

Island Aviation Services Limited

REQUEST FOR PROPOSAL

ATR 72-600 Aircraft Acquisition

DATE: JANUARY 21ST, 2022

ISLAND AVIATION SERVICES LIMITED
M. DHAR AL-EIMAN BUILDING, MAJEEDHEE MAGU, MALE' 20345, REP. OF MALDIVES

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 operates to more than 16 Domestic Airports with the current fleet of Regional Turboprop Aircrafts.

With the development of additional domestic airports and increase in the number of passengers utilizing the domestic services across the domestic network Island Aviation forecasts an increase in the domestic fleet utilization. In order to comply with Island Aviation's operational and expansion plan, we now invite all interested parties to submit proposals for the Lease of 2 (two) ATR 72-600 aircrafts in the configuration further specified in the terms and conditions of this RFP.

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.

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TENTATIVE PROCUREMENT SCHEDULE

The tentative procurement schedule for this procurement is as follows:

Date	Item
Friday, January 21, 2022	Request for Proposal released
Wednesday, January 26, 2022	Request to participate in the information session
Thursday, January 27, 2022	Information session
Monday, January 31, 2022	Notices and clarifications due before
Wednesday, February 02, 2022	Response to inquires
Thursday, February 10, 2022	1st Stage Submission - Technical Documents
Tuesday, February 15, 2022	2nd Stage Submission - Final Submission with Technical & Financials Documents
Tuesday, February 22, 2022	Technical evaluation, shortlisting and informing shortlisted parties
Wednesday, March 02, 2022	Board approval

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	2022					
MONTH	JAN	FEB	MAR	APR	MAY	JUN
A/C 1						
A/C 2						

INFORMATION SESSION

Information session will be conducted online through Microsoft Teams on January 27th, 2022.

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 January 26th, 2022.

The email must be clearly marked "REQUEST: TO PARTICIPATE IN INFORMATION SESSION ON ATR 72-600 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 January 31st, 2022 to procurement.admin@iasl.aero and copied to mohamed.ziyau@iasl.aero. All queries submitted shall be clearly marked "CLARIFICATIONS: ON RFP FOR ATR 72-600 AIRCRAFT ACQUISITION" in the Subject. IASL cannot be responsible for missed emails due to the emails not being marked or sent to incorrect addresses.

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).

FIRST STAGE SUBMISSION OF PROPOSAL

Interested Applicants that meet the eligibility criteria shall submit the Technical Documents clearly marked “RESPONSE: FIRST STAGE SUBMISSION: FOR RFP FOR ATR 72-600 AIRCRAFT ACQUISITION” in the Subject along with the supporting documents on February 10th, 2022 before 1800hrs local time in Maldives (GMT + 0500hrs) to g2.rfp.atr@iasl.aero. IASL cannot be responsible for missed emails due to the emails not being marked or sent to incorrect addresses.

IASL shall review the first stage submission to ensure that the documents submitted covers the required documents for consideration. IASL shall respond to the First Stage Submission email to acknowledge the documents submitted fulfill the requirements for the technical documents or advise areas to include additionally in the Final Submission or the Second Stage Submission.

SECOND STAGE SUBMISSION OF PROPOSAL

Interested Applicants that meet the eligibility criteria shall submit the Final Proposals along with the completed clearly marked “RESPONSE: SECOND STAGE SUBMISSION: FOR RFP FOR ATR 72-600 AIRCRAFT ACQUISITION” in the Subject along with the supporting documents on February 15th, 2022 between 1600hrs and 1800hrs local time in Maldives (GMT + 0500hrs) to g2.rfp.atr@iasl.aero. IASL cannot be responsible for missed emails due to the emails not being marked or sent to incorrect addresses.

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 an ATR 72-600 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 an ATR 72-600 equipped with Pratt & Whitney PW127M engines.
2. Details of Lease:
 - 2.1. Term: 1.5 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: 3,000 FH's
 - 2.3. Hours to Cycle Ratio: 0.6 (FH:FC)
3. Preferred aircraft specifications:
 - 3.1. Seating
 - 3.1.1. Configuration – 68 -70 PAX
 - 3.1.2. The aircraft should be configured ready for passenger operations.
4. The aircraft should be airworthy for passenger transport.
5. The lease cost should be quoted only in USD as per Form E. It is negotiable.
6. The delivery of the aircraft shall be taken as is.
7. The base of operation is Velana International Airport (ICAO: VRMM; IATA: MLE), Republic of Maldives.
8. Priority will be given to aircraft located/available closer to the base of operation (MLE) although it is not a must.
9. 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.
10. The aircraft shall be current on all AD's and mandatory modifications mandated by the manufacturer and as well as FAA and EASA.
11. All the records and documents shall be in accordance with the terms of this Request for Proposal.
12. The aircraft should be available for document and physical inspection by IASL representatives before 31st March 2022 and it shall meet specific inspection criteria set by IASL
13. The aircraft should be delivered in clean commercially acceptable conditions.
14. Profile of Bidder to be provided in advance and it shall include but not limited to:
 - 14.1. List of all previous operators.
 - 14.2. Size and type of fleet.
 - 14.3. Whether or not the Bidder/Seller or its parent company is listed in any stock exchange.
 - 14.4. All terms and condition shall be explicitly expressed in the offer submitted.
 - 14.5. All reservations shall be clearly stated as well.
15. 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.

TECHINICAL REQUIREMENTS AND CONDITIONS FOR LEASE

1. General condition of Aircraft
 - 1.1. The Aircraft, Engine and Parts shall be in good operating condition with all systems operating within the Airframe Manufacturer's maintenance manual limits, EASA and this Delivery condition.
 - 1.2. Aircraft equipment. The Aircraft, Engines, APU, the systems, equipment, Parts, accessories, furnishings and loose equipment will operate within limits specified in the Airframe or Manufacturer's maintenance manual and function in accordance with their intended use and in compliance with operations under EASA Part 21 and EU OPS-1 equipment standards.
2. Placards
 - 2.1. All placards, signs and markings (including bilingual placards) shall be clean and legible and properly attached to the Aircraft.
3. Fuel, hydraulic, pneumatic and air conditioning systems
 - 3.1. The fuel tanks, fuel system, hydraulic system, pneumatic system, and air conditioning system shall each be serviceable and free from leaks outside of the Maintenance Manual limits for continuous operation and shall have no temporary leak repairs. Within three days before delivery, Lessor shall test the fuel tanks, fuel system and hydraulic system for contamination, and shall deal with any findings in accordance with the Maintenance Manual to ensure that any required inspection, rectification, and treatment is completed. All oil and hydraulic reservoirs and systems along with lavatory and portable water tanks and systems shall be freshly and fully serviced.
4. Composite panels
 - 4.1. All composite panels (including those in respect of the radome, cowls, and flight control surfaces) shall be serviceable, clean, in a good condition, and free from damage, delamination and distortion outside of the Maintenance Manual limits. No composite material shall be exposed or visible, and the paint shall not be chipped or cracked outside of the Maintenance Manual limits
5. Interior
 - 5.1. The cargo bays (including all panels, doors, nets, cargo locks, roller ball mats, and other cargo restraint and handling systems), cockpit, galleys, lavatories, vestibules and passenger cabin (including in each case and where applicable all bulkheads, side wall panels, ceiling panels, floor panels, PSUs, overhead and other storage bins and compartments, window shades, seats and carpets) shall be:
 - 15.1.1. serviceable, clean, in a good condition (both physically and cosmetically)
 - 15.1.2. free from damage, tears, cracks, and stains (except for normal wear and tear); and
 - 15.1.3. as applicable, secure, properly sealed and shall satisfy the Compliance Authority's fire resistance regulations (and shall have combination burn certification)
6. Loose Equipment
 - 6.1. All loose and emergency equipment shall be complete and certified in accordance with the Aircraft Documents. All loose equipment described in the Acceptance Certificate shall be redelivered to Lessor
7. Windows and Doors
 - 7.1. All windows shall be serviceable and free from delamination, distortion, crazing and blemishes outside of the Maintenance Manual limits, and shall be properly sealed. All doors shall be property rigged, free moving and shall have serviceable seals.
8. Maintenance, Repairs and modifications on the Aircraft
 - 8.1. Airframe check: The Aircraft shall be painted in IASL livery, markings (bilingual), fresh C-checked, and in compliance with MCAA regulations. Prior operator's livery shall be removed from the Aircraft by stripping. No schedule inspection, including components, shall fall within 3200 Flights Hours, 4200 Flight Cycles or 12 months whichever is shorter or on terms mutually agreed between the two parties.

- 8.2. Airworthiness Directives: All Airworthiness Directives which are issued prior to the Expected Delivery Date of the Aircraft and which require compliance within 3200 Flights Hours, 4200 Flight Cycles or 12 Months (whichever is the limiting factor) prior to Delivery of the Aircraft to Seller will have been accomplished.
- 8.3. Proper documentation of repairs: All repairs to the Aircraft will have been accomplished in accordance with Airframe Manufacturer's structural repair manual (or EASA-approved data supported by an EASA approved certificate or its equivalent).
- 8.4. Proper documentation of modification: All modifications to the Aircraft will have been accomplished in accordance with EASA-approved data supported by an EASA approved certificate or its EASA equivalent. All supplemental type certificates and/or modifications performed on the aircraft shall have compliance authority approval.
- 8.5. Corrosion Prevention and Control Program: The Aircraft will be in compliance with manufacturer's corrosion prevention control program (CPCP) specified for the model type by the Airframe Manufacturer.
- 8.6. Workscope for Aircraft in order to comply with this RFP and any additional Buyer requirements shall be performed by Seller at Seller's responsibility and cost, including necessary documentation and approvals for modifications/repairs
9. Engines
 - 9.1. Engine borescope, maximum power assurance and other Engine inspections. Lessee shall have the right to review the findings of the most recent full gas path, video recorded borescope inspections of the engines and maximum power assurance runs which demonstrate serviceability in accordance with the manufacturer's maintenance manual. No adverse engine trends and no repetitive reduced interval shall be imposed against any of the engines. In addition, prior to Delivery, in the presence of lessee's representative, lessee shall have the right to request for the following.
 - 9.2. a full videotape borescope inspection of all accessible gas path sections of each Engine (accessible whether by borescope port or other means), including the low-pressure compressor, high pressure compressor, combustion chamber, high pressure turbine and the low-pressure turbine area.
 - 9.3. a maximum power assurance run on each Engine to check the condition and acceleration of the Engines. All items beyond the Airframe Manufacturer's maintenance manual limits shall be repaired.
 - 9.4. Engine LLP delivery condition: Each Life Limited Part of an Engine will have at least 50% life remaining to operate until its next removal per the Engine Manufacturer's limit. Each Engine Life Limited Part will be supported by certification documents necessary to demonstrate full "back to birth" traceability
 - 9.5. Reduced interval Inspection: The Aircraft Engines shall not be subjected to reduced and repeat interval inspections due to findings on borescope inspections, power assurance runs or review of trend monitoring.
10. Landing Gear, Tires and Brakes.
 - 10.1. Cleaning of the Landing Gear: The nose, each main Landing Gear and wheel wells shall be free of leaks outside of Airframe or Manufacturer's maintenance manual limits and repaired as necessary. All decals shall be clean, secure, and legible.
 - 10.2. Brakes, Tires and wheel delivery requirements: The average of the tread remaining on all of the Aircraft tires will be at least 50% of full tread and the average of the useful life remaining of all of the brakes will be at least 50% of full useful life. History of the total tire changes should be made available, with current total not exceeding 30/50.
 - 10.3. Landing Gear delivery Overhaul conditions: The nose and each main landing gear shall have no less than 7 years or 15,000 Flight Cycles (whichever is the limiting factor) remaining to next landing gear overhaul.
 - 10.4. Landing Gear delivery LLP conditions: Each Life Limited Part of a Landing Gear will have at least 15,000 cycles remaining to operate until its next removal per the Landing Gear Manufacturer's limit. Each Landing Gear Life Limited Part will be supported by certification documents necessary to demonstrate full "back to birth" traceability
11. Components
 - 11.1. Hard-Time Parts: Each Hard-Time Part shall have at least 3,200 Flight Hours, 4,200 Flight Cycles or 12 months (whichever is the limiting factor) remaining until the next scheduled removal under the Maintenance Program, relevant Part manufacturer's maintenance manuals and the Aircraft State of Design authority type certificate limitations, whichever is the most limiting applicable: factor. Hard-Time Parts shall be supporting by appropriate

- certification documents, such as TC Form one, FAA Form 8130-3 or EASA Form I, and will be supported by certification documentation necessary to demonstrate full "back to last required service" traceability.
- 11.2. Life Limited Parts: Each Airframe, Engine Life Limited Part shall have at least 50% life remaining until the next scheduled removal under the Maintenance Program, the relevant Part manufacture's maintenance manuals and the State of Design authority type certificate limitations, whichever is the most limiting applicable factor. Life Limited Parts shall be supported by appropriate certification documents, such as TC Form one, FAA form 8130-3 or EASA form I, and will be supported by certification documentation necessary to demonstrate full "back to birth" traceability.
 - 11.3. "On-condition" or "condition monitored" Parts: On-condition or "condition monitored" Parts shall be Serviceable and shall be supplemented by appropriate certification documents, including TC Form one, FAA Form 8130-3 or EASA Form I from the Part's last installation on the Aircraft where the Part replaced since the Aircraft was delivered new from the manufacturer.
 - 11.4. A list of Hard time, LLP and On condition parts shall be provided by the lessor
 12. Demonstration Flight
 - 12.1. After the completion of the Aircraft's ground testing, Lessor shall perform a demonstration flight lasting approximately two hours (in accordance with Manufacturer's standard in-service aircraft demonstration flight procedures or in accordance with another 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 if the rectification of defects occurring during the first demonstration flight cannot be proven on the ground.
 13. The aircraft should be airworthy prior to delivery of the aircraft.
 14. A copy of the Approved maintenance program shall be provided
 15. Cost of aircraft refurbishment, re-configuration as deemed fit shall be accomplished to EASA standards be borne directly by the Seller/Bidder or mutually agreed basis
 16. Aircraft shall be equipped with ADS-B out compliant parts with DO-260B or latest.
 17. Aircraft must be in installed with TCAS II 7.1

FINANCIAL TERMS AND CONDITIONS FOR LEASE

1. Lease Price
- 1.1. Lease Price refers to the offered fixed monthly aircraft lease rentals and the performance-based (flight hour and flight cycles) and calendar month-based maintenance reserves, if applicable, towards qualifying events more appropriately explained in the annex II:
2. Maintenance Reserve Rates
- 2.1. Reserve Rates
- 2.1.1. Maintenance reserve rates should be quoted per flight hour/cycle/month as applicable to airframe, engines, LLPs, propellers, landing Gears etc.
- 2.2. PBH
- 2.2.1. It is at the discretion of IAS to enter into a Power by the hour (PBH) program with OEM or an affiliated PBH service provider during the entire lease period for all scheduled/unscheduled maintenance of the following major components installed on the aircraft:
 - 2.2.1.1. Landing Gear
 - 2.2.1.2. Engines,LLP
 - 2.2.1.3. Propeller Assembly
- 2.2.2. In such a case of PBH agreements with OEM/PBH Service Provider, IAS will be making monthly payments to the Engine/LLP/Propeller/Landing Gear OEM/PBH Service Provider under PBH Agreement(s) for services including maintenance to standards that shall be in compliance with Lessee's Approved Maintenance Program, and in accordance with the manufacturer's manuals.

2.3. Reserve Reimbursement

2.3.1. Lessor shall pay to Lessee (or at Lessor's choice directly to the relevant Maintenance Facility) an amount equal to the costs incurred by (or invoiced to) Lessee in the performance of any Maintenance Event during the Lease Term.

2.4. Lessor Contribution

2.4.1. The lessor shall reimburse the full eligible amount for maintenance reimburse for the first eligible maintenance event after the delivery of the aircraft within each category of maintenance reserve events. For each maintenance reserve category, the lessor contribution for each maintenance event after the first maintenance event following the delivery of the aircraft shall equal to zero.

AIRCRAFT RECORDS REQUIRED FOR SUBMISSION

1. Certificates

1.1. Current certificate of airworthiness.

1.2. Airworthiness Review Certificate.

1.3. Current certificate of registration.

1.4. Copy (when Aircraft was new) export certificate of airworthiness from the Compliance Authority.

1.5. Current export certificate of airworthiness from the State of Registration (issued within 30 days preceding the delivery date of Aircraft).

1.6. Radio station license and conformity certificate.

1.7. Noise limitation certificate.

1.8. If available, Certificates confirming the Aircraft's ATC transponder, altimeter and pitot/static compliance with the requirements of the Aviation Authority and the Compliance Authority (if applicable and as required by this Agreement).

1.9. Airframe and Aircraft Engine type certificates including data sheets.

2. Aircraft status reports

2.1. Statement of the calendar time, Hours and Cycles used since new and the last major check/shop visit for the Airframe, Aircraft Engines, Aircraft Engines Propellers, Landing Gear and APU.

2.2. Record of Hours and Cycles used on the Airframe listing accumulated Hours and Cycles on each date that it was operated.

2.3. Statement for the Airframe of the date of, and the Hours and Cycles used since new on, each block check completed on the Aircraft since new (such as, C Checks) and most recent A check.

2.4. Statement for each Aircraft Engine of the date of, and the Hours and Cycles used since new on, each shop visit of such Aircraft Engine and in case of Propeller the last shop visit and current hours and cycles

2.5. Statement for the APU of the date of, and the APU Hours and Cycles used since new on, each shop visit of the APU.

2.6. A last done, next due report (LDND) listing the MPD and mandatory inspections

2.7. Separate Airworthiness Directive applicability and compliance status listing for each of the Airframe, each Aircraft Engine, each Aircraft Engine Propeller, the APU and all appliances.

2.8. Service Bulletin compliance status which have been incorporated on the Airframe, Aircraft Engines, Aircraft Engines Propellers, and the APU.

2.9. Separate list of modifications for each of the Airframe, each Aircraft Engine, each Aircraft Engines Propeller and the APU, which were not performed in accordance with an Airworthiness Directive or Service Bulletin.

2.10. A Structural repair file containing:

2.10.1. Records for each repair showing the date that the repair was performed, together with the work cards or technical log page;

2.10.2. A list showing the inspection interval and next inspection due for each repair which has a repeat inspection requirement (including its damage tolerance rating if applicable).

2.11. Dent and buckle file containing:

- 2.11.1. a dent and buckle chart and index showing the numbered location of all dents and damage evident on the Airframe external fuselage, wings, empennage, cowlings and Aircraft Engines, indicating their status in accordance with the SRM; and
- 2.11.2. Work cards or technical log page for each dent and buckle entry recording the allowable limits in accordance with the SRM.
- 2.12. Separate list showing the status for each of Airframe, Landing Gear, Aircraft Engine, Aircraft Engines Propeller and APU Life Limited Parts.
 - 2.12.1. Part number and serial number;
 - 2.12.2. Discard Life Limit and the calendar time, Hours and Cycles (as applicable) since new and remaining to discard;
 - 2.12.3. Any other maintenance procedure Life Limit and the calendar time, Hours and Cycles (as applicable) since last performed and remaining to next due;
 - 2.12.4. for Aircraft Engine LLPs, and if applicable, the Life Limit at each Aircraft Engine thrust rating and the Hours and Cycles used at each Aircraft Engine thrust rating;
 - 2.12.5. For the Landing Gear, a list of each Landing Gear assembly showing each Life Limited Part incorporated in such assembly;
 - 2.12.6. in respect of Life Limited Parts installed on the Aircraft Engines, Aircraft Engines Propellers, APU and Landing Gear, "back to birth" traceability file detailing the Life Limited Part's on/off event history, including:
 - 2.12.6.1. A birth document (being an airworthiness certification or its equivalent) issued when the Life Limited Part was new;
 - 2.12.6.2. Airworthiness certification (TC Form One , FAA 8130-3, EASA Form 1) for the last installation event;
 - 2.12.6.3. a certified movement traceability sheet (on airline letterhead) from each operator of the relevant Part showing the calendar time, Hours or Cycles (as applicable) at each on/off event demonstrating an unbroken trace of the calendar time, Hours or Cycles (as applicable) from new.
- 2.13. Separate list for each of Airframe, Landing Gear, Aircraft Engine and APU Hard Time Parts which are not Life Limited Parts. Each list shall have such Hard Time Parts listed in ATA chapter order and showing for each such Hard Time Part:
 - 2.13.1. Part number and serial number;
 - 2.13.2. The Life Limit(s) and the calendar time, Hours and Cycles (as applicable) since last performed and remaining to next due;
- 2.14. Separate list for each of Airframe, Landing Gear, Aircraft Engine and APU Serialized Parts which are not Hard Time Parts (on condition parts). Each list shall have such Serialized Parts listed in ATA chapter order and showing for each such Serialized Part:
 - 2.14.1. Part number and serial number;
 - 2.14.2. Airworthiness certification TC Form One , FAA 8130-3, EASA Form 1) also showing, if required by this Agreement, the calendar time, Hours and Cycles since new (when issued).
- 2.15. Statement of oils and fluids used.
- 2.16. Separate list for each of the Airframe, Landing Gear, Aircraft Engines and APU of repairs used which have not been approved by Manufacturer and repairs used which have been approved by Manufacturer, Engine Manufacturer, APU Manufacturer or the manufacturer of the relevant part; or if no such repairs have been used then a statement to that effect.
- 2.17. Separate list for each of the Airframe, Landing Gear, Aircraft Engines and APU of Parts installed which have not been approved for such installation by Manufacturer, Engine Manufacturer, APU Manufacturer or the manufacturer of the original part; or if no such Parts have been installed then a statement to that effect.
- 2.18. List of any deferred maintenance items, or a statement that there are no deferred maintenance items.
3. Aircraft maintenance records
 - 3.1. Aircraft flight and maintenance log sheets back to (as a minimum) the previous highest-level Airframe structural check or 36 months, whichever is more limiting.
 - 3.2. Most recent Airframe certificates of release to service with a description of the work performed for all A checks, C 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 A checks;
- 3.3.2. The last cycle of C 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;
- 3.3.5. Non-routine tasks for all maintenance checks; and
- 3.3.6. The last overhaul of each Landing Gear assembly (including a full overhaul report).
- 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 organisation 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 and individual flight control weight and balance data.
- 3.6. Last compass swing report.
- 3.7. Last demo flight report.
4. Aircraft operating records
 - 4.1. Accident and incident report (including a report on the actions taken) for each accident or incident, or if none, then a signed "no incident/accident" statement covering by separate reference the Airframe, Aircraft Engines, and Landing Gear, and detailing the then current date, and Hours and Cycles, in each case in a form acceptable to Seller acting reasonably.
 - 4.2. Aircraft, Aircraft Engine and modification logbook(s) (as applicable).
 - 4.3. Aircraft Engine and current configuration status.
 - 4.4. Repair, overhaul and inspection documents for each shop visit (minimum of a shop visit history back to the last overhaul of each Aircraft Engine module/APU Overhaul, including (in each case) incoming inspection report, work scope, work cards, outgoing report of work performed, Airworthiness Directive and Service Bulletin compliance status listings, test cell run and borescope report, certificate of release to service and airworthiness certification (TC Form One, FAA 8130-3, EASA Form 1).
 - 4.5. Last three months of aircraft flight/technical logs for the aircraft on which the APU was installed.
 - 4.6. Last Aircraft Engine borescopes.
 - 4.7. If available, Last fuel, oil sampling, magnetic chip detector analysis, vibration survey.
 - 4.8. Last on-wing ground performance test run report and relevant data.
5. Miscellaneous documents
 - 5.1. Interior configuration drawings as follows:
 - 5.1.1. LOPA;
 - 5.1.2. PSU configuration;
 - 5.1.3. emergency equipment layout; and
 - 5.1.4. Galley drawings.
 - 5.2. Loose equipment inventory and location summary.
 - 5.3. Manufacturer, Engine Manufacturer and APU Manufacturer delivery documents.
 - 5.4. Burn certification compliance documentation (including material combination compliance) in respect of EASA fire blocking requirements for the following:
 - 5.4.1. Pilot, cockpit observer, flight attendant and passenger seat, cushion and fabric covers;
 - 5.4.2. Galley floor coverings.
 - 5.4.3. Floor and dado carpets;
 - 5.4.4. Curtains;
 - 5.4.5. Interior surfaces if refurbished since new (for example sidewall panels if re-covered); and
 - 5.4.6. Interior paint work.
 - 5.5. If available, Flight data recorder read-out showing the status of all parameters recorded by the flight data recorder, all identified exceedances (if any) and confirmation of parameter accuracy.

5.6. Statement of any free of charge Service Bulletin kits if received but not installed on the Aircraft.

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. Statement of Legal Capacity (Form D)
8. Financial Proposal (Form E)
9. Aircraft Information Sheet (Form F)

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	Statement of Legal Capacity (Form D)		
8	Financial Proposal (Form E)		
9	Aircraft Information Sheet (Form F)		

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 ATR 72-600 Aircraft Acquisition (2022)

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 ATR 72-600 Aircraft Acquisition (2022)

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 for ATR 72-600 Aircraft Acquisition (2022)

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	Date 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

Lease Rental	
Monthly Lease	US\$ _____
Security Deposit	US\$ _____

Supplemental Rent			
Maintenance Events	Reserved Rates (USD)		
	FH	FC	Month
Airframe			
1C Check			
2C Check			
4C Check			
4Yr Inspection			
8Yr Inspection			
Cycles Structural Check (Less than 36000 cycle check) rates to be applied until 36K event performed			
Cycles Structural Check (Greater than 36000 cycle check) rates to be applied after 36K event. -36K Threshold/12K interval Task events -36K Threshold/18K interval Task events -36K Threshold/24K interval Task events			
Landing Gear			
LH Main Landing Gear Assembly			
RH Main Landing Gear Assembly			
Nose Landing Gear Assembly			
Landing Gear LLP			
RH and LH LLP			
NLG LLP			
MLG Support Structure Truss Shear Member, Front and Rear Spar fitting Assy, strut, side brace etc			
Engine			
Engine Hot Section Inspection			

Engine TMM Overhaul			
Engine RGB Overhaul			
Engine LLP replacement			
Propeller			
Overhaul Hub			
Actuator			
Transfer Tube			
Adjusting Nut			
Propeller Blades			

- Note: 1. The Lessor may propose a desired model for the dry lease.
 2. The Security Deposit held by the Lessor shall be refunded upon redelivery of the aircraft

AIRCRAFT INFORMATION SHEET (FORM F)

Airframe		
Max Taxi Weight		
MTOW		
Max Landing Weight		
Max Zero fuel Weight		
Fuel Capacity		
Current TSN		
Current CSN		
Engine		
Manufacturer		
Model		
Location	LH	RH
Serial Number		
TSN/CSN		
TSO/CSO		
TSR/CSR		
Propeller		
Manufacturer		
Model		
Location	LH	RH
Serial Number		

TSN/CSN			
TSO/CSO			
Landing Gear			
Location	NLG	MLG LH	MLG RH
Manufacturer			
Model			
Part Number			
Serial Number			
TSN/CSN			
TSO/CSO			
TSR/CSR			
Life Limited Parts			
List of Airframe Life limited Parts with remaining			
List of engine life limited parts with remaining			
List of Landing gear life limited parts with remaining			
List of Propeller assembly life limited parts with remaining life			
Components List			
Hard time List			
On Condition component List			
Fitted Serialized Parts			

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 q2.rfp.atr@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 q2.rfp.atr@iasl.aero within the instructed timeframe.