PURCHASE - TENDER DOCUMENT

DHC-8-Q300 Aircraft

ISLAND AVIATION SERIVES LIMITED
M. RAAVERIGE, MAJEEDHEE MAGU, MALE' 20345, REP. OF MALDIVES

CONTENTS

A. Terms & Conditions for Sale and Purchase Proposal

Island Aviation Services Ltd, M. Raaverige, Majeedhee Magu, 20345 Male', Republic of Maldives requires to purchase one aircraft with the following terms and conditions.

1. The aircraft will be a DHC-8-300 preferably a – 315 or 314 series capable of seating 50 passengers.
2. The aircraft should be configured in all Economy Class Seats and it shall have an APU fitted prior to delivery. A mutually agreed retrofit is acceptable.
3. The aircraft should be airworthy prior to delivery of the aircraft.
4. Age: 15 years or less. An older aircraft can be accepted subject to review of the aircraft and its documents.
5. The aircraft shall be offered for purchase on or before 1st June 2017.
6. The purchase price should be quoted only in USD as per Annex-II. It is negotiable.
7. 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
8. The base of operation is Velana International Airport (VIA), Republic of Maldives.
9. Priority will be given to aircraft located / available closer to the base of operation (VIA) although it is not a must.
10. The aircraft shall be current on all AD's and mandatory modifications mandated by the manufacturer and as well as FAA, EASA & TC.
11. The aircraft should be available for inspection by IASL representatives before 15th May 2017 and it shall meet specific IASL inspection criteria.
12. The aircraft should be delivered in clean commercially acceptable conditions.
13. The offers should be valid for a minimum period of 2 months from the date of submission of the proposal in case all formalities cannot be completed in time for taking delivery of the aircraft on the intended date.
14. Profile of Seller/Lessor to be provided in advance and it shall include but not limited to:
    a. List of all previous operators.
    b. Size and type of fleet.
    c. Whether or not the Bidder/Lessor or its parent company is listed in any stock exchange.
    d. All terms and condition shall be explicitly expressed in the offer submitted.

e. All reservations shall be clearly stated as well.

15. Offers should be submitted before 14:00 o'clock (Republic of Maldives local time) on 06th April 2017 to the e-mail given: adam.zahir@iasl.aero and it will not be acknowledged unless they are copied to the following email accounts. Proposals confirming to the requirements set out must be received by email [Including contact info, name and address of the bidder] no later than the deadline given above. All electronic submittals are acceptable in Adobe PDF format only.

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    m.shaheen@iasl.aero

    iyas@iasl.aero

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    hussain.safuath@iasl.aero

16. IASL shall not evaluate the offers/bids received after the deadline set herein in the document.

ANNEX-I

B. Preferred Additional Technical Requirements

1. General condition of Aircraft
   a. Good operating condition. The Aircraft, Engine and Parts will be in good operating condition with all systems operating within the Airframe Manufacturer's maintenance manual limits, EASA and this Delivery condition.
   b. 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. Maintenance, Repairs and modifications on the Aircraft
   a. 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.
   b. 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.
   c. No leaks. The Aircraft will be free of fuel, oil, hydraulic and pneumatic leaks which ore outside Airframe Manufacturer's maintenance manual limits. All temporary leak repairs and the damage resulting from any leak will be permanently repaired. All oil and hydraulic reservoirs and systems along with lavatory and portable water tanks and systems shall be freshly and fully serviced.
   d. 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).
   e. Proper documentation of modifications. 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
   f. 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.
   g. 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.

3. Engines and Auxiliary Power Unit (APU).

   a. Engine borescope, maximum power assurance and other Engine inspections. Immediately prior to Delivery, Seller shall request that Prior Owner cause to be performed, in the presence of Buyer or Buyer's representative, if requested: (a) 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, and (b) 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.

   b. APU delivery condition. The APU shall be serviceable and fresh from a shop visit.

   c. Engine/APU 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.

   d. Reduced interval Inspection. The Aircraft Engines and APU shall not be subjected to reduced and repeat interval inspections due to findings on borescope inspections, power assurance runs or review of trend monitoring.

4. Landing Gear. Tires and Brakes.

   a. 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.

   b. 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.

   c. 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.

   d. Landing Gear delivery LLP conditions. Each Life Limited Part of an 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.

5. Parts.

   a. 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.

   b. Life Limited Parts. Each Airframe 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.

   c. "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.

6. Interior/cockpit. The Aircraft interior including cockpit, main cabin and galley compartments will have been maintained in accordance with the MPD.

7. Aircraft documentation, manuals and historical records. Aircraft documents shall be delivered in accordance ***with ANNEX – IV of*** the RFP.

8. Minimum Modifications. Prior to Delivery following modification shall be performed at Sellers' cost. (Including Parts and Technical Documentation)

Reference	**Description**
-	Cargo capacity of 2,500 lbs
SB 8-21-79	Millibar Scale for Cabin Pressure Selector Panel
SB 8-22-11	Audible Warning of Auto Pilot Disconnect
SB 8-34-131	Audible Altitude Alert
ST02311AT	Installation Of Saft-Glo Floor Track Lighting
EO/STC	Installation of single Universal Avionics UNS-1EW FMS with ADS-B out capability
EO/STC	Installation Of Cockpit Under floor Stowage Box
SB 8-34-131	Installation of Metric Standby Altimeter
EO/STC	Installation of Seat Pouch Webbing
EO/STC	Galley Modification To Accommodate Two Meal Carts

EO/STC	Modify The Draft Bulkhead For Maneuvering Stretchers
EO/STC	Install Window Shades
SA00-69	Installation of ECS Ducting to improve AC System
SA92-16	Installation of Sunvisor System
EO/STC	Fabricate & Install Trolley Securing Device In Wardrobe
-	Installation of pacific blue leather seat covers for passenger and cabin crew seats
-	Installation of blue armrest covers
AMM	A mirror shall be installed in the galley
-	Seat number strips in cabin shall be painted blue and be in English language only
SB8-29-41E	Hydraulic Power – introduction of CRES
SA03-45	Installation of DMP 200 pax briefing system
EO/STC	TCAS II Change 7.1

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

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

ANNEX-II

C. Purchase Price of Aircraft

US$ _____

Sn No.	Particulars	
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	

ANNEX-III

D. Aircraft Specifications and Data

1. General Aircraft Information		**AS OF: ___/___/2017**
1.01	Name of A/C owner	
1.02	Address	
1.03	Nationality	
1.04	Name, Address of current operator	
1.05	A/C Current Location	
1.06	A/C Area of Operation	
1.07	List of Previous Operators	

2. A/C Technical Information		**AS OF: ___/___/2017**
2.01	Manufacturer:	
2.02	Type and Model:	
2.03	Date of Manufacture:	
2.04	Serial Number:	
2.05	Current Registration:	
2.06	Country of Registration:	

3. Certificate		**AS OF: ___/___/2017**
3.01	Noise Certificate	
	a) Issue Date / Exp. Date	
	b) Chapter III/FAR36 Classification	
	c) Meeting the requirement of ICAO Annex 16	
3.02	Certificate of Registration	
	a) Issue Date / Exp. Date	
	b) Aircraft is approved for CAT operation	
	c) Reflect CAT Approval	
3.03	A/C Airworthiness Certificate	
	a) Issue Date / Exp. Date	
3.04	Certificate of Maintenance Review: issue / Exp. Dates	
3.05	Insurance Certificate: issue / expiry dates	

4. Airframe		**AS OF: ___/___/2017**
4.01	A/C hours/cycles since new	
4.02	A/C hours/cycles since last "C" check	
4.03	When was last major check carried out	
4.04	Hours/cycles logged since major check	
4.05	Whether the major check was performed as per M.P.D.	
4.06	MRO which has performed last major check	
4.07	Whether any major check is due during the next five-year period, if yes, type of check / grounding time i.e. date, flight hour/calendar time	
4.08	AMP (authority / approval status)	
4.09	SBs, AD and Modification Status (to be attached in detail.)	
4.10	Hours to Landing Ratio	
4.11	Copy of the M.P.D. check interval pages	
4.12	Copy of the LOPA	
4.13	Significant accidents, incidents and repairs	

5. Engines		**AS OF: ___/___/2017**	
5.01	Engine Manufacturer:		
5.02	Type and Model:		
5.03	Last Overhaul Facility:		
5.04	Last Overhaul Date:		
5.05	Last H.S.I Date:		
By Position		**NO.1**	**NO.2**
5.04	Serial No:		
5.05	Total TSN:		
5.06	Total CSN:		
5.07	TSO/CSO		
5.08	TSLV / CSLV and/or THSI/CHSI		
5.09	Date and Reason for last shop visit		
5.10	First Limiter		
5.11	Type of maintenance program (OC or HD)		
5.12	Locations the engine operated since its last performance restoration shop visit.		

7. Auxiliary Power Unit (APU)		**AS OF: ___/___/2017**
7.01	Manufacturer:	
7.02	Type and Model:	
7.03	Last Overhaul Facility:	
7.04	Serial Number:	
7.05	TSN / CSN	
7.06	The aircraft APU hour/cycle ratio	
7.07	TSLV / CSLV	
7.08	Next shop visit due	
7.09	Time/cycle since last Refurbishment	

8. Landing Gears		**AS OF: ___/___/2017**
8.01	**Nose Landing Gear**	
	a) Manufacturer	
	b) Part No.	
	c) Serial No.	
	d) When was the last overhaul done	
	e) When is the next overhaul due	
8.02	**LH Landing Gear**	
	a) Manufacturer	
	b) Part No.	
	c) Serial No.	
	d) When was the last overhaul done	
	e) When is the next overhaul due	
	f) TTSO	
	g) TCSO	
	h) TTSN	
	i) TCSN	
8.03	**RH Landing Gear**	
	a) Manufacturer	
	b) Part No.	
	c) Serial No.	
	d) When was the last overhaul done	
	e) When is the next overhaul due	
	f) TTSO	
	g) TCSO	
	h) TTSN	
	i) TCSN	

9. Interiors Configuration		**AS OF: ___/___/2017**
9.01	Total Seats Certificated:	
9.02	Present Configuration:	
9.03	Seat Manufacturer and Model:	
9.04	Emergency Equipment Location	
9.05	(LOPA to be provided)	
9.06	Passenger Cabinet / Quantity & Location	
9.07	Number of wardrobes	
9.08	Number of seat (Business & Economy Class)	
9.09	All seats must meet fire blocking requirements	
9.10	Life Jacket for all seats	
9.11	Number of cabin attendant seats	
9.12	Number of cabin attendant seats	
9.13	Cockpit Door Type	

10. Emergency Lighting		**AS OF: ___/___/2017**
10.01	Type of Escape path lighting fitted	
10.02	Type (floor mounted, seat mounted etc.)	

11. Pre-Recorded Passenger Address System		**AS OF: ___/___/2017**
11.01	Types/manufacturers of in-flight entertainment are fitted: (DMP 200)	
11.02	Audio:	
11.03	Video:	
11.04	Boarding music:	

12. Toilets		**AS OF: ___/___/2017**
12.01	Quantity:	
12.02	Location:	
12.03	Smoke detectors fitted?	
12.04	Whether lavatories are vacuum or conventional type	

13. Principal Weights		**AS OF: ___/___/2017**
13.01	Last Weighed date of the A/C	
13.02	Weighing Interval:	
13.03	Maximum Ramp Weight:	
13.04	Maximum Take-Off Weight:	
13.05	Maximum Landing Weight:	
13.06	Maximum Zero Fuel Weight:	
13.07	Operating Weight:	
13.08	Empty Weight:	
13.09	Maximum Fuel Weight / Capacity:	
13.10	Auxiliary tanks fitted?	
13.11	Auxiliary fuel capacity:	
13.12	Auxiliary fuel weight:	

14. Galleys		**AS OF: ___/___/2017**
14.01	Number of Galleys	
14.02	Location of Galleys	
14.03	Type of Galleys	
14.04	No. of boilers	
14.05	No. of trolleys	
14.06	No. of garbage bins	
14.07	Pull out table	
14.08	Provision of galley curtain	
14.09	Dry storage space	
14.10	Any other item	

15. Cargo Compartment		**AS OF: ___/___/2017**
15.01	Capacity of each cargo compartment: (320 Cu.Ft / 2500 Lbs	
15.02	Type and Manufacturer of smoke detector(s) fitted.	

16. Principle Radio and Avionics Equipment: Type/model, Manufacturer and Part Number		**AS OF: ___/___/2017**
16.1	Flight Management System:	
16.2	Emergency locator transmitter (fixed)	
16.3	Emergency locator transmitter (potable)	
16.4	Cockpit voice recorder	
16.5	VHF transceiver:	
16.6	HF transceiver:	
16.7	ADF receiver:	
16.8	ATC transponder:	
16.9	DME receiver:	
16.10	EGPWS computer:	
16.11	Radio altimeter:	
16.12	TCAS computer:	
	TCAS Change 7.1 compliant (Yes/No)	
16.13	VOR /MRK receiver:	
16.14	Weather radar transceiver	

ANNEX-IV

E. Aircraft Records

1. Certificates
   a. Current certificate of airworthiness.
   b. Airworthiness Review Certificate.
   c. Current certificate of registration.
   d. Copy (when Aircraft was new) export certificate of airworthiness from the Compliance Authority.
   e. Current export certificate of airworthiness from the State of Registration (issued within 30 days preceding the delivery date of Aircraft).
   f. Radio station license and conformity certificate.
   g. Noise limitation certificate.
   h. 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).
   i. Airframe and Aircraft Engine type certificates including data sheets.
2. Aircraft status reports
   a. 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.
   b. Record of Hours and Cycles used on the Airframe listing accumulated Hours and Cycles on each date that it was operated.
   c. 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.
   d. 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
   e. Statement for the APU of the date of, and the APU Hours and Cycles used since new on, each shop visit of the APU.
   f. A last done, next due report (LDND) listing the MPD and mandatory inspections
   g. 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.
   h. Service Bulletin compliance status which have been incorporated on the Airframe, Aircraft Engines, Aircraft Engines Propellers, and the APU.
   i. 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.

j. A Structural repair file containing:

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

(ii) 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).

k. Dent and buckle file containing:

(i) 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

(ii) Work cards or technical log page for each dent and buckle entry recording the allowable limits in accordance with the SRM.

l. Separate list showing the status for each of Airframe, Landing Gear, Aircraft Engine, Aircraft Engines Propeller and APU Life Limited Parts.

(i) Part number and serial number;

(ii) Discard Life Limit and the calendar time, Hours and Cycles (as applicable) since new and remaining to discard;

(iii) Any other maintenance procedure Life Limit and the calendar time, Hours and Cycles (as applicable) since last performed and remaining to next due;

(iv) 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;

(v) For the Landing Gear, a list of each Landing Gear assembly showing each Life Limited Part incorporated in such assembly;

(vi) 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:

(A) A birth document (being an airworthiness certification or its equivalent) issued when the Life Limited Part was new;

(B) Airworthiness certification (TC Form One , FAA 8130-3, EASA Form 1) for the last installation event;

(C) 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.

m. 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:

(i) Part number and serial number;

(ii) The Life Limit(s) and the calendar time, Hours and Cycles (as applicable) since last performed and remaining to next due;

n. 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:

(i) Part number and serial number;

(ii) 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).

o. Statement of oils and fluids used.

p. 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.

q. 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.

r. List of any deferred maintenance items, or a statement that there are no deferred maintenance items.

3. Aircraft maintenance records

a. 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.

b. 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.

c. Airframe inspection, maintenance, modification and repair work cards for:

(i) The last cycle of A checks;

(ii) The last cycle of C Checks;

(iii) The last cycle of out of phase tasks;

(iv) The last cycle of any other checks and/or maintenance tasks;

(v) Non-routine tasks for all maintenance checks; and

(vi) The last overhaul of each Landing Gear assembly (including a full overhaul report).

d. 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.

e. Aircraft weight and balance records, most recent weighing report and individual flight control weight and balance data.

f. Last compass swing report.

g. Last demo flight report.

4. Aircraft operating records

a. 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, APU and Landing Gear, and detailing the then current date, and Hours and Cycles, in each case in a form acceptable to Seller acting reasonably.

b. Aircraft, Aircraft Engine and APU log book(s) and modification log book(s) (as applicable).

c. Aircraft Engine and APU current configuration status.

d. 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).

e. Last three months of aircraft flight/technical logs for the aircraft on which the APU was installed.

f. Reason for the last Aircraft Engine and APU removal, and the relevant Aircraft Engine and APU change paperwork and date of the Aircraft Engine and APU removal.

g. Last Aircraft Engine and APU borescopes.

h. If available, Last fuel, oil sampling, magnetic chip detector analysis, vibration survey.

i. Last on-wing ground performance test run report and relevant data.

5. Miscellaneous documents

a. Interior configuration drawings as follows:

(i) LOPA;

(ii) PSU configuration;

(iii) emergency equipment layout; and

(iv) Galley drawings.

b. Loose equipment inventory and location summary.

c. Manufacturer, Engine Manufacturer and APU Manufacturer delivery documents.

d. Burn certification compliance documentation (including material combination compliance) in respect of EASA fire blocking requirements for the following:

(i) Pilot, cockpit observer, flight attendant and passenger seat, cushion and fabric covers;

(ii) Galley floor coverings;

(iii) Floor and dado carpets;

(iv) Curtains;

(v) Interior surfaces if refurbished since new (for example sidewall panels if re-covered); and

(vi) Interior paint work.

e. 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.

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