

Island Aviation Services Limited

REQUEST FOR PROPOSAL

DHC-6-300 Twin Otter Aircraft Acquisition

DATE: AUGUST 25TH, 2021

SUMMARY

Island Aviation Services Ltd (IASL) is a hundred percent government owned limited liability company established by a presidential decree on 13th of April, 2000. The company was initially established as an airline catering for the ever-growing demand for a domestic transport network. During a span of more than twenty-one years, the company has managed to become an established business operating an International airline all while providing a variety of services within the aviation industry.

IASL is the owner and operator of the National Airline of the Maldives, *Maldivian*, and is a hundred percent government owned limited liability company. The company operates its flights out of its primary hub in Velana International Airport (IATA: MLE; ICAO: VRMM).

The company initially provided domestic air transfer services to the regional airports within Maldives, along with being the handling agent for passenger, baggage and cargo as well as operating the CIP lounge at Velana International Airport (VIA). Since then, the airline operations of the company have grown to include International and Seaplane air transfer services while the airport ground handling services has been since reassigned to the Airport Operator at VIA. In addition to providing air transfer services domestically and internationally with a broad fleet consisting of Jet, Regional and Seaplane aircrafts, Island Aviation Services, under the brand name *Maldivian*, provides a diversified range of services related to the aviation industry. The company currently provides Airport Lounge Services, Airport Management Services, Engineering Services, Cargo Services as well as Travel Agency Services in addition to the core service of Airline.

Maldivian started Seaplane operations in 2014 and currently operates a fleet of 11 DHC-6-300 Twin Otter aircrafts in the catering to mostly tourist traffic. The company now wishes to expand its Seaplane operations and secure aircrafts to cater to additional contractual obligations that is expected to arise.

In order to comply with IASL's operational and expansion plan, we now invite all interested parties to submit proposals for the Lease of DHC-6-300 Twin Otter aircrafts in the configuration further specified in the terms and conditions of this RFP.

RFP OPTIONS:

Option A - Aircraft Lease only: The aircraft shall be leased on Dry Lease basis with a monthly rental as proposed by the Lessor for the duration as proposed by the Lessor.

Option B - Aircraft Lease with Option to Purchase: The leased aircraft shall be offered to Purchase during the term of the lease with the Purchase executable as per a set price proposed by the Lessor and agreed by IASL.

** Note: References to Lease in this document is not exclusive to offers submitted as per the Option A and does not preclude any offer that is submitted as per the Option B.*

DISCLAIMER

This Request for Proposal (RFP) is not an agreement and is neither an offer. The purpose of this RFP is to provide interested parties with information that may be useful to them in the formulation of their Proposals pursuant to this RFP.

IASL may in its absolute discretion, but without being under any obligation to do so, update, amend, modify or supplement the information, assessment or assumption contained in this RFP.

The issuance of this RFP does not imply that IASL is bound to select an or to acquire the selected, as the case may be, aircraft for acquisition and IASL reserves the right to reject all or any of the Proposals without assigning any reasons whatsoever and take any measures that it deems fit, including annulment or withdrawal of the RFP process (in whole or in part), at any time prior to the selection of the aircraft and without any liability or obligation or notice for such acceptant, rejection, withdrawal or annulment.

CONTENT

SUMMARY	1
DISCLAIMER.....	2
CONTENT	3
TENTATIVE PROCUREMENT SCHEDULE	4
INSTRUCTION TO PARTIES	9
PURPOSE	9
FORM OF APPLICATION	9
PRINCIPAL TERMS AND CONDITIONS FOR LEASE	9
PREFERRED ADDITIONAL TECHNICAL REQUIREMENTS	10
AIRCRAFT RECORDS REQUIRED FOR SUBMISSION	13
DOCUMENTS REQUIRED	15
GENERAL	15
REQUEST FOR PROPOSAL APPLICATION FORM (FORM A)	17
DECLARATION ON PENDING LITIGATION (FORM B)	19
RELATED PARTY DISCLOSURE (FORM C)	20
STATEMENT OF LEGAL CAPACITY (FORM D).....	21
FINANCIAL PROPOSAL (FORM E).....	22
AIRCRAFT GENERIC DATA.....	22
LEASE TERMS.....	22
PURCHASE PROPSAL	23
INFORMATION SHEET (FORM F)	24
ANNEXURE I – ONLINE BID SUBMISSION GUIDELINE	27

TENTATIVE PROCUREMENT SCHEDULE

The tentative procurement schedule for this procurement is as follows:

Date	Item
Wednesday, August 25, 2021	Request for Proposal released
Wednesday, September 01, 2021	Request to participate in the information session
Thursday, September 02, 2021	Information session
Wednesday, September 08, 2021	Notices and clarifications due before
Thursday, September 09, 2021	Response to inquires
Thursday, September 16, 2021	Proposal submission deadline
Tuesday, September 28, 2021	Technical evaluation, shortlisting and informing shortlisted parties
Tuesday, October 05, 2021	Board approval
Tuesday, October 12, 2021	Inspection of the selected aircrafts
Wednesday, October 27, 2021	Induction of aircraft(s) – Refer to the Aircraft Induction Timeline

The above schedule is subject to change. All changes shall be communicated to Parties through email.

This document contains instructions on the preparation and submission of the Application. All tender documents will be posted in <https://maldivian.aero/media/>

AIRCRAFT INDUCTION TIMELINE

YEAR	2021						2022					
MONTH	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
A/C 1												
A/C 2												
A/C 3												

INFORMATION SESSION

Information session will be conducted online through Microsoft Teams on September 02nd, 2021.

Interested parties that would like to participate in the information session are requested to send in a formal request to participate in the information session to procurement.admin@iasl.aero, before 1600hrs, local time in Maldives (GMT + 0500hrs) on September 01st, 2021.

The email must be clearly marked "REQUEST TO PARTICIPATE IN INFORMATION SESSION ON DHC-6-300 TWIN OTTER AIRCRAFT ACQUISITION" in the subject. IASL will not be responsible for missed emails due to the emails not being marked.

Island Aviation shall forward the meeting link only to the interested parties that request to participate in the information session. Ineligibility to participate in the information session does not disqualify a party from participating in the RFP process.

NOTICES AND CLARIFICATIONS REQUESTED BY THE APPLICANTS

Inquirers or requests for additional information on any aspect of the RFP bidding process, must be sent via e-mail, on or before September 08th, 2021 to procurement.admin@iasl.aero and copied to mohamed.ziyau@iasl.aero. All queries submitted shall be clearly marked "CLARIFICATIONS ON RFP FOR DHC-6-300 TWIN OTTER AIRCRAFT ACQUISITION" in the Subject.

Any clarifications originated by Island Aviation will be distributed to all interested parties.

All notifications, communications, or clarifications regarding the bidding process from Island Aviation will only be issued by Procurement Admin (procurement.admin@iasl.aero).

SUBMISSION OF PROPOSAL

Interested Applicants that meet the eligibility criteria shall submit the Proposals along with the completed clearly marked “RESPONSE TO RFP FOR DHC-6-300 TWIN OTTER AIRCRAFT ACQUISITION” in the Subject along with the supporting documents on September 16th, 2021 between 1600hrs and 1800hrs local time in Maldives (GMT + 0500hrs) to procurement.admin@iasl.aero

Applicants shall warrant the veracity of all the information and/or data provided in their bid. Applicant shall be the sole responsible for the false information included therein or any omissions.

Island Aviation will not accept proposals from brokers or intermediaries.

INSTRUCTION TO PARTIES

PURPOSE

Island Aviation Services Limited, having its registered office at M. Dhar Al-Eiman Building, Majeedhee Magu, Male' City 20345, Republic of Maldives, is interested in appointing acquiring a DHC-6-300 Twin Otter aircraft. IASL invites sealed Proposals valid for 90 (ninety) days from the date of opening the Proposals from companies willing to supply aircrafts required for the operations as per the terms of this document.

FORM OF APPLICATION

1. Applicants should read all the terms and conditions in the RFP fully and carefully, and any application submitted pursuant hereto shall be deemed accepted thereof.
2. Applications submitted in any form or on terms other than those prescribed in the RFP shall not be considered.

PRINCIPAL TERMS AND CONDITIONS FOR LEASE

1. The aircraft should be a DHC-6-300 Twin Otter equipped with Pratt & Whitney PT6A-27 engines.
2. Details of Lease:
 - 2.1. Term: 5 years from the inception of lease period and extendable subject to terms and conditions prevailing at the time of extension
 - 2.2. Estimated Annual Utilization: 1,600 FH's
 - 2.3. Hours to Cycle Ratio: 0.5 (FH:FC)
3. Preferred aircraft specifications:
 - 3.1. Seating
 - 3.1.1. Configuration – 17+1 (cabin crew) in minimum configuration
 - 3.1.2. The aircraft should be configured in all commuter configuration seats (Color Code: RAL 5011 Steel Blue – leather material) ready for operation on floats.
4. The aircraft should be airworthy for passenger transport.
5. The aircraft will be operating on floats (Wipaire) and floats will be supplied by Buyer. The airplane shall have all provisions which otherwise will be required for installation of the floats in the Maldives.
6. The lease cost and/or sale price should be quoted only in USD as per Form e. It is negotiable.
7. Cost of aircraft refurbishment, re-configuration as deemed fit shall be borne directly by the Seller/Bidder or apportion between the two parties on mutually agreed basis.
8. The base of operation is Velana International Airport (ICAO: VRMM; IATA: MLE), Republic of Maldives.
9. Priority will be given to aircraft located/available closer to the base of operation (MLE) although it is not a must.
10. The offers should be valid for a minimum period of 3 (three) months from the due date of submission for Request for Proposal in case all formalities cannot be completed in time for taking delivery of the aircraft on the intended date.
11. The aircraft shall be current on all AD's and mandatory modifications mandated by the manufacturer and as well as FAA, EASA & TC.
12. All the records and documents shall be in accordance with the terms of this Request for Proposal.
13. The aircraft should be available for document and physical inspection by IASL representatives before 12th October 2021 and it shall meet specific inspection criteria set by IASL
14. The aircraft should be delivered in clean commercially acceptable conditions.
15. Profile of Bidder to be provided in advance and it shall include but not limited to:
 - 15.1. List of all previous operators.
 - 15.2. Size and type of fleet.
 - 15.3. Whether or not the Bidder/Seller or its parent company is listed in any stock exchange.



- 15.4. All terms and condition shall be explicitly expressed in the offer submitted.
- 15.5. All reservations shall be clearly stated as well.
16. The lease agreement will be subject to obtaining all related approvals from Maldives Civil Aviation Authority (MCAA), Government Authorities, and IASL Board and Bidder/Lessor's Corporate Authorities. Such related approvals will be obtained on or before commencement of the lease period. The Lessor shall agree to rectify any findings raised by MCAA during the approval process prior to delivery of the aircraft.

PREFERRED ADDITIONAL TECHINICAL REQUIREMENTS

1. Airframe
 - 1.1. The Aircraft shall be delivered fresh from CPCP year 1 through 5 inspections and fresh from EMMA Check performed in accordance with the relevant manual prior to Aircraft Delivery. Further the airframe shall be free from inspection for a minimum of 1,200 flights hours or 2,000 flights cycles, or 12 months or fifty percent (50%) percent whichever is the shorter, with the exception of Life Limited Parts (LLP). LLP's shall have life remaining as per table below:

Description	Position	Life Remaining
Entire Structure	N/A	16,500 HRS / 33,000 CYC
Wing Assemblies	LH/RH	16,500 HRS / 33,000 CYC
Wing Structural Box	LH/RH	16,500 HRS / 33,000 CYC
218.8 Frame	N/A	8,400 HRS / 16,800 CYC
Wing Struts	LH/RH	8,400 HRS / 16,800 CYC
Wing Strut links	LH/RH	8,400 HRS / 16,800 CYC
Flight Controls	ALL	8,400 HRS / 16,800 CYC

2. Placards
 - 2.1. All placards, signs and markings (including bilingual placards) shall be clean and legible and properly attached to the Aircraft.
3. Interior
 - 3.1. Kenn Borek interior is preferred in new condition.
4. Engines
 - 4.1. Platinum Aluminide Coated Compressor Turbine Blades (P/N: 3045741-01 or similar FAA PMA part) shall be installed in both engines. Incorporate P&WC S.B. No. 1495R5 or PC safety valve shall be installed on LH and RH engine i.a.w. FAA STC No. SE02170AT. Life limited parts shall have at least 50% life remaining. Minimum remaining TSO of 1,800 Hrs and HSI 700 Hrs.
 - 4.2. Borescope report with clear identification of limits/video record of the gas path inspection of the engines,
 - 4.3. LLP back to birth traceability history including;
 - 4.3.1. A birth document (airworthiness certification or equivalent) when the part was new
 - 4.3.2. Airworthiness certification for the last installation event
 - 4.3.3. A certified movement traceability sheet showing accumulated hours/cycles/calendar time at each on/off event.
5. Propellers
 - 5.1. Propeller part number HC-B3TN-3DY with propeller blade pitch latches installed shall be on both sides. Minimum remaining TSO of 1,500 Hrs or 2.5 years (whichever the limiting factor).
6. Landing Gears
 - 6.1. Landing gear not required and floats will be supplied by Lessee. Float provisions shall be supplied and incorporated by the Lessor.
7. Components
 - 7.1. At Delivery, not less than 1,200 Flight Hours and 2,000 Flight Cycles and 12 months or fifty percent (50%) of life remaining (whichever is the limiting factor), to the next scheduled maintenance event in accordance with the PSM

and/or OEM specified maintenance interval. Both Airspeed Indicators shall be marked with Wipaire KIAS float operation markings.

8. Fuel systems

8.1. Fuel booster pumps shall be Viking post mod 6/1757 and 6/1795 .

9. Airworthiness Directives

9.1. All airworthiness directives issued by the state of manufacture prior to the Delivery Date of the Aircraft and which require compliance within 1,200 flight hours, 2,000 flight cycles, 12 months or fifty percent (50%) (whichever is the limiting factor) from the Delivery Date shall be complied with.

10. Paint and Condition

10.1. The Aircraft shall be painted in Lessee's livery. Lessor shall subsequently perform a weight and balance of the aircraft in accordance with the Manufacturer's maintenance manual instructions. Previous operator's livery shall be removed from the Aircraft by stripping. Painting shall be accomplished in such a manner as to result in a uniformly smooth and cosmetically acceptable aerodynamic surface with no overspray. The Aircraft shall be clean by commercial aviation standards.

11. Avionics Equipment

11.1. Preference will be given to Garmin G950 system or the equipment listed in below table shall be installed.

ATC Transponder	Garmin	GTX335 ES
GPS/VHF/Navigation	Garmin	GTN 750 & GTN 650
Audio Control Box	Garmin	GMA 35
Weather Radar	Garmin	GWX70
Traffic Advisory System	Garmin	GTS 800
ELT	Artex	453-5002-(999)
VOR/DME	Rockwell Collins	DME-40
Standby Attitude Indicator		4300-411

12. Loose Equipment

12.1. All mandatory loose and emergency equipment shall be complete and certified in accordance with Transport Canada/EASA requirements.

12.2. Loose equipment list must be provided along with the proposal.

13. Demonstration Flight

13.1. At delivery and at the sole cost of the Lessor, Lessor shall perform a demonstration flight lasting approximately two hours (in accordance with Lessee's aircraft demonstration flight procedures or other such flight procedure agreed between Lessor and Lessee) to demonstrate to Lessee the satisfactory flight operation of the Aircraft. Lessee may place up to two of its representatives onboard the Aircraft for this demonstration flight and Lessor's pilots shall operate the Aircraft. Further demonstration flights may be required to demonstrate to the Lessee defects occurring during the first demonstration flight have been cleared.

14. Ferry Flight to Maldives

14.1. The preferred option is for Lessor to arrange ferry flight to Velana International Airport, Maldives at Lessor's cost.

15. Workscope

15.1. Prior to delivery of Aircraft by Lessor to Lessee, Lessor shall perform the Workscope to comply with delivery conditions at Lessor's cost. Lessee requires below Workscope to be performed in addition to the above requirements.

No.	Reference	Work Description	Remarks
1	STC SA02-58	Removal of beta back-up system	
2	STC SA09-59	Installation of Roof Access Steps	
3	STC SA09-62	Removal of Bleed Air, Cabin Heat and Engine Intake Deflectors	
4	P&WC SB	Incorporate P&WC S.B. No. 1657 and 1659 or 1761 on both engines	



5	P&WC SB	Incorporate P&WC S.B. No. 1495R5	
6	EO	Deactivation of deicing system	
7	SB	Incorporate tail fin attachment modifications SB 6/516, mod 6/1841 through 6/1846	
8	-	Install life vests (19 adult and 2 infant life vests)	
9	AMM	Replace rudder and elevator control cables with stainless steel cables	
10	AMM	Dinitrol aircraft as required for saltwater operation	
11	AMM	Install Aermet flooring	
12	CMM	ELT coding in accordance with MCAA provided codes. Record ELT P/N, S/N and battery expiry date.	
13	AMM	Removal of Radio Altimeter	
14	TAB V6/00069	Incorporate mod no. 6/2347 (FCU lower push rod assembly replacement)	
15	EO	Incorporation of Zimex flap roller STC STC Z 27-50-03	
16	AMM	Install propeller part number HC-B3TN-3DY with propeller blade pitch latches on both sides	
17	AMM	Install Viking post mods 6/1757 and 6/1795 fuel booster pumps	
18	AMM	Install new Aermet flooring	
19	CMM	Provide Airspeed Indicator with markings for float operation (with wipaire KIAS markings)	
20	AMM	Install new or refurbished Interior	
21	AMM	Install decals in Dhivehi / English combination	
22	AMM	Paint Aircraft with Buyer's livery	
23	AMM	Visually inspect aircraft exterior surfaces and components for corrosion in accordance with PSM 1- 6-7, PART 2 SP1-I and rectify any findings	
24	AMM	Visually inspect Baggage compartment floor bulkhead at station 376.00 adjacent to floor and battery compartment for corrosion and rectify any findings	
25	AMM	Visually inspect fuel galley and fuel system components in accordance with PSM 1-6-7, PART 2 SP1-i-2 and rectify any findings	
26	AMM	Removal of Radio Altimeter	
27	AMM	Fabricate new avionics panel and refurbish cockpit panels as required	
28	AMM	Rework or install new circuit breaker panels	
29	AMM	Perform Re-weighing aircraft / W&B report	
30	AMM	Install Buyer required avionics as per Annex-1 B. 11.	
31	AMM	Refurbish seats and install blue leather seat covers in like new condition and new seat belts	
32	AMM	Refurbish cockpit seats and install new seat covers in like new condition	
33	AMM	Inspect complete airframe, wing and engine wiring and replace unsatisfactory wiring, connectors and CB's	
34	S.O.O 6095	Removal of auxiliary fuel tanks and reduce aircraft empty weight to below 7,300 lbs in wheel configuration	
35	-	Provide Export C of A and export work package to meet Maldivian CAA requirements	
36	AMM	Fix a baggage compartment door from inside cabin	
37	AMM	Aircraft should be Post Mod 6/1277	
38	AMM	Seat Belts should be of PN FDC6400-532 (Extension PN FDC6400)	
39	AMM	Shims to be placed under anchor nuts	



40	P&WC S.B.	P&WC S.B. No. 1784R1 – Re-identification of Turboprop Engine Specific Fuel Control Unit	
41	S.B	Modification No. 6/1849 (S/B 6/470), compliance following completion of S.O.O. 6180	
42	S.O.O	Vista Vent to be installed on rear LH cabin door	
43	S.O.O.	Airscoop/vent to be installed on Captain and F/O window	
44	AMM	Modification No. 6/1740; Installation of PC-250 inverter	
45	S.B.	Modification No. 6/1433 (SB 6/180); Reinforcement of lower torque tube	
46	S.B.	Modification No. 6/1461 & 6/1462 (SB 6/371); Fuselage side frame material change from 7079T651 to 7075T7351	
47	AMM	Modification No. 6/1486; Rudder Control Rods – Introduction of new rod assembly	
48	S.B.	Modification No. 6/1487 (SB 6/381); Flap Control Rods – Introduction of new rod assembly	
49	AMM	Modification No. 6/1488; Elevator Control Rods – Introduction of new rod assembly	
50	TAB	Modification No. 6/1585 (TAB 661/8); Reverse Current Relay – Introduction of A-701D relays	
51	S.B.	Modification No. 6/1594 (SB 6/348); Reinforcement of elevator bellcrank and hand pump support structure	
52	S.B.	Modification No. 6/1651 (SB 434 Rev A & SB 6/466); Reverse current circuit breaker elimination	
53	S.B.	Modification No. 6/1703, 6/1718, 6/1721, 6/1734, 6/1735 (SB 6/390); Improvement of flight control system control rods	
54	S.B.	Modification No. 6/1769 (SB 6/399); Elevator – To provide lateral stiffening of root rib and adjacent nose rib	
55	S.B.	Modification No. 6/1887 (SB 6/500); Wing Front Spar to Fuselage – Introduction of steel adapter fittings	
56	S.B.	Modification No. 6/1895 (SB 6/519); Overhead console engine controls – Introduction of alternate material	
57	E.O.	DeHavilland Engineering Order No. EO 68233 – Relocation of battery to nose compartment	
58	E.O.	OR6502G/R Wingtip Position/Anti-Collision Light, 28V and associated wiring	
59	E.O.	OR5002V LED Tail Position/Anti-Collision Light and associated wiring	
60	E.O.	Fist Aid Kit (FAK) to be located in LH side of passenger door	

AIRCRAFT RECORDS REQUIRED FOR SUBMISSION

1. Certificates
 - 1.1. Current certificate of airworthiness.
 - 1.2. Current certificate of registration.
 - 1.3. Current export certificate of airworthiness from the State of Registration (upon Aircraft Delivery), including Export C of A File.
 - 1.4. Radio station license.
 - 1.5. Noise limitation certificate where applicable.
 - 1.6. Aircraft deregistration confirmation from State of Registry.
 - 1.7. Most recent Certificate of Release to Service.
 - 1.8. Burn certification in compliance with AWM 523.853(a) for applicable interior surfaces.

2. Aircraft Maintenance Status Summaries
 - 2.1. Certified current Time in Service (Hours & Cycles) and maintenance status.
 - 2.2. Note: Detailed hours and cycles usage to be provided in logbooks or electronic format (as applicable).
 - 2.3. Certified status of Airworthiness Directives (To include Appliance AD's) including method of compliance.
 - 2.4. Certified status of incorporated Service Bulletins.
 - 2.5. Certified statement of the Approved Maintenance Program.
 - 2.6. Certified copy of inventory of Hard Time Components report (Fitted listing).
 - 2.7. Certified copy of inventory of OC/CM Components report (Fitted listing).
 - 2.8. Certified status of all non-SB and Major & Minor Modifications/STC's including acceptable State of Manufacture Certification.
 - 2.9. Certified status of Check/Inspection History & Current Status of Checks List of Deferred Maintenance Items.
 - 2.10. List of Out of Phase Tasks, Special Requirements, Time Limited Repairs.
 - 2.11. Certified Structural repairs.
 - 2.12. Certified List of Last Done / Next Due for all PSM and mandatory Tasks.
 - 2.13. Statement of oil and fuels used.
3. Aircraft Maintenance Records
 - 3.1. Aircraft flight and maintenance log sheets back to (as a minimum) the previous 36 months.
 - 3.2. Most recent Airframe certificates of release to service with a description of the work performed for all Heavy Maintenance Checks, EMMA Checks, out of phase tasks and any other checks.
 - 3.3. Airframe inspection, maintenance, modification and repair work cards for:
 - 3.3.1. The last cycle of EMMA checks;
 - 3.3.2. The last cycle of Heavy Maintenance Checks;
 - 3.3.3. The last cycle of out of phase tasks;
 - 3.3.4. The last cycle of any other checks and/or maintenance tasks; and
 - 3.3.5. Non routine tasks for all maintenance checks.
 - 3.4. Airworthiness Directive, Service Bulletin and other modification compliance documents including engineering orders, supplemental type certificates, master change notices, type certificate conformities, manufacturer or approved design organization approvals, drawings, work cards, and other relevant documents required to establish the work performed, method of compliance, quality control acceptance, certification basis, approval authority and continued airworthiness.
 - 3.5. Aircraft weight and balance records, most recent weighing report.
 - 3.6. Last compass swing report.
 - 3.7. Last demo flight report.
 - 3.8. All Airframe Logbooks
 - 3.9. All Modification Logbooks
 - 3.10. All airframe Life Limited Parts – EASA Form 1 / FAA 8130-3 or TC Form One for each LLP, plus Back to Birth Traceability for each LLP.
4. Configuration Status
 - 4.1. Certified Loose Equipment Inventory report
 - 4.2. Certified Inventory Listing of installed Avionic Units.
5. Manufacturer's Delivery Documents
 - 5.1. Original C of A (Export) from State of Manufacture
 - 5.2. Manufacturer's AD Report- As available
 - 5.3. Manufacturer's SB Report- As available
6. Engine Records
 - 6.1. Certified Statement of Status of Each Engine (On-Off History, if no Log Book)
 - 6.2. AD Compliance Report and Compliance Documents
 - 6.3. Manufacturer's Modifications & SB Status
 - 6.4. In-house Modifications (if applicable)

- 6.5. LLP's – EASA Form 1 / FAA 8130-3 or TC Form One for each LLP, plus Back to Birth Traceability for each LLP.
- 6.6. Certified LLP Listing
- 6.7. Last Shop Visit Reports
- 6.8. All available Engine Log Books
- 6.9. Last Test Cell Run Report
- 6.10. Certified Engine Accident Statement.
- 6.11. Approved Release to Service Certification for installed LRU's.
- 7. Propellers
 - 7.1. Approved Release to Service Certification (EASA Form 1, FAA 8130-3 or TC Form One) for each Propeller assembly.
 - 7.2. Certified AD Status and SB status.
 - 7.3. Last overhaul documentation and certification
 - 7.4. Propeller Log Book
- 8. Landing Gears
 - 8.1. Approved Release to Service Certification (EASA Form 1, FAA 8130-3 or TC Form One) for each Gear.
 - 8.2. Last overhaul certification.
- 9. Manuals
 - 9.1. Aircraft Flight Manual (AFM) and all applicable supplements.
 - 9.2. Weight & Balance Manual.
 - 9.3. Electrical Load Analysis (If Applicable).
 - 9.4. Aircraft specific Electrical Wiring Diagram (EWD).
 - 9.5. Installed STC Supplements.

DOCUMENTS REQUIRED

The Application document should comprise of the following:

- 1. Cover Letter: The cover letter for the proposal must be signed by an authorized person who has the authority to bind the Proposal to a Contract
- 2. Company's legal documentations
- 3. Company Profile
- 4. Signed RFP Application Form (Form A) along with documents included in the checklist
- 5. Declaration on Pending Litigation (Form B)
- 6. Related Party Disclosure (Form C)
- 7. Financial Proposal (Form D)
- 8. Aircraft Specification and Data (Form E)

GENERAL

The Application must be submitted in the English language. All required information must be provided, responding clearly and concisely to all the points set out. Any application which does not fully and comprehensively address this Request for Proposal may be rejected.

Island Aviation holds the right to reject a Proposal in the following circumstances:

- 1. If less than two Parties have been submitted from each category, the Island Aviation has the right to continue or reject the evaluation or request for a resubmission of that category.
- 2. If any of the documents mentioned above in the documents required is missing from the Proposal the Island Aviation has the right to reject the evaluation or request for a resubmission

Applications shall be evaluated based on the aircraft specifications.

Applications may be modified or withdrawn in writing, prior to the closing time specified in this Request for Proposal. Applications shall not be modified or withdrawn after the deadline.

Parties shall bear all costs associated with the preparation and submission of the Application and Island Aviation will not in any case be responsible and liable for the costs incurred.

All information given in writing to or verbally shared with the Party's in connection with this Request for Proposal is to be treated as strictly confidential. The Party's shall not share or invoke such information to any third party without the prior written approval of Island Aviation. This obligation shall continue after the procurement process has been completed whether or not the Party is successful.

All materials submitted in Response to the Request for Proposal shall become the property of Island Aviation. Proposals and supporting materials will not be returned to the Party.

Island Aviation further reserves the right to accept or reject any Application, and to cancel the procurement process and reject all Applications, at any time without thereby incurring any liability to the affected Party's or any obligation to inform the affected Parties of the ground for Island Aviation's action.

REQUEST FOR PROPOSAL APPLICATION FORM (FORM A)

COMPANY INFORMATION	
Company Name	
Correspondence Address	
Registered Address	
Date of Incorporation	
Name of Representative	
Designation of Representative	
Contact No.	
Email Address	

COMPANY OPERATION	
Business Sector	
Details of Business / Work	
No. of Employees	
Previous Experience	

REQUIRED DOCUMENTS		TICK IF SUBMITTED	
		PARTY	IASL
1	Company Registration Certificate		
2	Cover Letter		
3	Company Profile		
4	Signed RFP Application Form (Form A)		
5	Declaration on Pending Litigation (Form B)		
6	Related Party Disclosure (Form C)		
7	Financial Proposal (Form D)		
8	Aircraft Specification and Data (Form E)		

DECLARATION ON PENDING LITIGATION (FORM B)

[On the letter head of the Applicant]

Island Aviation Services Limited
M. Dar Al-Eiman Building,
Majeedhee Magu,
Male' 20345,
Republic of Maldives

[Date]

Dear Sir/ Madam,

Subject: Declaration on Pending Litigation for DHC-6-300 Twin Otter Aircraft Acquisition (2021)

I hereby declare that there is no action, suit, proceeding, investigation or litigation pending or, to our knowledge, threatened, which either in any one instance or in the aggregate, if determined adversely to us would materially and adversely affect the execution or progression of the Project, or our ability to perform its obligations under the Agreement/Contract for the execution of the Project. I hereby declare under penalty of perjury that the foregoing is true and correct.

Yours sincerely,

[Name of signatory]

[Title]

Note: 1. This document is required to be notarized from a registered Notary Public.

RELATED PARTY DISCLOSURE (FORM C)

[On the letter head of the Applicant]

Island Aviation Services Limited
M. Dar Al-Eiman Building,
Majeedhee Magu,
Male' 20345,
Republic of Maldives

[Date]

Dear Sir/ Madam,

Subject: Related Party Disclosure for DHC-6-300 Twin Otter Aircraft Acquisition (2021)

With the exception of the below specified, I hereby declare that we, the party is in no way, shape or form related to Island Aviation; created either through an employer-employee agency relationship between employees or directors of Island Aviation or by way of ownership of Island Aviation.

Name of the Related Party	Designation of the Related Party	Relationship

Yours sincerely,

[Name of signatory]

[Title]

- Note: 1. Related parties for this purpose include:
- 1.1. Employees or directors of the Company
 - 1.2. Close family members of any employee/ director of the Company. Close family members here refer to spouse, including former spouse relatives, which comprise: siblings, cousins, uncles and aunts, nephews and nieces, lineal ancestors (presumably, it means parents, grandparents and other ancestors of direct lineage), lineal descendants (children, grandchildren and other direct descendants).

STATEMENT OF LEGAL CAPACITY (FORM D)

[On the letter head of the Applicant]

Island Aviation Services Limited
M. Dar Al-Eiman Building,
Majeedhee Magu,
Male' 20345,
Republic of Maldives

[Date]

Dear Sir/ Madam,

Subject: Statement of Legal Capacity to DHC-6-300 Twin Otter Aircraft Acquisition (2021)

I hereby confirm that we, the Applicant satisfy the terms and conditions laid down in the RFP document.

I have agreed that (insert individual's name) will act as our Authorized Representative on our behalf and has been duly authorized to submit our Proposal. Further, the authorized signatory is vested with requisite powers to furnish such proposal and all other documents, information or communication and authenticate the same.

Yours sincerely,

[Name of signatory]

[Title]

- Note:
1. This document is required to be notarized from a registered Notary Public.
 2. This letter shall be executed by an authorized personnel from the submitting party (i.e. Legal Representative or Chief Executive)

FINANCIAL PROPOSAL (FORM E)

AIRCRAFT GENERIC DATA

No.	Particulars	Remarks
1	Aircraft Type	
2	Aircraft Model	
3	Year of Manufacture	
4	Manufacture Serial Number	
5	Aircraft Registration	
6	Engine Type	
7	Configuration	
8	EASA/FAA Certification	
9	Cargo Capacity	
10	Last Flown Date	

LEASE TERMS

No.	Description	Interval	Rate (US\$)
1	Lease Rate	MO	
2	Security Deposit	N/A	
3	Reserves (As applicable)		
3.1	Engine	EFH	
3.2	CPCP	MO	

PURCHASE PROPSAL

Interval	Price (US\$)
At Month 0	
During Year 1	
During Year 2	
During Year 3	
During Year 4	
During Year 5	

- Note:
1. The Lessor may propose an alternate model for Sale and Purchase. However, any offer must embody the basics of the above model, ie. Specify the Sale Price at different intervals during the lease term
 2. The Lessor may quote the price exclusive of Engines and include a basis of calculation for sale price of Engines in the proposal in case of sale during the lease term
 3. The following payments must be credited towards the sale price in the case of sale during the lease term:
 - 3.1. Security deposit held by the Lessor; and
 - 3.2. Any unclaimed, accumulated reserves paid up at the time of the purchase.

INFORMATION SHEET (FORM F)

1. General Aircraft Information		AS OF: ____/____/2021
1.01	Name of A/C owner	
1.02	Address	
1.03	Nationality	
1.04	Name of the current operator:	
1.05	Address of the current operator	
1.06	A/C Current Location	
1.07	A/C Area of Operation	

2. A/C Technical Information		AS OF: ____/____/2021
2.01	Manufacturer:	
2.02	Type and Model:	
2.03	Date of Manufacture:	
2.04	Serial Number:	
2.05	Current Status:	
2.06	Current Registration:	
2.07	Country of Registration:	

3. Certificate		AS OF: ____/____/2021
3.01	Noise Certificate	
	a) Issue Date / Exp. Date	
	b) Chapter III/FAR36 Classification	
3.02	Certificate of Registration	
	a) Issue Date / Exp. Date	
3.03	A/C Airworthiness Certificate	
	a) Issue Date / Exp. Date	
3.04	Certificate of Maintenance Review	
	a) Issue Date / Exp. Date	
3.05	Insurance Certificate	
	a) Issue Date / Exp. Date	

4. Airframe		AS OF: ____/____/2021
4.01	A/C hours/cycles since new	
4.02	A/C hours/cycles since last "C" check	
4.03	Hours and Cycles since last EMMA check or Light Overhaul	
4.04	Type of Maintenance Program (PSM 1-6-7 or customized)	
4.05	Last major check performed at:	
4.06	Major check due in the next 12 months	
4.07	Due date of next check i.e. date, flight hour/ Flight cycle	
4.08	Average hour: cycle ratio	
4.09	AMP (authority / approval status)	

4.10	Current LOPA (copy required)	
4.11	SBs, AD and Modification Status (to be attached in detail.)	
4.12	Significant accidents, incidents and repairs	

5. Engines		AS OF: ____/____/2021	
5.01	Engine Manufacturer:		
5.02	Type and Model:		
5.03	Last Overhaul Facility:		
5.04	Last Overhaul Date:		
By Position		NO.1	NO.2
5.05	Serial No:		
5.06	Total TSN:		
5.07	Total CSN:		
5.08	TSO/CSO		
5.09	TSLV / CSLV and/or THSI/CHSI		
5.10	Date and Reason for last shop visit		
5.11	First Limiter		
5.12	Type of maintenance program (OC or HD)		

6. Propellers		AS OF: ____/____/2021	
6.01	Propeller Manufacturer:		
6.02	Type and Model:		
6.03	Last Overhaul Facility:		
6.04	Last Overhaul Date:		
By Position		NO.1	NO.2
6.05	Serial No:		
6.06	Total TSN:		
6.07	Total CSN:		
6.08	TSO/CSO		
6.09	TSLV / CSLV		
6.10	Date and Reason for last shop visit		

7. Interior Configuration		AS OF: ____/____/2021	
7.01	Total Seats Certificated:		
7.02	Present Configuration:		
7.03	Seat Manufacturer and Model:		
7.04	Emergency Equipment Location		
7.05	(LOPA to be provided)		
7.06	Life Jacket for all seats (Manufacturer)		
7.07	Number of cabin attendant seats		
7.08	Passenger Door Type		

8. Aircraft Weight	AS OF: ____/____/2021
--------------------	-----------------------

8.01	Last Date Weighing of the A/C	
8.02	Weighing Interval:	
8.03	Maximum Ramp Weight:	
8.04	Maximum Take-Off Weight:	
8.05	Maximum Landing Weight:	
8.06	Maximum Zero Fuel Weight:	
8.07	Operating Weight:	
8.08	Empty Weight:	
8.09	Maximum Fuel Weight / Capacity:	
8.10	Auxiliary tanks fitted:	
8.12	Auxiliary fuel capacity:	
8.13	Auxiliary fuel weight:	

9. Cargo Compartments (Aft)		AS OF: ____/____/2021
9.01	Cargo Hold Location	
9.02	Capacity of each cargo compartment:	
9.03	Door Type	

10. Principle Radio and Avionics Equipment		AS OF: ____/____/2021
10.01	ATC Transponder with ADS-B Out Function	
10.02	Type and Manufacturer	
10.03	DME	
10.04	GPS	
10.05	VHF Communication	
10.06	VHF Navigation	
10.07	Audio Control Box	
10.08	Weather Radar	
10.09	ELT	
10.10	TAS	
10.11	VOR	
10.12	Glide Slope	

11. Structural Life Limited Parts: Life Remaining (Flight HRS / Flight Cycles)		AS OF: ____/____/2021
11.01	Wing Assemblies	
11.02	Wing Structural Box	
11.03	218.8 Frame	
11.04	Wing Struts	
11.05	Wing Strut links	
11.06	Flight Controls	

ANNEXURE I – ONLINE BID SUBMISSION GUIDELINE

1. Submission Timeline: All bidders are requested to submit the proposals between 1600hrs and 1800hrs local time in Maldives (GMT + 0500hrs) on September 16th, 2021 as per the Tentative Procurement Schedule.
2. Mailing Proposals: All the bidders are advised to lock their proposal using a zip file and then mail it to procurement.admin@iasl.aero and copied to mohamed.ziyau@iasl.aero, within the mentioned above timeframe.
3. The bidders are requested to forward the password(s) to access the files between 1900hrs and 2000hrs local time in Maldives (GMT + 0500hrs) on September 16th, 2021.
- 3.1. Note: Bids submitted by any party that does not share the password during the specified time period shall be disqualified, as the bid document cannot be accessed by the team in the absence of the submitting party's password. IASL will not take responsibility for any Bid that gets disqualified due to the party's failure to share the Password for document access.
4. Mail Capacity: The maximum capacity of a single mail is 25mb. Therefore, Bids that are larger than 25mb must be emailed in separate emails to the submission email thread procurement.admin@iasl.aero within the instructed timeframe.