Directorate of Indigenous
Technical Development (South)
ITD Wing, Naval Research & Development Institute (NRDI)
at NSSD Area West Wharf Road
KARACHI

Tel: 021-48508410
Email: ditd-s@paknavy.gov.pk

TD/2400/6/D Platforms/26/2454

On PPRA Website

23 Nov 26

INVITATION TO TENDER – INDIGENOUS DEVELOPMENT OF DOCKING PLATFORMS

1. Pakistan Navy is interested in indigenous development of under mentioned items. Firms are being invited to forward technical and budgetary proposal for manufacturing of said item. In proposal, third party involvement/ outsourcing must be highlighted with detailed scope of work to be undertaken from the third party. Details of required items to be developed are appended below:

S NO	DESCRIPTION OF ITEM	QTY	SPECIFICATIONS
b.	Docking Platforms	07	Specifications are attached at Annexes A & B

2. Firms are requested to furnish the under mentioned mandatory information (as applicable) in your quotation. Otherwise, the quotation will not be entertained:

a. The firm's Sales Tax Registration Number/ Professional Tax Certificate.
b. Development cost i.e Qty 07 including 18% GST (cost breakdown w.r.t items).
c. Terms & Conditions for payments (whether advance payment, required/ not required).
d. Previous experience of developing similar products/ projects.
e. Experience of the company with defence organizations and especially PN/ ITD (registration letter to be furnished if registered with defence organizations).

3. The offer is to be submitted in duplicate as under:

a. Three 'envelopes' containing Commercial Offer (figures as well as in words), Technical Offer and Tender Fee should be enclosed in one cover/ envelope, properly sealed, bearing the address of this office clearly marked 'Quotation for Indigenous Development of Docking Platforms Tender No and date of opening'.

(1) PPRA Rules Para 36b(i) "*The bid shall comprise a single package containing two separate envelopes. Each envelope shall contain separately the financial proposal and the technical proposal*".

b. Technical Offer: The Technical Offer should contain all relevant specifications along with technical literature/ brochure in an envelope and shall be clearly marked as 'TECHNICAL PROPOSAL' without price, tender number and date of opening. Technical proposal is to be made as per the guidelines contained in Annexes A & B to this letter, while including the following:

(1) Methodology of Development.
(2) Warranty period minimum for 36 Months.
(3) Validity of quotation minimum for 06 months.
(4) Mutated copy of earnest money Pay Order/ Demand Draft.
(5) Project plan is to be provided with time lines preferably in MS Project format. Same is to be submitted along with Technical Proposal.
(6) Availability/ supportability minimum for 15 years.

c. Feasibility Study: A detailed feasibility study of the Docking Platforms to be undertaken by firms and comprehensive report including but not limited to technical drawings, design & dimension is to be submitted along with the technical offer/ proposal against IT. Proposals without feasibility study/ design will not be accepted.

d. Commercial Offer: The Commercial Offer should include price quoted in figures as well as in words. The contents 'COMMERCIAL OFFER' should be clearly marked on the envelope with tender number and the date of opening. Separate commercial offer for following is required:

e. Tender Fee (non-refundable): Pay Order/ Bank Draft is to be enclosed in a separate envelope clearly marked 'Tender Fee of Docking Platforms in respect of "Directorate of Indigenous Technical Development Registration and Indexation Account (Account No. 4000039556 NBP, Avari Towers Branch, Karachi)" amounting on following rates:

S No	Project Cost	Tender fees
(1)	For total estimated project cost under Rs 0.49 M	Rs. 2,500/-
(2)	For total estimated project cost from Rs 0.5 M upto 0.99 M	Rs. 4,500/-
(3)	For total estimated project cost from Rs 1 M upto 2.49 M	Rs. 7,500/-
(4)	For total estimated project cost from Rs 2.5 M upto 4.99 M	Rs. 15,000/-
(5)	For total estimated project cost Rs 5 M or more	Rs. 23,000/-

f. Cheque, Pay-in-Slip and Cash are not acceptable. Tender fee is non-refundable. Offers submitted without tender fee will not be considered in tendering process.

g. Earnest Money (Refundable): Earnest money in shape of Pay Order/ Demand Draft in favor of 'The Controller of Naval Accounts, 14 Liaquat Barracks, Karachi' must be submitted along with the commercial offer without which no tender will be accepted. The amount of earnest money is given as under:

(1) The firms registered with DITD/ PN will submit 2% of the quoted value subject to maximum ceiling of Rs. 0.500 Million PKR.

(2) The firms non-registered with DITD/ PN will submit 5% of the quoted value subject to maximum ceiling of Rs. 1.000 Million PKR.

Note: Mutated photocopy of earnest money (price may not be visible) is to be provided in technical offer envelope.

4. Offers are to be dropped (not later than 1100 hours on 23 **December 2026** in the Tender Box placed at ITD Wing (NRDI) or alternatively be send on mail address as follows:

Directorate of Indigenous Technical Development (South)
ITD Wing, Naval Research & Development Institute (NRDI)
at NSSD Area, West Wharf Road
KARACHI
Contact No: 021-48508410

5. Technical offer i.e. without price will be opened on 23 **December 2026** at 1130 hours. Commercial offers will be opened exclusively for firms that are found technically suitable after thorough scrutiny.

6. Firm will be required to develop required items as per specifications mentioned at Annexes A and B. Developing firm is to arrange inspections to be undertaken by ITD Wing & reps of end user during development process.

7. The Development Contract for local development will be awarded after approval of the case by the Competent Financial Authority.

8. Point of contact for subject project in case of any query or further correspondence is Lt Cdr M Riaz PN (Tel No: 021-48509402-8875).

9. Special Instructions are as under:

a. Developer is to clearly mention against each clause his reply regarding conformance or otherwise of that clause in 'Developer Remarks' column. The general remarks that 'all technical or contractual clauses are acceptable' will not be considered sufficient for technical scrutiny. The offers not conforming to the given format will be technically knocked out. The developer is to provide relevant details of all items being imported for development of project clearly mentioning the origin of items/ parts.

b. Tender document and its conditions may please be read point by point and understood properly before quoting. All tender conditions should be responded clearly. In case of any deviation due to non-acceptance of tender conditions, the same should be highlighted along with your changed offer/ conditions.

c. Tender may however, be liable to rejection due to non-acceptance of any one or more conditions outlined by Purchaser in this IT.

d. Tender opening date will not be extended.

KABBIR YAHYA KHAN TI(M)
Captain Pakistan Navy
Director

Annexes:

A. Technical Specifications and General Requirements of Docking Platforms
B. User Requirement Document (URD) of Docking Platforms

ANNEX A TO DITD LETTER
TD/2400/6/D Platforms/26/2454
DATED 23 NOVEMBER 2026

SPECIFICATIONS AND GENERAL REQUIREMENTS – DOCKING PLATFORMS

INTRODUCTIONS. Docking platforms are essential for safe stowage of flight controls removed during platform Depot Level Maintenance (DLM) checks.

S NO	SPECIFICATIONS/ REQUIREMENTS	MANUFACTURER' s REMARKS (COMPLIED/ NOT COMPLIED)
1.	Development Requirements/ Technical Specifications Detailed user requirement and technical data/ specifications for the indigenous development of Docking Platforms is attached at Annex B.	
2.	Maintainability Requirement a. Docking Platforms should be easy to maintain.	
	b. Maintenance support/ life supportability (maintenances/ spares support) and up gradation should be assured till at least 15 years of life.	
3.	Operating Parameters (if applicable). Operating parameters of Docking Platforms as per Annex B.	
4.	Material Specification (if required). As per attached specifications at Annex B. Material conformation certificate to this affect may be provided by the firm.	
5.	Environmental Condition. Corrosion resistant material is to be used for complete structure. All other equipment should have low maintenance requirement and high reliability.	
6.	Feasibility Study. Feasibility study report of the Project along with technical offer indicating details pertaining to the proposed solution (as desired against each component) in light of user requirement.	
7.	Delivery Schedule. Developer will deliver all stores/ equipment/ items preferable within 12 months of Contract Effective Date (CED) i.a.w contractual specifications/ requirements. Extension of delivery schedule shall remain the exclusive discretion of DITD (S).	
8.	Stage Inspections. The firm will allow PAC committee/ end user or nominated members by PN to carry out stage inspections to monitor the progress of the work, on 'As & When Required' basis, to verify materials and quality of material being used. Schedule for stage	

	inspections will be formulated at later stages and will form part of the contract.	
9.	Packing Standard. a. The equipment shall be packed as per standard trade packing worthy for transportation by rail/ road or by air so as to ensure free from loss or damages on arrival at the ultimate destination. b. A packing note, showing the following details, should be placed on package: (1) Manufacturer Part No. (2) Serial Number of Transportation Container. (3) Full nomenclature/ description. (4) Contract number. (5) Date of packing. (6) Special storage environment/ conditions, if any. c. All stores should be marked with broad arrow pointing upwards, by stamping, painting or tallying. Each individual item of stores must bear the pattern number to facilitate identification.	
10.	Terms & Conditions for Payments. a. Standard payment terms; 90% payment will be made on successful completion of the project and 10% upon completion of warranty period. Or Payment terms may be mutually agreed between firm and PN at the time of contract negotiations. b. The developer has the provision to receive 10% final payment on completion of the project against submission of BG for equivalent amount which will be released upon completion of warranty period.	
11.	Warranty/ Guarantee. Warranty/ Guaranty of 03 years after final acceptance of the equipment/ items.	
12.	Validity of Quotation. The validity of quotation should not be less than 06 months.	

13.	Miscellaneous Requirements. The firm will furnish the under mentioned information along with the Technical Offer: a. The firm's Sales Tax Registration Number (including Filer/ Non Filer Status).	
	b. Valid National Tax Number (NTN).	
	c. Professional Tax Certificate (held/ not held).	
	d. Terms & Conditions for payments (whether advance payment, required/ not required).	
	e. The developer is to provide cost breakdown of financial aspects of the entire project including but not limited to following as part of Commercial offer: (1) Cost of complete documentation including operation/ maintenance/ manuals etc. (2) Cost of onboard spares, if any. (3) Cost of maintenance tools/ equipment etc, if any. (4) Any other cost.	

ANNEX B TO DITD LETTER
TD/2400/6/D Platforms/26/2454
DATED 23 NOVEMBER 2026

USER REQUIREMENT DOCUMENT (URD) – DOCKING PLATFORMS

S No	User Requirements/ Specifications	Manufacturer's Remarks (Complied/ Not Complied)
1.	Introduction Docking platforms are essential for safe stowage of flight controls removed during platform Depot Level Maintenance (DLM) checks.	
2.	Aim.Indigenous development of 07 x docking platform for platform, intended for safe stowage of removed flight controls during DLM checks.	
3.	Operational Capabilities Docking Platforms are used for safe custody/ stowage of removed panels, furnishings, consumable spares and platform equipment.	
4.	Requisite Functionalities Aviation standard	
5.	Details of the requirement i.e. need/ usefulness, reason for indigenous development Safe stowage of removed flight controls during DLM checks is mandatory requirement for which availability of docking platforms is essential. The docking platforms fall under the Docking Platforms category and are not flight critical items. Accordingly, keeping in view the inland industrial potential vis-a-vis non-flight critical nature of item, indigenous fabrication of said item is considered feasible in addition to reducing the lead time in item availability.	
6.	Required Standards. The materials used, machining standards and dimensional tolerances must meet specifications at Annex A and associated Aviation standards. The docking platforms must be made of high strength/ low weight alloys like Aluminum. All metal parts must be properly anodized/ surface treated followed by paint application to ensure material state preservation. All tyres, rubber, padding materials must be able to withstand high temperatures and loads for long period. All protruded surface/ areas in vicinity of platform must be installed with rubber dampers to safeguard airframe. Safety grills (removable, to assist during inspection phase) along with necessary Life Saving Equipment (LSE) like fall protection safety harness/ safety line from renowned brands like 3M must be provided with each platform.	
7.	Training Requirements. Nil	
8.	System Software (where applicable) N/A	

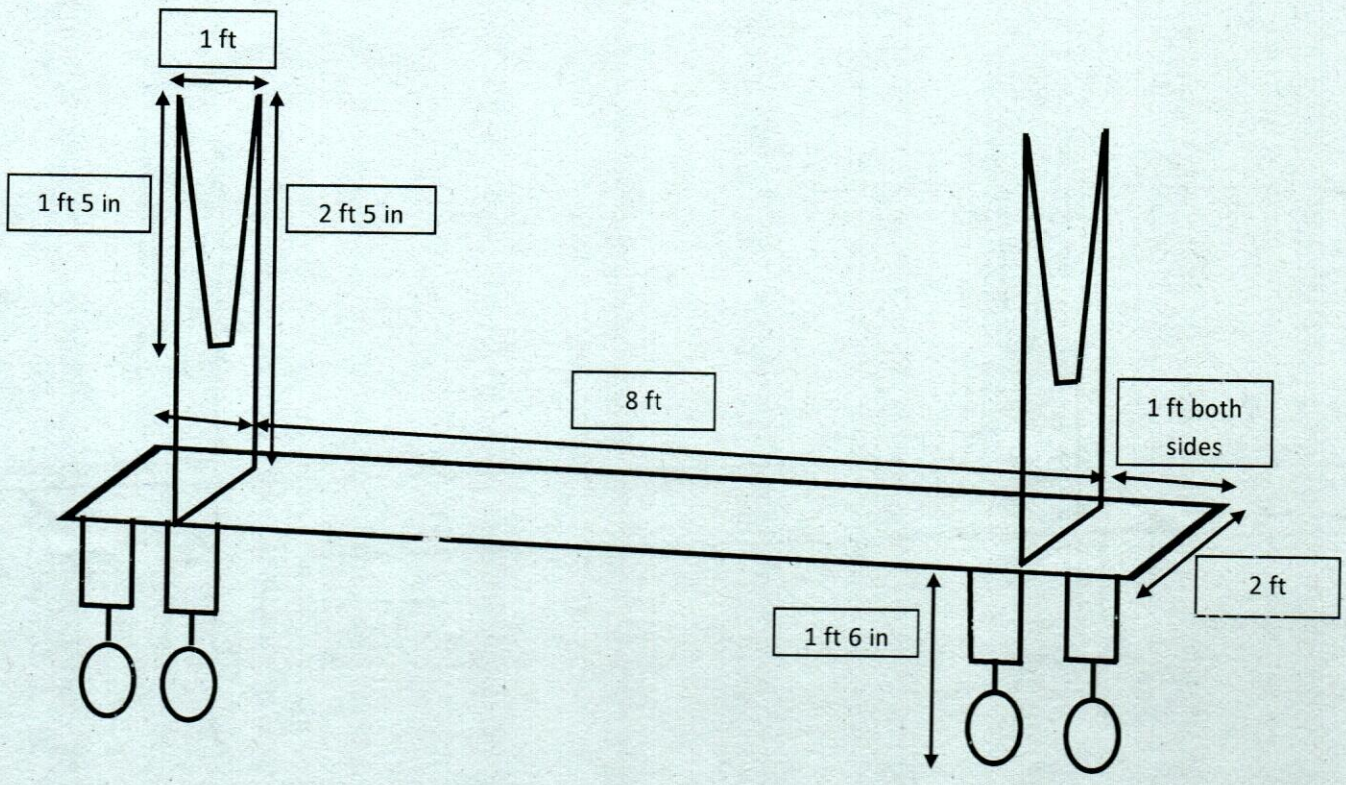
9.	Technical Assistance Technical assistance regarding onsite visit of platform to verify specifications/ dimension at Appendix II will be provided by End User.	
10.	Acceptance Criteria/ Tests/ Trials Specifications Following acceptance criteria will be followed: a. Reputed firms having experience in aviation grade aluminum machining, welding, anodizing and padding may be engaged. b. Preliminary Design Review (PDR) covering all aspects including manufacturing process, details of equipment (dimensions, materials used, guage, surface treatment/ coating details, weigh, wheels/ tyres/ locking arrangement, padding material etc) with initial CAD image is to be forwarded by firm within 01 x month of signing contract. c. Upon finalization and acceptance of PDR by End User, firm is to provide Critical Designing Review (CDR) for proposed final design in line with provided publications/ specifications (if any) including material as per technical standards for acceptance of End User. d. At the time of final inspection/ delivery of item, the assembly must be complete in all regards, as finalized during CDR. All deliverables including, main assembly (docking platform), tyres, padding, locking/ jacking mechanism must be complete and conforming to finalized specifications and design attributes of CDR. e. The assembly must be free from any structural flaws including cracks/ corrosion/ deformity/ damage/ missing fixture etc. f. Final paint scheme and markings as approved during CDR/ in later stage must be painted/ applied. g. Non-Destructive Inspection (NDI) reports of all bolted parts and welded portions must be provided. h. The main structure must be modular in nature to support customization in future. j. Necessary jacks/ base support must be available in the primary structure to ensure requisite level of stiffness/ balance. k. Use of SS/ Aluminum may be considered as it will ensure fluid/ chemical resistant platform surfaces, resistant to hydraulic fluid, fuel and oil. l. Mechanical locking i.e. ratchet/ pawl or dual action total lock may be consider in design.	

	m. Anti-slip matting/ paint on platform surface may be designed to ensure grip under both dry and fluid-contaminated conditions. n. Stainless steel pipes with aluminum may be used. p. Non-marring pads (PU or rubber faced) may be used at all contact zones of platform. q. Platform surfaces may be designed to ensure grip under both dry and fluid-contaminated conditions. r. Maintenance/ repair manuals and Illustrated Parts Catalogue (IPC) for indigenously developed items is to be provided. s. Standard warranty of 03 x years is required.	
11.	Demission 07 x Docking Platforms as per dimension sheet attached at Appendix I	

DOCKING PLATFORMS DIMENSION/ SPEC SHEET

1. 2 x DOCKING PLATFORMS AILERON

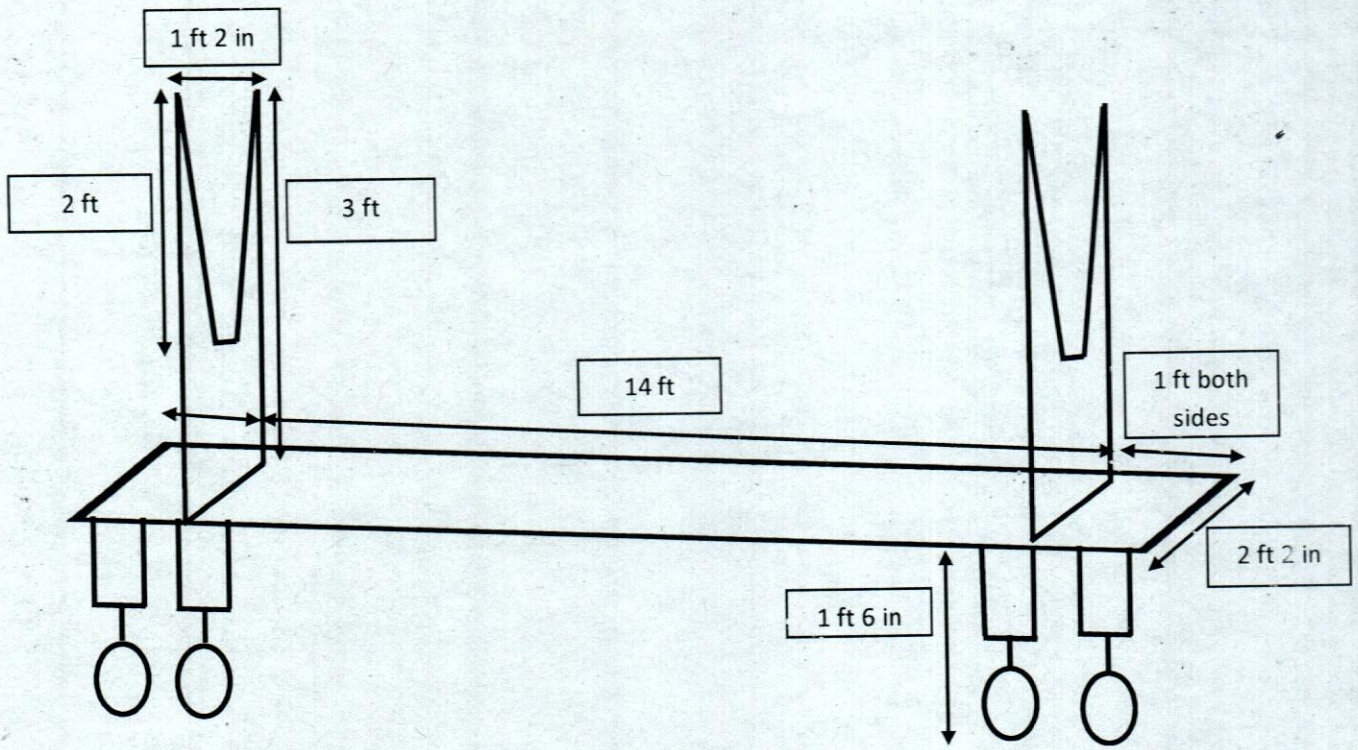
a. Table height – 1 ft 6 in
b. Table length – 10 ft
c. Table width – 2 ft



Note:
- Heavy duty tyres/ wheels with locks/ brake and turning mechanism.
- All protruding surfaces must be covered with heavy duty rubber padding to safeguard aircraft/ equipment.
- Padding must be provided in the V-Structure to safeguard the control surfaces against any damage.

2. **2 x DOCKING PLATFORMS ELEVATOR**

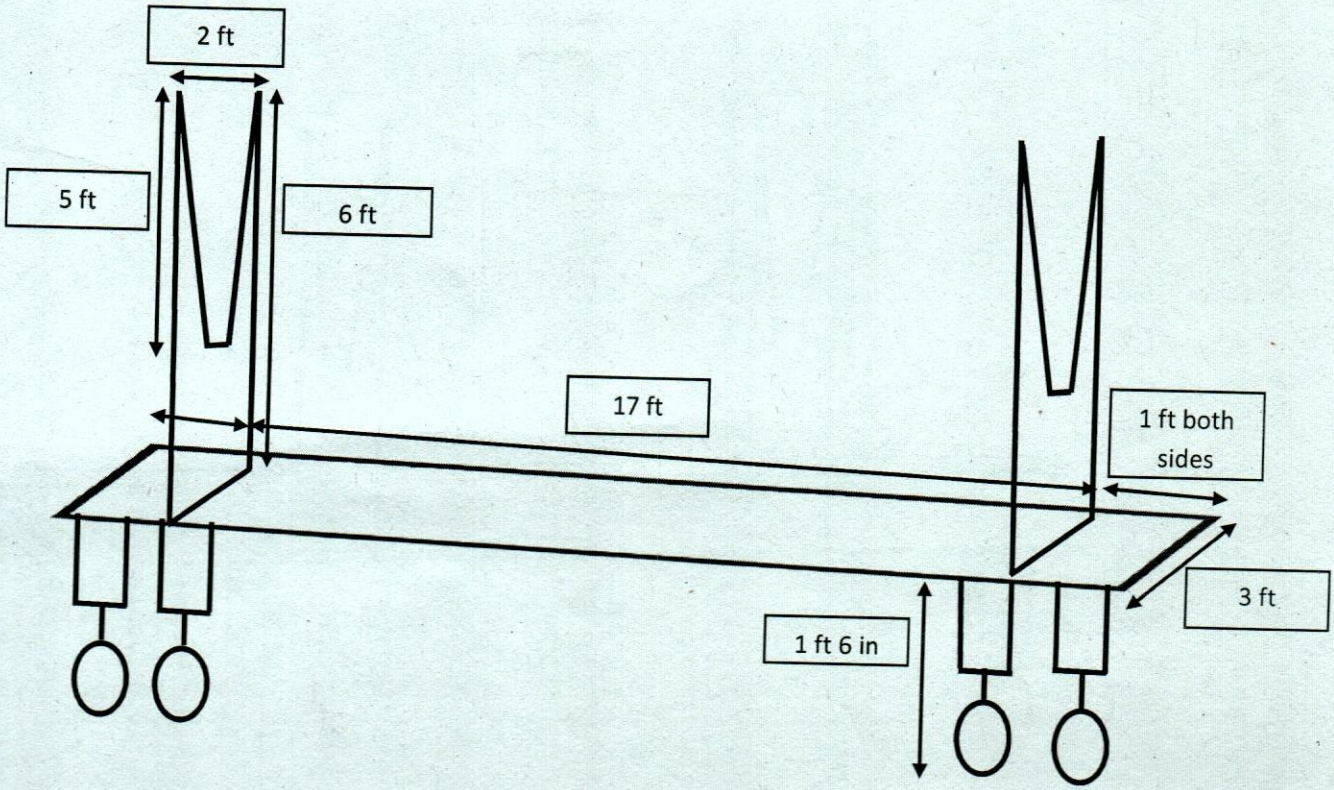
a. Table height – 1 ft 6 in
b. Table length – 16 ft
c. Table width – 2 ft



Note:
- Heavy duty tyres/ wheels with locks/ brake and turning mechanism.
- All protruding surfaces must be covered with heavy duty rubber padding to safeguard aircraft/ equipment.
- Padding must be provided in the V-Structure to safeguard the control surfaces against any damage.

3. **1 x DOCKING PLATFORM RUDDER**

a. Table height – 1 ft 6 in
b. Table length – 19 ft
c. Table width – 3 ft



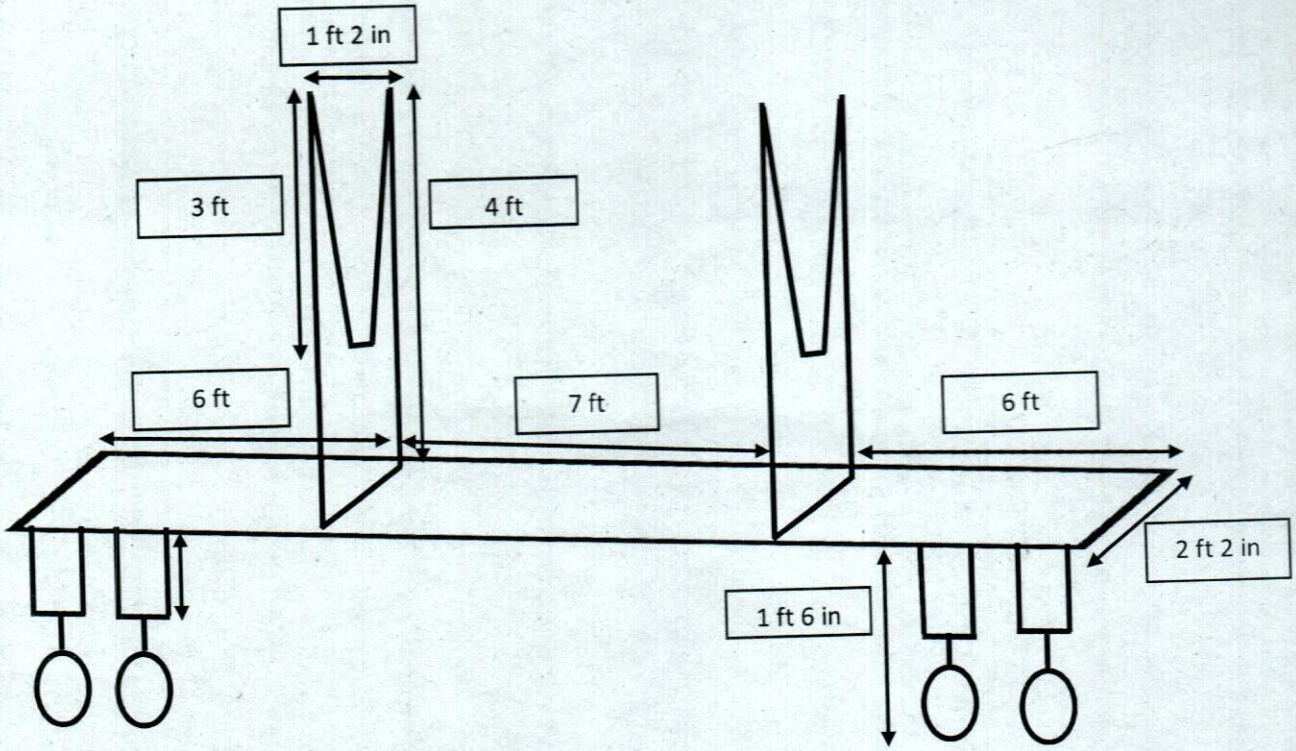
Note:
- Heavy duty tyres/ wheels with locks/ brake and turning mechanism.
- All protruding surfaces must be covered with heavy duty rubber padding to safeguard aircraft/ equipment.
- Padding must be provided in the V-Structure to safeguard the control surfaces against any damage.

4. **2 x DOCKING PLATFORM FLAP**

a. Table height – 1 ft 6 in

b. Table length – 19 ft

c. Table width – 2 ft 2 in



Note:

- Heavy duty tyres/ wheels with locks/ brake and turning mechanism.
- All protruding surfaces must be covered with heavy duty rubber padding to safeguard aircraft/ equipment.
- Padding must be provided in the V-Structure to safeguard the control surfaces against any damage.