA AS365N3 in order for proper planning on spares readiness especially on unscheduled maintenance.

- Appendix 24 – Reliability Report
- Appendix 7 – AERONET
- Appendix 20 – Maintenance Forecast
- Appendix 25 – Draft AMP AS365N3

- **Complied.** Tenderer's AMO will conduct fault diagnosis and rectification of minor unscheduled defects in order to maintain aircraft's operational capability. Tenderer's Technical Services department shall provide daily Operational Availability Surveillances and monthly reliability report which include diagnosis, rectification and analysis of unscheduled maintenance to anticipate the defect progressively and to maintain aircraft's operational capability. These reports then shall be shared by tenderer to MMEA's team. Reliability report produced in order for proper planning on spares readiness especially on unscheduled maintenance.

- Appendix 24 – Reliability Report
- Appendix 43 – Operational Availability Surveillances

- **Complied.** Tenderer shall manage LRU of aircraft components, role equipment and mission equipment for scheduled and unscheduled maintenance according to AS365N3 maintenance manual and other respective component maintenance manual. Tenderer have a valid and updated AS365N3 technical publications access as per DGTA requirements.

- Appendix 25 – Draft AMP AS365N3 Chapter 17
- Appendix 42 – Technical Publication Subscription

- Tasks of daily checks (pre & post-flight), 25 hourly and 50 hourly maintenance checks in accordance to AS365 maintenance program

- Fault diagnosis and rectification of minor unscheduled defects in order to maintain aircraft's operational capability

- Installation and removal of mission equipment



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure smooth LRU management.  
**Appendix 10 – OEM Support Letter**

Tenderer have a good relationship with various MSN and Vendors to widen the scope of procurement and also technical services. The MSN and Vendors have been audited by the tenderer Quality Management System (QMS).  
**Appendix 34 – EPM 3-04 & 3-05**  
**Appendix 12 – Approved MSN & AVL**  
**Appendix 39 – Vendor Support Letter**

Tenderer manage via AERONET and Tenderer will inform the maintenance plan to MMEA via daily maintenance forecast. Tenderer's Technical Services department will prepare reliability report for MMEA in order for proper planning on spares readiness especially on unscheduled maintenance.  
**Appendix 24 – Reliability Report**  
**Appendix 7 – AERONET**  
**Appendix 20 – Maintenance Forecast**

Tenderer monitor scheduled maintenance for safety and survival equipment via AERONET and forecast Safety and Survival Equipment.  
**Appendix 44 – Forecast Safety & Survival Equipment**  
**Appendix 7 – AERONET**

Tenderer will carry out role change such as SAR, mercy flight and VIP in accordance to aircraft approved layout.  
**Appendix 31 – Seat Configurations**  
**Appendix 32 – Weight & Balance Seat Layouts**

▪ **Washing and cleaning of helicopters**

▪ **Complied.** Tenderer manage aircraft washing, cleaning, wax and polishing (interior and exterior) and toilet servicing (if applicable) via **EPM 1-07**. The frequency during compressor wash or as when required. Refer as per **Appendix 45**.  
**Appendix 34 – EPM 1-07**  
**Appendix 45 – Cleaning Worksheet**

Tenderer will carry out engine and APU compressor wash or rinse (every flying aircraft) in accordance to **EPM 1-07** and can be monitored via **AERONET**.  
**Appendix 7 – AERONET**  
**Appendix 34 – EPM 1-07**  
**Appendix 45 – Cleaning Worksheet**

▪ **Handling (tow-in and tow-out)**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

(ii) Second Level or "I" Maintenance (inclusive of consumables) and Direct Equipment Support:

• **Complied.** Tenderer manage ground handling activities including towing (tow-in and tow-out), marshalling, refueling and defueling in accordance to MMP and EPM.

**Appendix 11 – Draft MMP AS365N3 Part 4.10**

**Appendix 34 – EPM 1-04**

**Appendix 47 – GHM Part 2, 3 & 5**

(ii) **Complied.** Tenderer is already approved for AS365N3 MRO for Line and Base Maintenance under CAAM and will extend the current DGTA AMO approval to include MMEA AS365 N3  
**Appendix 6 – Tenderer Qualification**  
**Appendix 38 – AMO DGTA Approval Plan for AS365N3**

Tenderer will undertake all the Second Level or Level "I" Maintenance (inclusive of consumables) and Direct Equipment Support i.a.w AMP. Tenderer have a complete employed organization structure in accordance to MMP Part 2.1, 3.1-10 and approved by the DGTA. Tenderer's staff are full time employed, fully equipped, qualified, and certified to provide the services according to the latest standard approved by DGTA for the MMEA operational needs without delay in Second Level or "I" Maintenance (inclusive of consumables) and Direct Equipment Support.

**Appendix 2 – MRO Shift Planning**

**Appendix 4 – Personnel with Type Rating AS365N3**

**Appendix 11 – Draft MMP AS365N3 Part 2.1, 3.1 – 3.10**

**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**

Tenderer have sufficient qualified, experience and employed personnel for the planning, performing, supervising, inspecting and certifying of maintenance in accordance to MMP and approved by the DGTA.

**Appendix 4 – Personnel with Type Rating AS365N3**

**Appendix 11 – Draft MMP AS365N3 Part 3**

**Appendix 5 – Engineering Manpower**

**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**

Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness.

**Appendix 10 – OEM Support Letter**

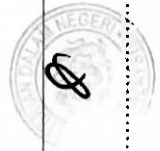
Tenderer have a good relationship with various MSN and Vendors to widen the scope of procurement and also technical services. The MSN and Vendors have been audited by the tenderer Quality Management System (QMS).

**Appendix 34 – EPM 3-04 & 3-05**

**Appendix 11 – Draft MMP AS365N3 Part 3**

**Appendix 12 – Approved MSN & AVL**

**Appendix 39 – Vendor Support Letter**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....



- Extended periodical inspections including and above 100 hourly maintenance checks and inspections following aircraft incident in accordance to AS365 maintenance program and Turbomeca Arriel 2C engine maintenance manual

- Complied.** For scheduled maintenances, Tenderer manage via AERONET and Tenderer will inform the maintenance plan to MMEA via daily maintenance forecast, periodical inspections including 100 hourly maintenance checks and inspections following aircraft incident in accordance to AS365 maintenance program. Tenderer's Technical Services department will prepare reliability report for MMEA AS365N3 in order for proper planning on spares readiness especially on unscheduled maintenance.

**Appendix 24 – Reliability Report**  
**Appendix 7 – AERONET**  
**Appendix 20 – Maintenance Forecast**

For inspection following aircraft incident covered from Initial Requirement (Regulation 5.6.1), Recovery of Aircraft (Regulation 5.6.2), and Salvage (Regulation 5.6.3).  
**Appendix 11 – Draft MMP AS365N3 Part 9 (Aircraft Incident)**

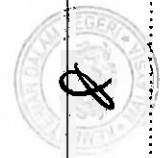
Tenderer have already active engine portal subscription for Turbomeca Arriel 2C maintenance manual which valid until 13 April 2022.  
**Appendix 42 – Technical Publication Subscription**

Technical publication for engine Turbomeca Arriel 2C and relevant manual are managed by a digital copy. As such Tenderer will share for MMEA to access to technical publication and relevant manual update in order MMEA to get the latest update and amendment through TIC platform.  
**Appendix 48 – Technical Instruction Compliance (TIC)**

- Removal and installation of TBO's components, On Time Limit (OTL) components and service life limit components in accordance to AS365 maintenance program and Turbomeca Arriel 2C engine maintenance manual.

- Complied.** Tenderer undertake and is experienced and capable to replace, removal and installation of all the TBO's, OTL and service life limit within the stipulated time frame.  
**Appendix 25 AMP Draft Chap. 10-12**

On Time Limit (OTL) actively tracks via AERONET and Tenderer will inform the maintenance plan via daily maintenance forecast in accordance to AS365 maintenance program and Turbomeca Arriel 2C engine maintenance manual. Tenderer's Technical Services department will prepare reliability report for MMEA in order to proper planning on spares readiness especially on unscheduled maintenance for the LLC.  
**Appendix 24 – Reliability Report**  
**Appendix 7 – AERONET**  
**Appendix 20 – Maintenance Forecast**  
Tenderer continuously monitor and undertake to replace all aircraft part and component should it become defective.  
**Appendix 49 – Component Tracking Report**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Tenderer committed to develop spares inventory for maintenance (scheduled and unscheduled) purposes in our several storage warehouse which supported by huge network of MSN, Vendors and OEMs. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure smooth replacement. Tenderer have a good relationship with various MSN to widen the scope of procurement and also technical services. The MSN, Vendors and OEMs have been audited by the tenderer Quality Management System (QMS).

**Appendix 11 – Draft MMP AS356N3**

**Appendix 12 – Approved MSN & AVL**

**Appendix 10 – OEM Support Letter**

**Appendix 19 – Tenderer Facility**

**Appendix 39 – Vendor Support Letter**

Aircraft part and component are actively tracked via AERONET and Tenderer will inform the maintenance plan via daily maintenance forecast. Tenderer's Technical Services department will prepare reliability report for MMEA DAUPHIN AS356N3 in order to proper planning on spares readiness especially on unscheduled maintenance for LLC.

**Appendix 24 – Reliability Report**

**Appendix 7 – AERONET**

**Appendix 20 – Maintenance Forecast**

▪ **Major repairs and major modifications.**

▪ **Complied.** Tenderer have experienced and capable to provide major repair and major modification which are mandatory from SB, however for the optional SB will be cover under O&A services. Repair, rectification & inspection from damage to the aircraft or component caused by operational hazard, contaminated fuel, severe or unpredictable weather conditions or Force Majeure. For any situation above Tenderer shall provide a technical report for MMEA review and approval. Tenderer also have AEO capabilities to develop Approved Repair Scheme for non-standard repair.

**Appendix 17 – AEO & DOA Capabilities**

**Appendix 50 – Sample Technical Report**

Tenderer also have in-house capability that able to perform repair and reduce TAT.

**Appendix 26 – Workshop Capabilities**

Tenderer also capable and have experienced of the design and installation of any retrofits & mods requested by the Government under Tenderer DOA/DOA department. Tenderer will propose a retrofit mods on the obsolete equipment which will cover later under over & above scope. Further proposed obsolete equipment can be refer on Appendix 52 – Contract Planning and Execution.



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Minor repairs on or off the helicopters, extended periodical inspections, replacement of shop replacement unit. To fulfil these tasks, facility, trained and qualified personnel are necessary in accordance to AS365 maintenance program; repairs are to be performed on the stationing base:

Appendix 6 – Tenderer Qualification  
 Appendix 17 – AEO & DOA Capabilities  
 Appendix 51 – Local Modification Experienced  
 Appendix 52 – Contract Planning and Execution.

Complied. Tenderer have trained, qualified, experienced personnel and capable to provide minor on or off the helicopters, extended periodical inspections, replacement of shop replacement unit. For any situation above Tenderer shall provide a technical report for MMEA review and approval. Tenderer also have AEO capabilities to develop Approved Repair Scheme for non-standard repair.  
**Appendix 17 – AEO & DOA Capabilities**  
**Appendix 50 – Sample Technical Report**

Tenderer also have in-house capability that able to perform repair and reduce TAT.  
**Appendix 26 – Workshop Capabilities**

Tenderer progressively manage monitor, track, record and documented all maintenance forecast and periodical inspections in accordance to MMP Part 4.1 via digital AERONET system. Tenderer shall inform and advise MMEA for any incoming inspection.

**Appendix 11 – Draft MMP AS365N3Part 4.1, 4.12 & 4.13**  
**Appendix 7 – AERONET**  
**Appendix 20 – Maintenance Forecast**

Tenderer have facility and sufficient trained, qualified, experience and employed personnel for the planning, performing, supervising, inspecting and certifying of maintenance in accordance to MMP and approved by the DGTA and shall conduct repairs on the stationing base.

**Appendix 2 – MRO Shift Planning**  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 11 – Draft MMP AS365N3 Part 3**  
**Appendix 5 – Engineering Manpower**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**

Tenderer have available manpower and readily adequate asset tools and support equipment to perform maintenance and repair activities on Dauphin AS365N3 helicopter at stationing base. Tenderer able to manage any monitoring, tracking and forecasting maintenance services using both platform manual hard copies and via AERONET system.

**Appendix 2 – MRO Shift Planning**  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 7 – AERONET**  
**Appendix 9 – Master Inventory List**  
**Appendix 19 – Tenderer Facility**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

<p>➤ With repair workshop and fixed facility</p> <p>➤ by authorized specialized mechanics (electricians, avionic specialist etc)</p> <p>➤ with important means requiring an infrastructure (complex tooling, test bench).</p>	<p>Appendix 22 – Offices Location Appendix 11 – Draft MMP AS365N3 – Approved Maintenance Base (Subang Base)</p> <p>➤ Complied. Tenderer already established in-house capability that able to perform repair and reduce TAT. Tenderer have facilities which have specific space allocated for workshop to undertake any related repair and servicing. Appendix 26 – Workshop Capabilities Appendix 19 – Tenderer Facility Appendix 22 – Offices Location Appendix 27 – Authorized Battery Replacement Centre</p> <p>➤ Complied. Tenderer have sufficient trained, qualified, experience and employed personnel for the planning, performing, supervising, inspecting and certifying of maintenance in accordance to MMP and authorized by the DGTA. All of them are specialized mechanics with different approval licensing such B1.3 for Airframe and engine and B2 Avionics. Tenderer also have with approval holder and specialized in battery servicing/repair. Appendix 2 – MRO Shift Planning Appendix 4 – Personnel with Type Rating AS365N3 Appendix 11 – Draft MMP AS365N3 Part 3 Appendix 5 – Engineering Manpower Appendix 8 – QTE (Personnel with Type Rating AS365N3) Appendix 26 – Workshop Capabilities Appendix 27 – Authorized Battery Replacement Centre Appendix 52 – Contract Planning and Executio</p> <p>➤ Complied. Tenderer currently established, well experienced and approved MRO company by both civil and state aviation authority including local and foreign authority. Tenderer have vast experience in providing IMLS services to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay. Tenderer able to manage tracking, monitoring, recording and forecasting IMLS services using AERONET system. Tenderer also have established formal relationship and maintain back-to-back support with OEMs to ensure logistical readiness. Tenderer have a good relationship with various MSN and Vendors to widen the scope of procurement and also technical services. The MSN and Vendors have been audited by the tenderer Quality Management System (QMS).</p>
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Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

- Appendix 1 – Tenderer Experiences
- Appendix 2 – MRO Shift Planning
- Appendix 3 – Operational Summary
- Appendix 4 – Personnel with Type Rating AS365N3
- Appendix 6 – Tenderer Qualification
- Appendix 7 – AERONET
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)
- Appendix 9 – Master Inventory List
- Appendix 10 – OEM Support Letter
- Appendix 11 – Draft MMP AS365N3 Part 2.2 & 2.3
- Appendix 12 – Approved MSN & AVL
- Appendix 39 – Vendor Support Letter

Tenderer have ready facilities and complete infrastructure as MRO company. Tenderer have readily available adequate asset tools and support equipment to perform maintenance activities on Dauphin AS365N3.

- Appendix 19 – Tenderer Facility
- Appendix 9 – Master Inventory List
- Appendix 26 – Workshop Capabilities
- Appendix 22 – Offices Location
- Appendix 27 – Authorized Battery Replacement Centre

(iii) Complied. Tenderer manage tracking, report and documented all Airworthiness Directives/Service Bulletin in accordance to MMP part 4.1 and AMP draft Chap 15. Services supported by tenderer's AERONET system to record AD/SB and monitor its status. Tenderer will inform and advised MMEA for any AD/SB (Mandatory/Recommended/Optional Modification) arising for MMEA and get their decision for optional status. Tenderer also provide tracking AD/SB by manually by daily status in maintenance forecast which shall performed.

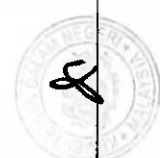
- Appendix 11 – Draft MMP AS365N3 Part 4.1
- Appendix 25 – Draft AMP AS365N3: Chapter 15
- Appendix 7 – AERONET
- Appendix 20 – Maintenance Forecast

Tenderer have experienced and already installed Service Bulletin (SB), Airworthiness Directive (AD) as per

- Appendix 46 – Airworthiness Directive (AD)
- Appendix 53 – Mandatory SB
- Appendix 54 – Optional SB

Tenderer have experienced and capable to provide major repair and major modification which are mandatory from SB, recommended from SB or requested by operator. Repair, rectification & inspection from damage to the aircraft or component caused by operational hazard, contaminated fuel, severe or unpredictable weather conditions or Force Majeure. For

(iii) Mandatory Service Bulletin:



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

any situation above Tenderer shall provide a technical report for MMEA review and approval.

**Appendix 50 – Sample Technical Report**

Tenderer also have AEO capabilities to develop Approved Repair Scheme for non-standard repair.

**Appendix 17 – AEO & DOA Capabilities**

Tenderer also have in-house capability that able to perform related repair and reduce TAT.

**Appendix 26 – Workshop Capabilities**

Tenderer also have established formal relationship and maintain back-to-back with OEMs to ensure smooth component and part requirement by the Technical Directives/Service Bulletin.

**Appendix 33 – OEM Support Letter**

Tenderer have a good relationship with various MSN and Vendors to widen the scope of procurement and also technical services. The MSN and Vendors have been audited by the tenderer Quality Management System (QMS).

**Appendix 34 – EPM 3-04 & 3-05**

**Appendix 11 – Draft MMP AS365N3 Part 3**

**Appendix 12 – Approved MSN & AVL**

**Appendix 39 – Vendor Support Letter**

- **Complied.** Tenderer manage track, report and documented all Airworthiness Directive or Service Bulletins (Mandatory/Recommended/Optional Modification) and carried out any instruction from OEM or airworthiness authorities SB in accordance to MMP Part 4.1 and AMP draft Chap 15 by AERONET system. Tenderer should inform and advise MMEA for any SB arising for MMEA decision.
- Appendix 11 – Draft MMP AS365N3 Part 4.1, 4.12 & 4.13**
- Appendix 7 – AERONET**

Tenderer have experienced and already installed Service Bulletin (SB), Airworthiness Directive (AD) as per **Appendix 53 – Mandatory SB** **Appendix 54 – Optional SB**

Tenderer also capable and have experienced of the design and installation of any retrofits & mods requested by the Government under Tenderer DOA/DOA department.

**Appendix 6 – Tenderer Qualification**

**Appendix 17 – AEO & DOA Capabilities**

**Appendix 51 – Local Modification Experienced**

- Any instruction from OEM or airworthiness authorities service bulletin is to be carried out when necessary.



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

<p>Tenderer also have established formal relationship and maintain back-to-back with OEMs to ensure smooth component and part requirement by the Technical Directives/Service Bulletin. <b>Appendix 10 – OEM Support Letter</b></p> <p>The management of technical support will be managed under OEM Portal and have exchanged expert advises to make sure helicopter maintenance sustained. <b>Appendix 57 – TE Airbus</b> <b>Appendix 58 – TQ GTA</b></p> <p>Tenderer are employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay to undertake any service bulletin or airworthiness directive when necessary. <b>Appendix 4 – Personnel with Type Rating AS365N3</b> <b>Appendix 8 – QTE (Personnel with Type Rating AS365N3)</b></p>	<p>(iv) <b>Completed.</b> Tenderer experienced in managing all maintenance activities regards to maintenance, repair, servicing, inspection, overhaul and replacement of items/spare parts on aircraft except activities as per Over and Above in accordance to MMP Part 4. The worksheet for such activity will be monitored and generated (work order) via AERONET that handled by CAMO department. Tenderer is an approved CAMO by CAAM. <b>Appendix 6 – Tenderer Qualification</b> <b>Appendix 11 – Draft MMP AS365N3 Part 4 (4.10 to 4.16)</b> <b>Appendix 7 – AERONET</b> <b>Appendix 56 – Sample Worksheet</b> <b>Appendix 25 – Draft AMP AS365N3</b></p>
<p>(iv) <b>Maintenance, Repair and Overhaul Management aircraft management which includes:</b></p>	<ul style="list-style-type: none"> <li>▪ <b>Updating flight hours</b></li> </ul>

▪ Updating flight hours



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

**Appendix 7 – AERONET MMS Para 1.1**

- **Updating of log book**
  - **Complied.** Tenderer consistently updating logbook on Aircraft Journey Log (AJL) daily basis by technical team on site based on MMEA operational requirement. AJL shall be provided by tenderer to share with MMEA technical team to be verified to make sure the data precision recorded. Tenderer's planner team performed the tracking and monitoring on the AJL of aircraft.
    - **Appendix 52 – Contract Planning and Execution**
    - **Appendix 55 – Aircraft Journey Log (AJL)**
    - **Appendix 11 – Draft MMP AS365N3 Part 5**
    - **Appendix 34 – EPM 1-10: Aircraft Documentation Flow Control (Para 4.0)**
    - **Appendix 7 – AERONET MMS Para 1.2**

**Updating of maintenance schedules**

- **Updating of maintenance schedules**
  - **Complied.** Tenderer progressively and actively updating on maintenance schedules of aircrafts. Tenderer track and monitor aircraft maintenance schedules by both manual (hardcopy) and digital platform (softcopy). Tenderer provided Maintenance Forecast on each aircraft every day and share via digital (e-mail) for MMEA awareness and operation planning. Tenderer also updating and monitoring maintenance schedules via software AERONET which by tenderer's CAMO department. Tenderer is an approved CAMO by CAAM.
    - **Appendix 6 – Tenderer Qualification**
    - **Appendix 20 – Maintenance Forecast**
    - **Appendix 25 – Draft AMP AS365N3: Chapter 9**
    - **Appendix 11 – Draft MMP AS365N3 Part 5**
    - **Appendix 34 – EPM 1-10: Aircraft Documentation Flow Control**
    - **Appendix 8– AERONET MMS Para 1.3**

**Preparation of work-packs**

- **Preparation of work-packs**
  - **Complied.** Tenderer actively recorded and prepared work-packs of aircrafts case-by-case basis through tenderer's CAMO department. Tenderer is an approved CAMO by CAAM. Tenderer keep work packs and technical documentations in both hardcopy and softcopy version (Google Drive and AERONET).
    - **Appendix 25 – Draft AMP AS365N3**
    - **Appendix 11 – Draft MMP AS365N3Part 5**
    - **Appendix 34 – EPM 1-10: Aircraft Documentation Flow Control**
    - **Appendix 7 – AERONET MMS Para 1.4**
    - **Appendix 56 – Sample Worksheet**

**Technical publications and technical documentation**

- **Technical publications and technical documentation**
  - **Complied.** Tenderer already subscribed and have an active technical publication which relevant to provide maintenance and logistic support for Dauphin AS365N3 helicopter. Technical publication shall be managed and monitor by Tenderer's CAMO department which is an

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....





approved CAMO by CAAM. Technical publication and relevant manual are managed by a digital copy. As such Tenderer will share MMEA access to technical publication and relevant manual in order MMEA to get the latest update and amendment via Technical Instruction Compliance (TIC).  
**Appendix 11 – Draft MMP AS365N3Part 4.1.3**  
**Appendix 34 – EPM 1-11**  
**Appendix 48 – TIC**  
**Appendix 42 – Technical Publication Subscription**

Tenderer also actively recorded flight hours on Aircraft Journey Log everyday basis by technical team on site based on MMEA operational requirement. Daily Status on aircraft shall be provided by tenderer via E-mail and shared with MMEA technical team to be verified to make sure precise data recorded. Tenderer's CAMO department performed the tracking and monitoring on the technical publication also through AERONET system.  
**Appendix 52 – Contract Planning and Execution**  
**Appendix 60 – Aircraft Journey Log**  
**Appendix 25 – Draft AMP AS365N3**  
**Appendix 34 – EPM 1-10: Aircraft Documentation Flow Control**  
**Appendix 7 – AERONET MMS Para 1.5**

- **Complied.** Tenderer have strong technical support from the OEMs. Tenderer established formal relationship and maintained back-to-back with OEMs to ensure smooth component and part requirement.  
**Appendix 11 – Draft MMP AS365N3 Part 2.2.**  
**Appendix 10 – OEM Support Letter**

The management of technical support will be managed under OEM Portal and have exchanged expert advises to make sure helicopter maintenance sustained.  
**Appendix 57 – TE Airbus**  
**Appendix 58 – TQ GTA**

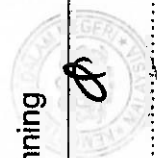
Tenderer also have established formal MSN and Vendors of various external organization for engineering activities to maintain aircraft. MSN and Vendors is audited as per MMP by QMS.  
**Appendix 12 – Approved MSN & AVL**  
**Appendix 39 – Vendor Support Letter/Certification**

Tenderer also could access technical support and expert advise via software AERONET which handled by tenderer's CAMO department to gain assist on for the helicopter monitoring and updating process of helicopter.  
**Appendix 7 – AERONET MMS Para 1.6**

- **Complied.** Tenderer also is currently an established, well experienced and approved MRO company by both civil and state authority

- **Technical support and expert advises for the helicopter**

- **Manpower planning**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

including local and foreign authority. Tenderer have vast experience in providing IMLS services to various Government and Private agencies. Tenderer are fully equipped, qualified, and certified to provide the services including readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay.

Tenderer have sufficient trained, qualified, experience and employed personnel for the planning, performing, supervising, inspecting and certifying of maintenance in accordance to MMP and authorized by the DGTA. All of them are specialized mechanics with different approval licensing such B1.3 for Airframe and engine and B2 Avionics. Tenderer also have with approval holder and specialized in battery servicing/repair.

- Appendix 1 – Tenderer Experiences**
- Appendix 2 – MRO Shift Planning**
- Appendix 4 – Personnel with Type Rating AS365N3**
- Appendix 11 – Draft MMP AS365N3Part 3**
- Appendix 5 – Engineering Manpower**
- Appendix 8 – QTE (Personnel with Type Rating AS365N3)**
- Appendix 26 – Workshop Capabilities**
- Appendix 27 – Authorized Battery Replacement Centre**
- Appendix 52 – Contract Planning and Execution**

Tenderer AERONET system could monitor and record each task for every inspection that show man hours imply on that particular maintenance. By this way, management may know and updated each manpower used for each maintenance.

**Appendix 7 – AERONET MMS Para 1.7**

- **Complied.** Tenderer have a proper and designated configuration management plan for aircraft-related equipment, role change and its technical documentation (which include specification, standard and drawing). This regulation consists of the requirement for AMO and CAMO assisted by Technical Services department responsible for the management of Configuration Item (CI). The monitoring and tracking of the management planning organized through AERONET system.

**Appendix 16 – AERONET MMS Para 1.8**

Tenderer have capability and experienced in managing the aircraft-related equipment. Tenderer shall carry out role change such as SAR, mercy flight and VIP in accordance to aircraft approved layout.

- Appendix 31 – Seat Configurations**
- Appendix 32 – Weight & Balance Seat Layouts**
- Appendix 34 – EPM**

▪ **Configuration management**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

- **Implementation of aircraft maintenance software.**

- **Complied.** Tenderer already subscribed and have an active technical publication of aircraft and relevant manual to provide full maintenance and logistic support for aircraft.  
**Appendix 11 – Draft MMP AS365N3 Part 4.1.3**  
**Appendix 34 – EPM 1-11**  
**Appendix 48 – TIC**  
**Appendix 42 – Technical Publication Subscription**

Technical publication of aircraft and relevant manual are managed by a digital copy. As such Tenderer will share MMEA access to technical publication of Dauphin AS365N3 and relevant manual in order MMEA to get the latest update and amendment.  
**Appendix 48 – TIC**  
Tenderer able to manage IMLS services using AERONET system (an aircraft maintenance monitoring software)  
**Appendix 7 – AERONET MMS Para 1.9**

- (v) **Depot Level Maintenance when required. The aircraft is due for C-Check/G-Check in the new contract. Service provider/contractor to provide their capability and experience in performing C-Check/G-Check on Dauphin AS365N3.**

- (v) **Complied.** Tenderer acknowledged there is aircraft that will be due for C-check/G-check maintenance in the new contract. Tenderer have capability and experiences in performing Depot Level Maintenance on airbus helicopter and fully equipped with the tools and equipment in order to undertake the maintenance. Tenderer also have qualified QTE, certified and experienced personnel LAEs to provide the services and readily employed competent and qualified manpower according to the latest standard approved by DGTA for the MMEA operational needs without delay.  
C-Check 10 Years Inspection  
G-Check 5400 Hours Inspection  
**Appendix 1 – Tenderer Experiences**  
**Appendix 2 – MRO Shift Planning**  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 5 – Engineering Manpower**  
**Appendix 11 – Draft MMP AS365N3 Part 3**  
**Appendix 8 – QTE (CV - Personnel with Type Rating AS365N3)**  
**Appendix 25 – Draft AMP AS365N3 Chap 7.1 Base Maintenance**  
**Appendix 9 – Master Inventory List**

Tenderer also have strong technical support from the OEMs. Tenderer established formal relationship and maintained back-to-back with OEMs to ensure smooth component and part requirement.  
**Appendix 11 – Draft MMP AS365N3 Part 2.2.**  
**Appendix 10 – OEM Support Letter**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

The management of technical support will be managed under OEM Portal and have exchanged expert advises to make sure helicopter maintenance sustained.

Appendix 57 – TE Airbus  
Appendix 58 – TQ GTA

Tenderer also have established formal MSN and Vendors of various external organization for engineering activities to maintain aircraft. MSN and Vendors is audited as per MMP by QMS.

Appendix 12 – Approved MSN & AVL  
Appendix 39 – Vendor Support Letter/Certification

(vi) **Complied.** Tenderer is currently an established, well experienced and approved MRO company by both civil and state authority including local and foreign authority. Tenderer capable and meet the requirement as below:

- **Complied.** Tenderer have strong technical support from the OEMs. Tenderer established formal relationship and maintained back-to-back with OEMs to ensure smooth component and part requirement.  
Appendix 11 – Draft MMP AS365N3 Part 2.2.  
Appendix 10 – OEM Support Letter

The management of technical support between tenderer and OEMs will be managed under OEM Portal. Both parties exchanged expert advises to make sure helicopter maintenance sustained.

Appendix 57 – TE Airbus  
Appendix 58 – TQ GTA

Tenderer have formal and good relationship with various MSN to widen the scope of procurement and also technical services. The MSN have been audited by the tenderer Quality Management System (QMS) as per tenderer EPM and MMP.

Appendix 34 – EPM 3-04 & 3-05  
Appendix 11 – Draft MMP AS365N3 Part 2.2  
Appendix 12 – Approved MSN & AVL  
Appendix 39 – Vendor Support Letter/Certification

- **Complied.** Tenderer owned adequate test set, support equipment and tools for maintenance on the aircraft and properly maintained and calibrated as per EPM and MMP.  
Appendix 11 – Draft MMP AS365N3 Part 8.1  
Appendix 34 – EPM 2-02 & 2-03  
Appendix 9 – Master Inventory List

(vi) To perform the Maintenance Services, Service providers/contractors shall meet the following requirements:

- Must already establish technical support network with OEM and/or Maintenance Support Network. Service providers/contractors to provide necessary supporting documents as proof.

- Must possess all the relevant tools and ground support equipment (GSE) in order to provide the services. Service providers/contractors must be able to furnish the list of tools and GSE equipment that are under their inventory



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Tenderer properly listed a general description of test set, support equipment and tools used to perform maintenance activities on the aircraft that are under their inventory.  
**Appendix 36 – Tools & GSE Description**

- The list of tools and GSE shall comprise of complex and special test set particularly for the maintenance of MMEA's specially configured Dauphin. Service provider/contractor to provide list of tools and GSE that are under their inventory with supporting document as proof.

- **Complied.** Tenderer owned adequate test set, support equipment and tools for maintenance on the aircraft and properly maintained and calibrated as per MMP and EPM. Tenderer committed to the readiness of all the tools and GSE which comprise of complex and special test set particularly for the maintenance of MMEA's special configured Dauphin within 4 months after receiving LOA from the government.

**Appendix 9 – Master Inventory List**  
**Appendix 11 – Draft MMP AS365N3 Part 8.1**  
**Appendix 34 – EPM 2-02 & 2-03**

Tenderer properly listed a general description of test set, support equipment and tools used to perform maintenance activities on the aircraft that are under their inventory.  
**Appendix 36 – Tools & GSE Description**

- Must possess all the relevant technical publications in order to provide the services. Service provider/contractor to furnish the list of technical publications that are under their inventory with supporting document as proof.

- **Complied.** Tenderer have vast experience in MRO activities which required tenderer to possess all relevant technical publication in order to provide the services. Tenderer provided list of technical publication under the tenderer's inventory in Appendix 42. Tenderer is already subscribed to all the relevant technical publication configured to AS365N3 Dauphin. Technical publication shall be managed and monitor by Tenderer's CAMO department which is an approved CAMO by CAAM. Technical publication and relevant manual are managed by a digital copy. As such Tenderer will share MMEA access to technical publication and relevant manual in order MMEA to get the latest update and amendment via Technical Instruction Compliance (TIC).

**Appendix 11 – Draft MMP AS365N3 Part 4.1.3**  
**Appendix 34 – EPM 1-11**  
**Appendix 42 – Technical Publication Subscription**  
**Appendix 48 – TIC**

- (vii) In addition, service providers/contractors shall provide the following to show proof that they have the necessary competent engineers and technicians to undertake the contract:

- (vii) **Complied.** Tenderer have readiness competent and qualified engineer manpower which have type rating and course on Dauphin AS365N3 helicopter according to the latest standard approved by DGTA for the MMEA operational needs without delay.  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**



*[Handwritten signature]*

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Tenderer have four (4) Licensed Engineers with type rating AS365N3. (2x B1.3 and 2x B2)  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**  
**Appendix 52 – Contract Planning and Execution**

Overall, tenderer have (66) Licensed Engineer employed. As (62) Licensed Engineer under employment without type rating AS365N3 Dauphin helicopter (others type rating) that at any time can be trained depend on the operational requirement. **Appendix 62 – LAE List**

Tenderer also committed to allocate fund to organize training program for MMEA personnel to ensure their competency is well maintained.  
**Appendix 52 – Contract Planning and Execution**

Tenderer shall arrange Personnel Training for MMEA at no cost to the MMEA valued at 1% of contract ceiling. Tenderer shall arrange Personnel Training for MMEA at no cost to the MMEA valued at 1% of contract ceiling on top of (o)(i) and (o)(ii). The arrangement and type of training will be mutually agreed.

The arrangement and type of training will be mutually agreed.

- Licensed Engineer No. 1 – provide CV, with Dauphin AS365N3 type rated and has working experience on 4-axis autopilot for Dauphin AS365N3

▪ **Complied.** Tenderer have sufficient engineer and currently have four (4) Licensed Engineer with Dauphin AS365N3 type rated and has working experience on 4-axis autopilot. CV can be refer in QTE attachment.

**Appendix 5 – Engineering Manpower**  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**  
**Appendix 52 – Contract Planning and Execution**

Overall, tenderer have (66) Licensed Engineer employed. As (62) Licensed Engineer under employment without type rating AS365N3 Dauphin helicopter (others type rating) that at any time can be trained depend on the operational requirement. **Appendix 62 – LAE List**

Tenderer also committed to allocate fund to organize training program for MMEA personnel to ensure their competency is well maintained.  
**Appendix 52 – Contract Planning and Execution**



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

▪ Licensed Engineer No. 2 – provide CV, with Dauphin AS365N3 type rated

▪ **Complied.** Tenderer have sufficient engineer currently have four (4) Licensed Engineer with Dauphin AS365N3 type rated to undertake the contract. CV can be refer in QTE attachment.  
**Appendix 5 – Engineering Manpower**  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**  
**Appendix 52 – Contract Planning and Execution**

Overall, tenderer have (66) Licensed Engineer employed. As (62) Licensed Engineer under employment without type rating AS365N3 Dauphin helicopter (others type rating) that at any time can be trained depend on the operational requirement.  
**Appendix 62 – LAE List**

Tenderer also committed to allocate fund to organize training program for MMEA personnel to ensure their competency is well maintained.  
**Appendix 52 – Contract Planning and Execution**

▪ Avionics Engineer – provide CV, with relevant experience with standard avionics and specific mission equipment such as FLIR, Euronav IV, Electrical Hoist, Loudhailer etc

▪ **Complied.** Tenderer have sufficient avionic engineer and committed and currently have (2) Avionic Engineer with Dauphin AS365N3 type rated to undertake the contract. CV can be refer in QTE attachment.  
**Appendix 5 – Engineering Manpower**  
**Appendix 4 – Personnel with Type Rating AS365N3**  
**Appendix 8 – QTE (Personnel with Type Rating AS365N3)**  
**Appendix 52 – Contract Planning and Execution**

Overall, tenderer have (66) Licensed Engineer employed. As (62) Licensed Engineer under employment without type rating AS365N3 Dauphin helicopter (others type rating) that at any time can be trained depend on the operational requirement.  
**Appendix 62 – LAE List**

▪ To propose the number of technicians and general workers and their shift system to meet MMEA operational requirements.

▪ **Complied.** Tenderer proposed manpower as per in Contract Planning and Execution attachment. Tenderer to propose 12x Technicians and 3x general workers. Tenderer committed to fulfil the MMEA operation requirement 24 hours and 365 days with provide adequate manpower to support operational requirements for 24/7 days per week. Tenderer providing comprehensive coverage by practicing shift work arranged monthly by the issuance of roster. Tenderer also appointed a Person In-Charge (SMM) as a quick point of reference that will effectively respond to MMEA.  
**Appendix 2 – MRO Shift Planning**  
**Appendix 11 – Draft MMP AS365N3 Part 3.3**  
**Appendix 52 – Contract Planning and Execution**



Tandatangan & Cop (Kerajaan) : .....  
Tandatangan & Cop (Syarikat) : .....

**Annex A**

**PRESENT MAINTENANCE PACKAGES**

**(a) Parts By The Hour (PBH)**

(i) MMEA has subscribed to Airbus Helicopter's PBH package since the beginning of its operations in 2007. PBH is a support service package which covers Component unscheduled repairs, Component overhauls, life limited parts replacement, mandatory modifications, guaranteed parts availability and guaranteed repair and overhaul costs. Within this package there are also components/parts which are not covered under PBH but covered under Repair By The Hour (RBH) which give MMEA a guaranteed repair cost and Turn-Around Time (TAT).

(ii) Service providers/contractors have to provide all the necessary logistic support, storage, transportation related to this service and assure that it works seamlessly with the Maintenance Services.

(iii) It shall cover components listed as per Appendix A

(iv) Service providers/contractors have to demonstrate that they have worked on such programs before to ensure a smooth transition when taking over the contract.

**(b) Repair By The Hour (RBH)**

Supply of repair or overhaul components with a mutually agreed turnaround time for cases of scheduled maintenance and unscheduled maintenance. It shall cover components listed as per Appendix B.

**(c) Consumables By Hour (CBH)**

All equipment not covered by PBH and RBH for scheduled and unscheduled maintenance and excluding any retrofit works, damages due to the MMEA's personnel actions, Foreign Object Damage (FOD), loose equipment, abnormal erosion due to flights in sandy environment, cosmetic items (painting, interior layout, seat covers), C/G Inspections, primary structure (airframe floor) as well as repair or replacement of the FLIR and loudhailer, supply of repair or overhauled components with a mutually agreed turnaround time for cases of scheduled maintenance and unscheduled maintenance.

Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....



**(d) Over and Above Services**

For equipment and services which are not covered under the PBH, RBH, CBH and Maintenance Services, the service providers/contractors shall provide the equipment and services under the following terms and conditions:

**(i) Equipment**

The equipment can be purchased from the OEM price list.

**(ii) Other Services**

For major repairs, major modifications, retrofits, modification requested by MMEA or maintenance outside the agreed scope of work, the service shall be quoted separately and subject to MMEA's approval in writing.

**(iii) Off-Site Services**

The contractor shall provide Off-Site Services upon request from MMEA and shall charge only the services not included in the agreed scope of work. Transportation, lodging and meal allowances, shall, if not provided for by MMEA, be charged upon at Government rates.

**(v) Safety and Survival Equipment**

Servicing of personnel and aircraft safety equipment scheduled and unscheduled. The contractor could have the option of outsourcing the services on an Approved Maintenance Organisation and locate it under Over and Above Services. However, the servicing cost must be negotiated and approved by MMEA.

**(e) Consignment Stock**

For the purpose of the implementation of the contract, the service providers/contractors shall have a Consignment Stock held in its premises. The list of equipment that shall be held and already available are as per Appendix C.



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

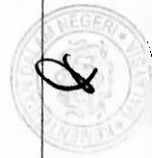
APPENDIX A

PARTS BY THE HOUR (PBH) COMPONENTS

**Basic Equipment**

Manufacturer Part Number	Part Number	Description	QTY	TBO
<b>AUTOMATIC FLIGHT</b>				
365A27-3761-05	365A27376105	MICROSWITCH LINK	1	
418-00456-304	704A47134052	UNIT,CONTROL,AP155D	1	
418-00468-602	704A47134115	UNIT,AMPLIFIER,TRIM ACTUATOR (KNOTS)	1	
B1260000	704A46817059	LIGHTING SUPPLY BOX	1	
418-00475-550	704A47137023	MODULE,AIR DATA 87	1	
418-00491-350	704A47133156	COMPUTER,AP155D	1	
418-00478-034	704A47135059	CYLINDER,YAW DIRECTIONAL	1	
418-00500-001	704A47132034	TRIM ACTUATOR,PITCH ROLL	2	
418-00863-000	704A47132055	UNIT,YAW TRIM	1	
418-00561-612	704A47135053	CYLINDER,ROLL CYCLIC	2	
418-00562-312	704A47135054	CYLINDER,PITCH CYCLIC	1	
418-00241-100	704A47133119	ACCELEROMETER,LATERAL	1	

<b>ELECTRICAL GENERATION AND EQUIPMENT</b>				
2200-10	704A46112009	RELAY,REVERSE CURRENT	2	
580GC01Y02	704A46617004	PCB,A/C SYSTEM	2	
D26	704A46211024	VOLTAGE REGULATOR	2	
EE0033A	704A46140000	BATTERY,STAND-BY	1	
531-011A	704A46104030	INVERTER,STATIC	2	
40208-2	704A46130010	BATTERY,43 AH	1	



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

<b>FIRE DETECTION</b>				
3459	704A42831005	UNIT FIRE ALARM CONTROL	2	
10230-01	704A42820049	EXTINGUISHER ENGINE	2	

<b>FUEL SUPPLY SYSTEM</b>				
8107-137-00-10	704A47640013	SENSOR,FUEL PRESSURE	2	
64760-025-1	704A37722012	SWITCH,LEVEL	2	
128A45-1	704A34612005	COCK,DRAIN	4	
P94C16-606	704A44510022	PUMP,FUEL	4	
2180F02	N6739305402	PUMP,FUEL TRANSFER	1	
433G205	704A44620046	FUEL FILTER	2	
5018-108-00-10	704A46580031	BOX,ELECTRONIC	2	
706786-3	704A47652008	AMPLIFIER,FUEL GAUGE	1	
74228710	704A37650126	INDICATOR,FUEL GAUGE KGS;ENGLISH	1	
1140A14-6	704A44616014	FUEL , CUT OUT	2	
Manufacturer Part Number	Part Number	Description	QTY	TBO
<b>HYDRAULIC GENERATION</b>				
RPR2A	704A34633007	REGULATOR,PRESSURE	2	
97280-120	704A44613032	ELECTROVALVE,TWO WAYS	1	
A5029190	704A44310025	PUMP,ELECTRIC,EMERGENCY	1	
157152	704A34621006	FILTER,HYDRAULIC	2	
5338-100	704A37642034	HYDR,PRESSURE TRANSMITTER	2	
704A34-310-019	704A34310019	PUMP,HYDRAULIC,DOUBLE 6/18LITERS	2	

<b>ICE AND RAIN PROTECTION</b>				
ME9819A	704A42714005	MOTOR WINDSHIELD WIPER	1	
Manufacturer Part Number	Part Number	Description	QTY	TBO
<b>LANDING GEAR</b>				
20475-000-00	704A31412011	WHEEL,MAIN	2	



Tandiatangan & Cop (Kerajaan) : .....  
Tandiatangan & Cop (Syarikat) : .....

18740-111	704A41420054	AUXILIARY LANDING GEAR LEG	1
18755-001-01	704A41412006	WHEEL, NOSE	2
18785-200	704A41421077	LEG, LEFT MAIN LANDING GEAR	1
18786-200	704A41421078	LEG, RIGHT MAIN LANDING GEAR	1
20580-000-01	704A41410020	BRAKE, WHEEL	2
19570-100	704A41431011	CYLINDER, BRACE STRUT REAR	2
19575-100-03	704A41430015	CYLINDER, BRACE STRUT, NOSE	1
7059-000	704A31411009	TRANSMITTER, BRAKE	4
455TS01Y	704A41440014	PANEL, INDICATION L/G	1
894TS05NY	704A41441005	SWITCH, LANDING GEAR	1
704A34-240-017	704A34240017	ACCUMULATOR	1
18075-001-02	704A41410019	LOCKING, WHEEL CENTERING	1
D24AB1043	704A44820015	RELAY, BRAKING	1
97241-220	704A44811010	ELECTROVALVE	1

<b>LIGHTING</b>			
SE00486	704A46818000	PRINTED CIRCUIT, LIGHT	2
SE00586	704A46818005	PRINTED CIRCUIT, LIGHT	2
34528H011	704A46851021	LIGHT, ANTI-COLLISION	1
6480402	704A46830036	UNIT, POWER SUPPLY	1
4217212	704A46820022	LIGHT, RETRACTABLE, 450W	1



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Manufacturer Part Number	Part Number	Description	QTY	TBO
<b>ELECTRICAL PANEL</b>				
134TS05H9V3AAB	704A47724013	INDICATING PANEL	1	
SE02276	704A47720082	ALARM UNIT	1	
B18-945-32-28-1AG	704A47320020	CLOCK	2	
C16160AA	704A37614013	DETECTOR, ROTOR SPEED	1	
C16159AB	704A47616045	INDICATOR NR/2NTL	1	
C16287AA	704A47612131	INDIC TACHY ROTOR COPILOT	1	
5339-3	704A37642024	OIL PRESSURE TRANSMITTER	1	
C16158AA	704A47270141	INDICATOR, 14 INFOS	1	
AL9603	704A41430022	ACTUATOR, FOOTSTEP	4	

Manufacturer Part Number	Part Number	Description	QTY	TBO
<b>NAVIGATION</b>				
1007KCA1	704A47313017	COMPASS, STAND-BY	1	
19654-0	704A37312008	VALVE, FLUX	2	
622-2506-003	704A47330101	R.M.I.	1	
066-1069-00	704A45824008	INDICATOR KDI 572	1	
37500-0841	704A47210027	ALTIMETER (FEET)	1	
4679078A	704A45720076	INDICATOR IND821A	2	
44090AGM	704A47113089	AIR SPEED INDICATOR (KNOTS)	2	



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

<b>SERVO CONTROL</b>				
83-910-017	704A41110051	HANDLE,CYCLIC PITCH CONTROL		2
365A27-3369-20	365A27336920	GRIP PILOT COLLECTIVE PITCH CONTROL		1
N2000072	704A41110132	HANDLE COLLECTIVE PITCH CONTROL		1
SC8033-2	704A44831146	SERVO CONTROL, MAIN ROTOR		2
SC8034-2	704A44831147	SERVO CONTROL, MAIN ROTOR		1
SC7283	704A44831152	SERVOCONTROL, TAIL		1

<b>ENGINE INDICATING</b>				
IDM2202483	704A47612140	INDICATOR N/G-DELTA N/G		2
IDA0302470	704A47621139	TORQUEMETER INDICATOR		1
ZFA311-01	704A37642064	TRANSMITTER,PRESSURE,ENGINE OIL		2
C16159AB	704A47616045	DETECTOR,NTL DOUBLE		1

<b>STARTING</b>				
524-031	704A46101011	GENERATOR,STARTER		2



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

## Optional Equipment

Manufacturer Part Number	Part Number	Description	QTY
<b>1.2. General equipment</b>			
<b>AUXILIARY FUEL TANK IN THE HOLD (180 litres)</b>			
64750-007-1	704A47651059	FUEL TRANSMITTER	1
64830-208-1	704A47650082	FUEL GAGE INDICATOR,KG	1
365A67-8471-00	365A67847100	ELECTRO VALVE ASSY	1
<b>FUEL JETTISON</b>			
399B65-1	704A44520005	ELECTRO VALVE	2
<b>HEATED WINDSHIELD</b>			
683-6006-010	704A32723000	TEMPERATURE REGULATOR	2
<b>2ND 10KVA AC ALTERNATOR</b>			
PO58082C	704A46610020	PRINTED CIRCUIT,Z100	1
PO58312	704A46610010	PRINTED CIRCUIT,Z200	1
PO57634	704A46616013	PRINTED CIRCUIT,Z300	1
10026	704A46220019	ALTERNATOR	1
2502-10	704A46570089	ELECTRIC MASTER BOX,AUXILIARY 800VA	1
800424	704A46570090	UNIT,ELECTRICAL MASTER,10KVA+800VA	1
MSI800-2B	704A46104024	STATIC INVERTER	2
<b>SAND PREVENTION FILTERS</b>			
QB0487	704A41650003	SAND FILTER,RIGHT	1
QB0486	704A41650004	SAND FILTER,LEFT	1



Tandangan & Cop (Kerajaan) : .....

Tandangan & Cop (Syarikat) : .....

1.3.		Specific mission equipment	
<b>CARGO SLING 1600 KG</b>			
AS21-5-7	704A41811029	ROTARY CARGO SLING	1
D00282-0005	704A41818001	LOAD SLING TRANSMITTER	1
AS22-30	704A41813019	CONTROL, LOAD RELEASE	1
D00448-0001	704A41817007	LOAD SLING INDICATOR	1

<b>ELECTRICAL HAILERS SYTEM</b>			1
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<b>CONSOLE SKYQUEST 10,4"</b>			
704A48-410-108	704A48410108	VIDEO CONVERTER	1
704A48-640-087	704A48640087	CONTROL BOX	1

<b>EMERGENCY LOCATOR TRANSMITTER KANNAD 406-AF</b>			
S182150202	704A45737051	TRANSMITER, EMERGENCY MARKER	1

Manufacturer Part Number	Part Number	Description	QTY
<b>1.5. Avionics</b>			
<b>VHF/AM HONEYWELL KTR 908 1-2</b>			
064-1023-00	704A45310034	TRANSCIEVER KTR908	2
071-01282-0075	704A45371078	CONTROL BOX KFS 576A	2

<b>HF/SSB 9100</b>			
597-2094-101	704A45340040	COUPLER	1
F6228112003	704A45312023	HF9030 TRANSCIEVER	1
622-8111-006	704A45373029	HF9010 CONTROL BOX	1



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....



<b>ICS TB31 TEAM</b>		<b>2nd</b>			
BJ1977A	704A45361031		UNIT JUNCTION TB31		1
CP1976A1	704A45360072		SWITCH,SELECTOR, TB31		2
<b>ICS TEAM TB31</b>		<b>3<sup>rd</sup></b>			
CP1976A1	704A45360072		SWITCH,SELECTOR, TB31		1
<b>ICS TEAM TB31</b>		<b>4<sup>th</sup></b>			
CP1976A1	704A45360072		SWITCH,SELECTOR, TB31		1
<b>PASSENGER INTERPHONE</b>					
BA1920EF	704A45361035		UNIT INTERPHONE		1
EA3568AL01	704A45350038		AMPLI MELANGEUR		1
<b>RADIO ALTIMETER AHY16</b>		<b>1-2</b>			
9599-607-18503	704A45721035		TRANSMITTER ERT160		2
<b>TRANSPONDER HONEYWELL MST-67A</b>					
066011430601	704A45730064		TRANSCEIVER,MST 67A		1
071015071301	704A45730067		CONTROL BOX		1
<b>ADF HONEYWELL KDF806</b>					
066-01077-0001	704A45810040		RECEIVER KDF 806		1
071-01284-0012	704A45840045		CONTROL BOX		2
071-01284-0012	704A45840045		UNIT CONTROL KDF806 NVG		1



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

<b>DME HONEYWELL KDM706</b>			
066-1066-0025	704A45802016	TRANSCEIVER KDM 706A	1

Manufacturer Part Number	Part Number	Description	QTY
<b>VHF/FM HOMER CHELTON SYSTEM 7</b>			
7-627-TG-2	704A45832079	UNIT SWITCHING I F U	1
7-25-31	704A45832080	ANTENNA FEED UNIT	1
7-28-31-2	704A45317013	RECIEVER BOX	1
7-26M31	704A45374018	CONTROL BOX	1
27799	704A35333036	ANTENNA ASSY	1

<b>VUHF CHELTON RT 5000</b>			
31300010112009	704A45374029	CONTROL BOX,VHF/FM RT 5000	1
4000155250101	704A45317017	TRANSCEIVER,RT5000	1

<b>VORJLS HONEYWELL KNR 634</b>			
066-01078-0010	704A45813034	RECEIVER KNR 634	2
071-01283-0017	704A45842046	UNIT CONTROL KSF564	2

<b>TELEPHONICS 1400C RADAR</b>			
071-01330-0003	704A45750027	TRANSCEIVER,RT1401B	1
4000504-0301	N6707152800	ANTENNA DRIVE ASSY DA1203	1

<b>GPS TRIMBLE TNL 2101 I/O APPROACH+</b>			
81440-02-241M	704A45807109	RECEIVER GPS	1



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

<b>EFIS HONEYWELL EFS 50</b>			
071-01439-4300	704A45751069	BOITE DE CDE CP468	2
071-00074-0200	704A45751072	BOITIER DE COMMUTATION	1
066-03137-3200	704A45751082	ECRAN ED551A	4
066-04021-1111	704A45751095	GENERATEUR DE SYMBOLES	2
H321EGM	704A47150130	HORIZON STAND-BY	1

<b>SFIM CDV 155 4 AXIS</b>			
416-00181-002	704A47134132	UNIT.DEMODULATOR.CDV155	1
418-00534-202	704A47132041	TRIM ACTUATOR	1
434-00306-171	704A47133281	ACCELEROMETER,4 AXIS	1
CDV155-06-04	704A47133194	COMPUTEUR	1
UCC155-04-01	704A47134127	CDV155 CONTROL UNIT	1
454-00158-000	N6785234000	VERTICAL GYRO GV76-1	2

<b>Manufacturer Part Number</b>	<b>Part Number</b>	<b>Description</b>	<b>QTY</b>
<b>SSCVFDR (HONEYWELL AR COMBI)</b>			
400330	704A49430066	BOITIER IHM	1
9806021066	704A45381029	RECORDER CVFDR	1
36000700100	704A49430061	UNITE ACQUISITION DONNEES	1
64762-001-1	704A37722023	SONDE D'IMMERSION	1
66223-011-2	704A46580084	BOITIER ELECTRONIQUE DE SONDE	1
9806113010	704A49430052	MICRO D'AMBIANCE CABINE	1
A6912-1	704A49430012	AMPLI SOMMATEUR	1
418-00241-100	704A47133119	ACCELEROMETER	1

<b>CORDLESS INTERCOM SYSTEM (POLYCON)</b>			
			1



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

### Dynamic Equipment and Engine

MANUFACTURER PART NUMBER	PART NUMBER	ENGLISH DESCRIPTION	Qty
<b>MRH</b>			
365A31-0002-05N	365A31000205N	MAIN ROTOR SHAFT UNIT	1
365A31-1210-0051	365A3112100051	STAR MAIN ROTOR HUB	1
365A31-2031-20	365A31203120	PIN BLADE	8
365A31-1850-04	365A31185004	SLEEVE LOWER	4
365A31-1850-05	365A31185005	SLEEVE UPPER	4
LB4-1209-2-1	704A33633192	BALL JOINT	4
365A31-1858-02	365A31185802	FREQUENCY ADAPTER MATCHED PAIR	2
365A31-1998-02	365A31199802	LEVER BLADE PITCH	4
<b>MGB</b>			
365A32-6001-05M	365A32600105M	MAIN GEAR BOX	1
<b>TRH</b>			
365A33-3541-01	365A33354101	SPIDER PITCH CHANGE	1
365A33-3511-02	365A33351102	BODY HUB	1
365A33-3523-00	365A33352300	FLANGE SPLINED	1
365A33-3543-00	365A33354300	FAIRING	1
365A12-0060-01	365A12006001	BLADE TAIL ROTOR	10
<b>TGB</b>			
365A33-6005-06M	365A33600506M	TAIL GEARBOX	1
<b>MAIN ROTOR BLADE</b>			
365A11-0050-09	365A11005009	MAIN ROTOR BLADE	4
<b>Manufacturer</b>			
<b>ENGINES</b>			<b>Qty</b>
TURBOMECA	ARRIEL 2C		2



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

# APPENDIX B

## REPAIR BY THE HOUR (RBH) COMPONENTS

MANUFACTURER PART NUMBER	PART NUMBER	DESCRIPTION	Qty	TAT (Weeks)
<b>AIR CONDITIONNING SYSTEM</b>				
1752A010000	704A42110060	AIR CONDITIONING UNIT	1	18
7738010000	704A42110061	COMPRESSOR	1	34
410A400-1	704A44622010	AIR FILTER	1	14
<b>ELECTRICAL HOIST (90 M)</b>				
76378260D	704A41815084	HOIST	1	26
76801-010	704A41816006	CONTROL HANDLE	1	18
61148016AMDT1	704A41816050	UNIT ELECTRONIC CONTROL	1	18
<b>EMERGENCY FLOATATION GEAR</b>				
158519-4	NR001500122	FLOAT ASSY RIGHT	1	14
158950-4	NR001500123	FLOAT ASSY LEFT	1	14
158991-3	704A42693015	GAS CYLINDER ASSY 7.93L	1	14
2161180	704A42690021	FLOAT ASSY FRONT LEFT	1	14
2161190	704A42690020	FLOAT ASSY FRONT RIGHT	1	14
<b>EURONAV</b>				
257011001	704A47341012	COMPUTER EURONAV	1	14
2570501	704A45751148	DISPLAY UNIT EURONAV	1	14
2570701	704A47334029	CONTROL UNIT EURONAV	1	14
2571003	704A47334030	SWITCHING BOX EURONAV	1	14
2572201	704A47310020	COMPASS DIGITAL EURONAV	1	14



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

DOPPLER RDN 85				
5231-200-111	704A45760021	RADAR DOPPLER RDN85BAI	1	22
SPECTROLAB SEARCHLIGHT SX16				
2295521	704A41112015	HANDLE		18
30039	704A46610022	UNIT CONTROL		16
025000-131	704A46820048	LIGHT SEARCH SX 16		18
32430	S334A60A1002	JUNCTION BOX		18



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

# APPENDIX C

## CONSIGNMENT STOCK

MANUFACTURER PART NUMBER	PART NUMBER	DESCRIPTION	PROPOSED QTY
365A31-1858-02	365A31185802	FREQUENCY ADAPTER MATCHED PAIR	2
418-00456-304	704A47134052	UNIT CONTROL API55D	1
418-00500-001	704A47132034	TRIM ACTUATOR PITCH ROLL	1
580GC01Y02	704A46617004	PCB A/C SYSTEM	1
D26	704A46211024	VOLTAGE REGULATOR	1
8107-137-00-10	704A47640013	SENSOR FUEL PRESSURE	1
128A45-1	704A34612005	COCK DRAIN	1
P94C16-606	704A44510022	PUMP FUEL	1
706786-3	704A47652008	AMPLIFIER FUEL GAUGE	1
1140A14-6	704A44616014	FUEL CUT OUT	1
RPR2A	704A34633007	REGULATOR PRESSURE	1
A5029190	704A44310025	EMERGENCY ELECTRIC PUMP	1
157152	704A34621006	FILTER HYDRAULIC	1
20475-000-00	704A31412011	RIM MAIN L/G	1
19570-100	704A41431011	CYLINDER BRACE STRUT	1
7059-000	704A31411009	TRANSMITTER BRAKE	1
455TS01Y	704A41440014	INDICATOR L/G POSITION	1
SE00486	704A46818000	PRINTED CIRCUIT LIGHT	1
SE00586	704A46818005	PRINTED CIRCUIT LIGHT	1
34528H011	704A46851021	LIGHT ANTI-COLLISION	1
6480402	704A46830038	UNIT POWER SUPPLY	1
B18-945-32-28-1AG	704A47320020	CHRONOMETER	1
C16160AA	704A37614013	DETECTOR ROTOR SPEED	1
5339-3	704A37642024	OIL PRESSURE TRANSMITTER	1



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

C16158AA	704A47270141	INDICATOR 14 INFOS	1
AL9603	704A41430022	ACTUATOR LINEAR	1
4679078A	704A45720076	INDICATOR IND821A	1
44090AGM	704A47113089	AIRSPEED INDICATOR (KNOTS)	1
SC8033-2	704A44831146	SERVO CONTROL MAIN ROTOR	1
SC8034-2	704A44831147	SERVO CONTROL MAIN ROTOR	1
SC7283	704A44831152	SERVOCONTROL TAIL	1
ZRA311-01	704A37642064	TRANSMITTER PRESSURE ENGINE OIL	1
524-031	704A46101011	GENERATOR STARTER	1
S182150202	704A45737051	EMERGENCY LOCATOR TRANSMITTER	1
064-1023-00	704A45310034	TRANSCIEVER KTR908	1

MANUFACTURER PART NUMBER	PART NUMBER	DESCRIPTION	PROPOSED QTY
597-2094-101	704A45340040	COUPLER	1
CP1976A1	704A45360072	SWITCH SELECTOR TB31	1
9599-607-18503	704A45721035	TRANSCIEVER ERT160	1
071-01284-0012	704A45840045	CONTROL BOX	1
7-25-31	704A45832080	ANTENNA FEED UNIT	1
066-01078-0010	704A45813034	RECEIVER KNR 634	1
071-01330-0003	704A45750027	TRANSCIEVER RT1401B	1
4000504-0301	N6707152800	ANTENNA DRIVE ASSY DA1203	1
071-01439-4300	704A45751069	CONTROL BOX CP468	1
H321EGM	704A47150130	HORIZON STAND-BY	1
454-00158-000	N6785234000	GYRO VERTICAL GV76-1	1
66223-011-2	704A46580084	UNIT ELECTRONIC	1



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....



**PEMAKLUMAN KEPADA PETENDER BERJAYA  
PENJILIDAN DOKUMEN KONTRAK PEROLEHAN**

Bagi tujuan penjilidan Dokumen Kontrak Perolehan, syarikat tuan adalah bersetuju dan mematuhi perkara-perkara seperti berikut:

**1. Kos Penyediaan Dokumen Kontrak Perolehan**

Apa-apa kos dan duti setem yang terlibat bagi tujuan penyediaan dan pemeteraian Kontrak ini hendaklah ditanggung sepenuhnya oleh syarikat tuan.

**2. Tandatangan Kontrak Perolehan**

Hanya penama dalam sijil pendaftaran Kementerian Kewangan/ Lembaga Pembangunan Industri Pembinaan Malaysia (CIDB)/ Pusat Pendaftaran Kontrak Kerja, Bekalan Perkhidmatan Negeri Sabah (PUKONSA)/ Unit Pendaftaran Kontraktor, Juruperunding, Pejabat Setiausaha Kewangan Negeri Sarawak (UPKJ) sahaja menandatangani kontrak perolehan ini.

Salinan asal dokumen kontrak hendaklah ditandatangani oleh syarikat tuan terlebih dahulu sebelum ditandatangani oleh pihak Kerajaan. Penjilidan dokumen kontrak hanya boleh dilakukan selepas proses tandatangan daripada semua pihak telah selesai bagi memastikan tiada pindaan dibuat.

**3. Format Dokumen Kontrak Perolehan**

Format kulit dokumen kontrak asal menggunakan kulit keras hendaklah seragam dan menggunakan warna mengikut ketetapan. Pelabelan agensi pengguna juga perlu dibuat pada penjilidan dokumen kontrak perolehan. Contoh format muka hadapan dan tulang belakang dokumen kontrak perolehan adalah seperti dalam **Lampiran A6A**.

**4. Penjilidan Dokumen Kontrak Perolehan**

Penjilidan dokumen kontrak perolehan adalah seperti berikut:

Bil.	Dokumen Kontrak (Kulit Hitam)	**Jilid	Jenis Kulit
1.	Salinan Asal (*Mastercopy)	Skru	Kulit Keras
2.	Salinan Asal	Jahit dan <i>perfect binding</i>	Kulit Keras
3.	Salinan fotokopi	<i>Comb binding</i>	Kulit Lembang

Tandatangan & Cop (Kerajaan) : .....  
Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2, Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

Contoh jilid seperti di **Lampiran A6B**.

**5. Pengedaran Dokumen Kontrak Perolehan**

Pengedaran dokumen kontrak perolehan hendaklah mencukupi dan diedarkan kepada pihak berkepentingan seperti berikut:

<b>Bil.</b>	<b>Bahagian/Agensi</b>	<b>Bilangan</b>	<b>Jenis Dokumen Kontrak</b>
1.	Bahagian Perolehan KDN	2	Mastercopy / Asal
2.	Syarikat	1	Asal
3.	Bahagian / Unit Kewangan (pihak yang membuat pembayaran)	1	Asal
4.	Bahagian Akaun KDN	1	Asal
5.	Bahagian / Ibu Pejabat Agensi Pengguna	1	Asal
6.	Pihak berkepentingan yang lain (end user)	Mengikut keperluan	Salinan fotokopi

Syarikat tuan hendaklah membuat edaran kepada semua bahagian/cawangan/unit (end user) yang berkenaan dan memastikan Borang Akaun Penerimaan ditandatangani serta dikemukakan kepada Bahagian Perolehan Kementerian sebagai rekod dan makluman. Borang Akaun Penerimaan adalah seperti di **Lampiran A4**.

**6. Kerahsiaan Kontrak Perolehan**

Syarikat tuan hendaklah memahami bahawa Kontrak ini dan kesemua perkara yang berkaitan hendaklah dianggap rahsia dan hendaklah tidak dimaklumkan kepada mana-mana pihak ketiga tanpa persetujuan bersama Pihak-Pihak terlebih dahulu secara bertulis melainkan ianya pendedahan diperlukan oleh undang-undang. Pernyataan ini hendaklah terus berkuat kuasa tanpa mengambil kira penamatan kontrak ini atas apa jua sebab.



Tandatangan & Cop (Kerajaan) : .....  
Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

FORMAT KULIT DEPAN DAN TULANG BELAKANG DOKUMEN KONTRAK

-----| belakang -----  
dokumen kontrak

----- Muka depan dokumen kontrak -----



**KONTRAK**

<masukkan nama kontrak perolehan>

**ANTARA**

**KERAJAAN MALAYSIA**

**DAN**

<masukkan nama syarikat>

**(No. Pendaftaran Syarikat: <masukkan no. pendaftaran syarikat>)**

**NO. KONTRAK: <masukkan no.kontrak>**

<masukkan  
nama agensi>  
Contoh:

**APMM**



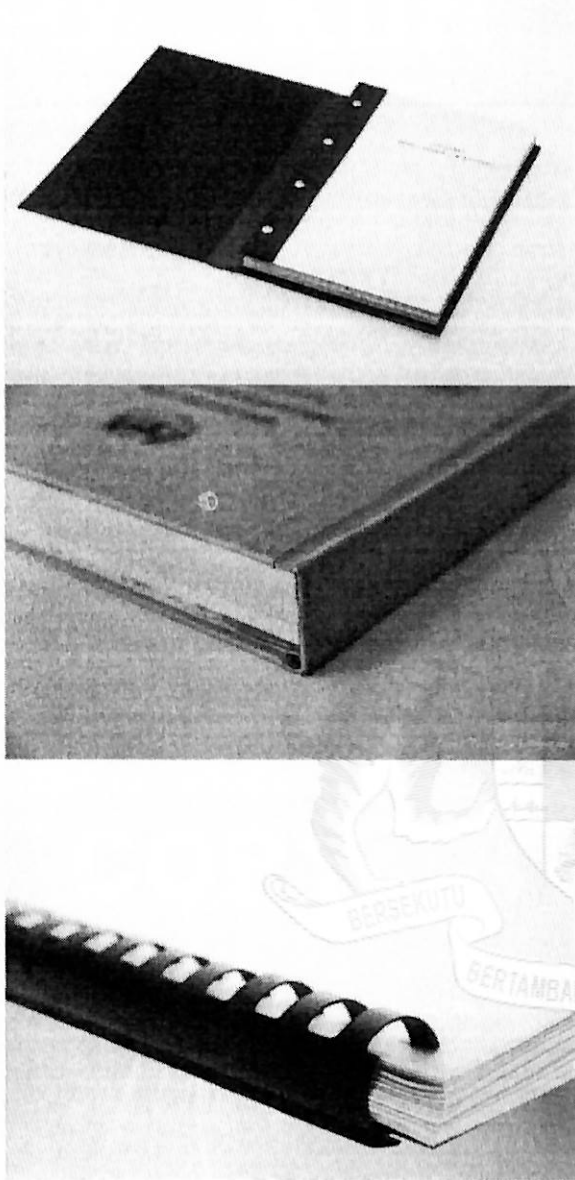
Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1919 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

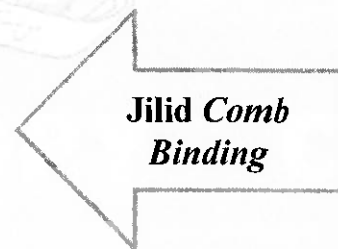
CONTOH JILID



**Jilid Skru**



**Jilid Jahit dan  
Perfect Binding**



**Jilid Comb  
Binding**



Tandatangan & Cop (Kerajaan) : .....  
Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini  
Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

**BORANG AKUAN PENERIMAAN DOKUMEN KONTRAK OLEH PENGGUNA**

Setelah lengkap diisi, sila kemukakan kepada

Setiausaha Bahagian  
Bahagian Perolehan  
Kementerian Dalam Negeri  
Aras 4, Blok D1, Kompleks D  
Pusat Pentadbiran Kerajaan Persekutuan  
**62546 PUTRAJAYA**  
No. Faks: 03 – 8881 0184

**Nama Kontrak Perolehan** : **Perkhidmatan Penyelenggaraan Dan Sokongan Logistik Bersepadu Untuk Tiga (3) Buah Pesawat Dauphin AS365N3 Untuk Kegunaan Agensi Penguatkuasaan Maritim Malaysia**

**No. Kontrak** : **KDN/PL/T/APMM/1/2022**

**Nama Syarikat** : **Galaxy Aerospace (M) Sdn. Bhd.**

Adalah disahkan saya telah menerima <masukkan bilangan> dokumen kontrak seperti di atas.

Sekian, terima kasih.

.....  
Nama:

Jawatan:

Agensi/Bahagian/Cawangan/Unit:

Tarikh:

Cop Jabatan:



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : pegawai yang diberi kuasa oleh Kerajaan di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani Surat ini

Pihak Syarikat : pegawai yang diberi kuasa dengan sewajarnya oleh syarikat untuk menandatangani Surat ini

**BORANG JAMINAN BANK/JAMINAN SYARIKAT KEWANGAN/ JAMINAN INSURANS  
UNTUK BON PELAKSANAAN (KONTRAK BEKALAN/PERKHIDMATAN)**

Sebagai balasan kepada Kontrak No. .... yang dibuat antara Kerajaan Malaysia, (kemudian daripada ini dirujuk sebagai "Kerajaan") dan ....., (kemudian daripada ini dirujuk sebagai "Kontraktor") bagi membekal/menyerah/melaksana/menyiap....., (kemudian daripada ini dirujuk sebagai "Kontrak") kami yang bertandatangan di bawah, (kemudian daripada ini dirujuk sebagai "Penjamin") atas permohonan Kontraktor, mengaku janji yang tak boleh batal untuk memberi Jaminan kepada Kerajaan ke atas pelaksanaan yang sepatutnya Kontrak tersebut mengikut cara sebagaimana yang terdapat kemudian daripada ini.

MAKA Penjamin dengan ini bersetuju dengan Kerajaan seperti berikut:

1. Apabila Kerajaan membuat tuntutan bertulis, maka Penjamin hendaklah dengan serta merta membayar kepada Kerajaan nilai yang ditentukan di dalam tuntutan tersebut tanpa mengira sama ada terdapat apa-apa bantahan atau tentangan daripada Kontraktor atau Penjamin atau mana-mana pihak ketiga yang lain dan tanpa bukti atau bersyarat. Dengan syarat sentiasanya bahawa jumlah tuntutan yang dibuat tidak melebihi sebanyak Ringgit ..... (nyatakan nilai jaminan dalam perkataan) (RM .....) dan bahawa tanggungan Penjamin untuk membayar kepada Kerajaan di bawah Perjanjian ini tidak melebihi nilai tersebut di atas.
2. Kerajaan berhak untuk membuat apa-apa tuntutan sebahagian jika dikehendaknya dan jumlah kesemua tuntutan sebahagian itu hendaklah tidak melebihi nilai Ringgit ..... (nyatakan nilai Jaminan dalam perkataan) (RM .....) dan liabiliti Penjamin untuk membayar kepada Kerajaan jumlah yang disebutkan terdahulu hendaklah dikurangkan dengan perkadaran yang bersamaan dengan apa-apa bayaran sebahagian yang telah dibuat oleh Penjamin.
3. Penjamin tidak boleh dibebaskan atau dilepaskan dari Jaminan ini oleh sebarang perkiraan yang dibuat antara Kontraktor dan Kerajaan sama ada dengan atau tanpa persetujuan Penjamin atau oleh sebarang perubahan tentang kewajipan yang diaku janji oleh Kontraktor atau oleh sebarang penangguhan sama ada dari segi pelaksanaan, masa, pembayaran atau sebaliknya.
4. Jaminan ini adalah Jaminan yang berterusan dan tak boleh batal dan hendaklah berkuat kuasa sehingga ..... (kemudian daripada ini disebut "Tarikh Mati Asal") (Initial Expiry Date) iaitu dua belas (12) bulan selepas tarikh tamat Kontrak atau selepas penghantaran/penyiapan terakhir mengikut mana yang terkemudian atau di dalam keadaan di mana Kontrak dibatalkan, satu (1) tahun selepas tarikh Kontrak dibatalkan. Penjamin hendaklah melanjutkan Tarikh Mati Asal (Initial Expiry Date) jaminan ini untuk tempoh tambahan selama tidak melebihi satu Pekeliling Perbendaharaan Malaysia PK 4.2 2/2 (1) tahun daripada Tarikh Mati Asal (Initial Expiry Date) (kemudian daripada ini disebut "Tarikh Mati Lanjutan") (Extended Expiry Date) apabila diminta oleh Kerajaan dan Jaminan ini adalah dengan ini dilanjutkan. Jumlah agregat maksimum yang Kerajaan berhak di bawah Perjanjian ini mestilah sentiasa dipastikan tidak melebihi jumlah Ringgit ..... (nyatakan nilai Jaminan dalam perkataan) (RM .....).
5. Apa-apa tanggungjawab dan tanggungan Penjamin di bawah Perjanjian ini hendaklah luput apabila Perjanjian ini tamat pada Tarikh Mati Asal (Initial Expiry Date) atau Tarikh Mati Lanjutan (Extended Expiry Date) melainkan jika sebelumnya Kerajaan telah meminta secara



**LAMPIRAN A3**

bertulis kepada Penjamin untuk membayar sejumlah wang tertentu yang masih belum dijelaskan mengikut peruntukan kontrak.

6. SEMUA TUNTUTAN BERKAITAN DENGAN JAMINAN INI, JIKA ADA, MESTILAH DITERIMA OLEH PIHAK BANK/SYARIKAT KEWANGAN/ SYARIKAT INSURANS DALAM TEMPOH SAH LAKU JAMINAN INI ATAUPUN DALAM MASA 90 HARI DARI TAMATNYA TARIKH JAMINAN INI, MENGIKUT MANA YANG LEBIH KEMUDIAN.

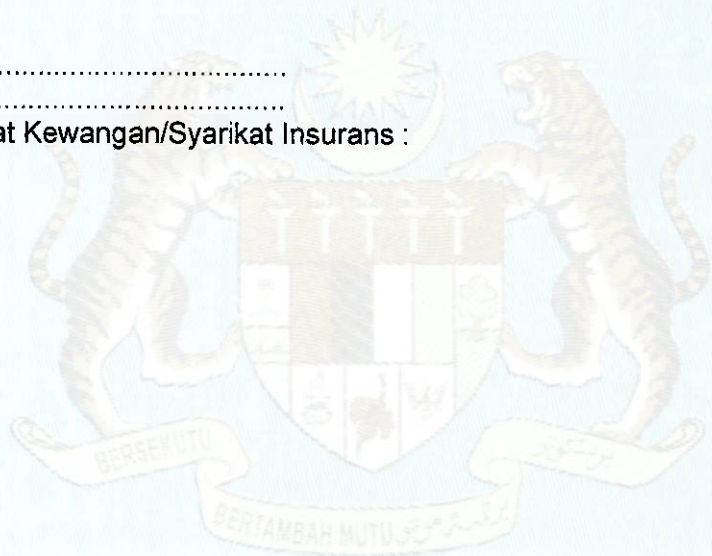
PADA MENYAKSIKAN HAL DI ATAS pihak-pihak kepada Perjanjian ini telah menurunkan tandatangan dan meteri mereka pada hari dan tahun yang mula-mula tertulis di atas.

Ditandatangani untuk dan bagi pihak Penjamin di hadapan

- ) Nama : .....
- ) Jawatan : .....
- ) Cop Bank/Syarikat Kewangan/
- ) Syarikat Insurans:

.....  
(Saksi)

Nama : .....  
Jawatan : .....  
Cop Bank/Syarikat Kewangan/Syarikat Insurans :



**SURAT AKUAN PEMBIDA BERJAYA  
TENDER PERKHIDMATAN PENYELENGGARAAN DAN SOKONGAN  
LOGISTIK BERSEPADU UNTUK TIGA (3) BUAH PESAWAT DAUPHIN  
AS365N3 UNTUK KEGUNAAN AGENSI PENGUATKUASAAN MARITIM  
MALAYSIA NO. KONTRAK: KDN/PL/T/APMM/1/2022**

Saya, \_\_\_\_\_ nombor K.P. \_\_\_\_\_ yang mewakili **GALAXY AEROSPACE (M) SDN. BHD.** nombor Pendaftaran 357-02266869 dengan ini mengisytiharkan bahawa saya atau mana-mana individu yang mewakili syarikat ini tidak akan menawar atau memberi rasuah kepada mana-mana individu dalam **BAHAGIAN PEROLEHAN** atau mana-mana individu lain, sebagai ganjaran untuk dipilih dalam tender seperti di atas. Bersama-sama ini dilampirkan Surat Perwakilan Kuasa bagi saya mewakili syarikat seperti tercatat di atas untuk membuat pengisytiharan ini.

2. Sekiranya saya atau mana-mana individu yang mewakili syarikat ini didapati bersalah menawar atau memberi rasuah kepada mana-mana individu dalam **BAHAGIAN PEROLEHAN** atau mana-mana individu lain sebagai ganjaran untuk dipilih dalam tender seperti di atas, maka saya sebagai wakil syarikat bersetuju tindakan-tindakan berikut diambil:

- 2.1 penarikan balik tawaran kontrak bagi tender di atas; atau
- 2.2 penamatan kontrak bagi tender di atas; dan
- 2.3 lain-lain tindakan mengikut peraturan perolehan Kerajaan yang berkuat kuasa.

3. Sekiranya terdapat mana-mana individu cuba meminta rasuah daripada saya atau mana-mana individu yang berkaitan dengan syarikat ini sebagai ganjaran mendapatkan tender seperti di atas, maka saya berjanji akan dengan segera melaporkan perbuatan tersebut kepada pejabat Suruhanjaya Pencegahan Rasuah Malaysia (SPRM) atau balai polis yang berhampiran.

Yang Benar,

.....  
<Nama Pembekal> <No. Kad

Pengenalan> Cop Syarikat :

Catatan:

- i. \*Potong mana yang tidak berkenaan
- ii. Surat akuan ini hendaklah dikemukakan bersama Surat Perwakilan Kuasa



Tandatangan & Cop (Kerajaan) .....

Tandatangan & Cop (Syarikat) .....



**SURAT AKUAN SUMPAH SYARIKAT**

Saya ..... nombor kad pengenalan ..... yang mewakili syarikat **GALAXY AEROSPACE (M) SDN. BHD.** nombor pendaftaran **357-02266869** (MOF/CIDB/SSM) dengan sesungguhnya dan sebenarnya mengaku bahawa:

- (a) syarikat **TIDAK** membuat salah nyataan (*misrepresentation*) atau mengemukakan maklumat palsu semasa berurusan dengan Kerajaan bagi perolehan ini atau melakukan apa-apa perbuatan lain, seperti memalsukan maklumat dalam Sijil Akuan Pendaftaran Syarikat, mengemukakan bon pelaksanaan atau dokumen lain yang palsu atau yang telah diubah suai;
- (b) syarikat **TIDAK** membenarkan Sijil Akuan Pendaftaran Syarikat disalahgunakan oleh individu/syarikat lain;
- (c) syarikat **TIDAK** terlibat dalam membuat pakatan harga dengan syarikat-syarikat lain atau apa-apa pakatan sepanjang proses \*sebut harga/tender sehingga dokumen kontrak ditandatangani;
- (d) syarikat/ pemilik/ rakan kongsi/ pengarah **TIDAK** disabitkan atas kesalahan jenayah di dalam atau luar Malaysia; dan
- (e) syarikat **TIDAK** digulungkan.

Sekiranya pada bila-bila masa, dibuktikan bahawa pengisytiharan perenggan di atas adalah tidak benar, Kerajaan berhak menarik balik tawaran kontrak atau menamatkan perkhidmatan syarikat bagi projek ini.

Dan saya membuat Surat Akuan Bersumpah ini dengan kepercayaan bahawa apa-apa yang tersebut di dalamnya adalah benar serta menurut Akta Akuan Berkanun 1960.

Diperbuat dan dengan )  
 sebenar-benarnya diakui oleh )  
 ) Tandatangan.....  
 ..... )  
 di..... )  
 pada..... )

Di hadapan saya,

.....  
Pesuruhjaya Sumpah

Catatan:

- i. \*Potong mana yang tidak berkenaan
- ii. Surat akuan ini hendaklah ditandatangani oleh hanya penama di sijil pendaftaran MOF/CIDB



Tandatangan & Cop (Kerajaan) : .....

Tandatangan & Cop (Syarikat) : .....

Pihak Kerajaan : Pegawai yang diberi kuasa oleh Menteri di bawah seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani kontrak Pihak Syarikat : Penama pada sijil pendaftaran untuk menandatangani Surat ini

**SURAT AKUAN PEMBIDA UNTUK MELAKSANAKAN PROGRAM *PROFESSIONAL TRAINING AND EDUCATION FOR GROWING ENTREPRENEURS (PROTÉGÉ)* DALAM PEROLEHAN KERAJAAN**

Ketua Setiausaha  
Kementerian Dalam Negeri  
Bahagian Perolehan  
Aras 4, Blok D1  
Pusat Pentadbiran Kerajaan Persekutuan  
62546 PUTRAJAYA

**PERKHIDMATAN PENYELENGGARAAN DAN SOKONGAN LOGISTIK BERSEPADU UNTUK TIGA (3) BUAH PESAWAT DAUPHIN AS365N3 UNTUK KEGUNAAN AGENSI PENGUATKUASAAN MARITIM MALAYSIA – NO. KONTRAK: KDN/PL/T/APMM/1/2022**

Saya ..... nombor kad pengenalan .....  
yang mewakili syarikat ..... nombor  
pendaftaran .....(\*MOF/CIDB) dengan ini mengisytiharkan  
bahawa saya akan melaksanakan program Professional Training And Education For  
Growing Entrepreneurs (PROTÉGÉ) kerana terpilih untuk perolehan ini mengikut had nilai  
ambang (*threshold value*) dan bilangan minimum peserta program PROTÉGÉ seperti yang  
ditetapkan di dalam LAMPIRAN A Surat Setuju Terima perolehan ini.

2. Sekiranya saya tidak melaksanakan program PROTÉGÉ mengikut had nilai ambang  
(*threshold value*) dan bilangan minimum peserta yang telah dinyatakan pada LAMPIRAN A  
Surat Setuju Terima perolehan ini, maka Kerajaan boleh mengambil tindakan ke atas  
syarikat saya berdasarkan syarat/klausa kontrak dan syarikat saya mungkin tidak akan  
dipertimbangkan untuk perolehan Kerajaan pada masa yang akan datang.

Yang Benar,

.....  
Nama:

No. Kad Pengenalan:

Cop Syarikat:



Tandatangan dan Cop Kerajaan : .....

Tandatangan dan Cop Syarikat : .....

Pihak Kerajaan : Pegawai yang diberi kuasa oleh Menteri di bawah Seksyen 2 Akta Kontrak Kerajaan 1949 untuk menandatangani kontrak.

Pihak Syarikat : Penama pada sijil pendaftaran untuk menandatangani Surat ini.