LEASE - TENDER DOCUMENT

Airbus A330-200 Aircraft

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

CONTENTS

A. Terms & Conditions for Lease

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

1. The aircraft should be of Airbus A330 series
2. The aircraft should meet the following specifications:
   2.1. Configuration – A330-200 variant
   2.2. Age – Preferably less than 10 years
   2.3. Seating – 2 Class configurations of Business and Economy
   2.4. MTOW – Not Less than 230,000 kgs
   2.5. Engines (x2) – Either General Electric or Rolls-Royce with Thrust Bump option.
3. The aircraft should be airworthy for passenger as well as cargo (belly) transport.
4. Must meet 120 min ETOPS requirements and the Cargo fire extinguishing system must meet this ETOPS requirements.
5. Aircraft must be delivered equipped with Slide Rafts, Dual Weather Radar and HF Radio.
6. Preference will be given to aircraft with lower time since production, lower operating hours, and cycles.
7. The aircraft will be Dry leased for a period of 6 - 8 years from the inception of lease period.
8. A minimum certification of CAT II should be present for the aircraft
9. The monthly Lease rate should be quoted only in USD as per Annex-II.
10. IASL agrees to pay to Lessor/Bidder Maintenance Reserves with respect to the Aircraft during the Lease Term in accordance with the provisions of Annex-II.
11. Cost of aircraft configuration, workscope for compliance with IASL delivery conditions, and IASL requirements, including engineering work orders according to EASA requirements, should be borne by the Lessor/Bidder
12. The base of operation is Velana International Airport (VIA), Republic of Maldives.
13. Consideration will be given if the aircraft delivery is made at a location which is closer to the operating base (VIA), Republic of Maldives and re-delivery will be made in Velana International Airport (VIA), Republic of Maldives.
14. An aircraft evaluation report, upon request shall be made available to IASL 15 days prior to inspection date.
    14.1. Additional documentation such as;
        14.1.1. Drawing of interior configuration (LOPA and emergency equipment),
        14.1.2. Airworthiness Directive and Service Bulletin incorporation list,
        14.1.3. A list of modifications and repairs,
        14.1.4. Summary maintenance status and maintenance forecast list (xlsx),
        14.1.5. Current life limited parts list, including engines and APU,
        14.1.6. and any other data which is reasonably requested by IASL shall be made

available.

15. IASL representatives shall be given full access to the aircraft and back to birth history (documents & records) for the purpose of document and physical inspection of the aircraft. Subsequent approval will be required for signing the lease agreement.

    15.1. Aircraft access for physical inspection shall be given for a minimum of one day (i.e. 8 hours).

    15.2. All expenses associated with the inspection team including but not limited to travel and accommodation shall be borne by the Lessor. IASL team will require a minimum of 7 days to conduct such an audit and shall consist of an engineer and auditor.

    15.3. Appropriate facility such as centralized room with air-condition, internet connection, scanning/printing of documents and telephone shall be made available to the IASL team for the period of the inspection.

16. Upon completion of the initial inspection by IASL and/or its representatives, a workscope comprising of any additional maintenance and/or modification work required by IASL for commercial operation shall be performed by Lessor prior to delivery of aircraft to IASL.

17. The aircraft should be delivered clean according to commercial airline standards.

18. The offers should be valid for a minimum period of 2 months from the due date of submission for request for proposal.

19. 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. 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.

20. Profile of Bidder/Lessor to be provided which include the following information:

    a. List of all airlines to whom aircraft have been leased during the last year ending on the date of submission of tender specifying type of aircraft type respectively leased such airlines.

    b. Size and type of fleet.

    c. If the Bidder/Lessor or its parent company is listed in any stock exchange.

    d. Acceptance of the terms and condition should be expressly indicated in the offer. Any terms and conditions which are not acceptable should be clearly stated.

21. Offers should be submitted before 14:00 o'clock noon Republic of Maldives local time on 5th of September 2019 to the following address or e-mail to: 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.

    md@iasl.aero

    m.shaheen@iasl.aero

    nasif@iasl.aero

    m.hassan@iasl.aero

    hussain.safuath@iasl.aero

22. IASL will not be responsible for any delay in the receipt of any offers or bids beyond the specified date and time. Only the offers received before this time will be considered.

ANNEX-I

B. Additional Support

1. Lessor to provide and bear costs on Technical Training for start-up
   a. 5 sets of cockpit crews (each cockpit crew comprising two pilots)
   b. 2 cabin crew instructors
   c. 4 Maintenance Type Training Course (at Level 3 B1/B2)
   d. 2 Engine run-up course

2. The Aircraft shall have existing livery removed by paint stripping and painted in Lessee's livery, fresh from C-check and no due tasks including components within next 4,200 flight hours, 1,400 flight cycles, 12 months from Delivery Date, and EASA compliant.

ANNEX-I

C. 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 4,200 flight hours, 1,400 flight cycles, 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 4,200 flight hours, 1,400 flight cycles, 12 months (whichever is the limiting factor) prior to Delivery of the Aircraft to Lessor 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 Lessee requirements shall be performed by Lessor at Lessor'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, Lessor shall perform, in the presence of Lessee or Lessee'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 preferably fresh from a shop visit.

c. Engine/APU LLP delivery condition. Each Life Limited Part of an Engine will have at least enough life remaining to operate until the end of lease term. 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.

c. Landing Gear delivery Overhaul conditions. The nose and each main landing gear shall have enough life remaining to operate until the end of lease term.

d. Landing Gear delivery LLP conditions. 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 4,200 flight hours, 1,400 flight cycles, 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 enough life remaining to operate until the end of lease term 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 Lessor' cost. (Including Parts and Technical Documentation)

Reference	**Description**
EO/STC	Installation of FMGS with ADS-B out capability
EO/STC	TCAS II Change 7.1
EO/STC	QAR to be installed
EO/STC	WiFi Streaming equipment to the cabin
ICAO requirement	Installation Solid State CVR capable of retaining last 2 hours of their operation
ICAO requirement	All ULD with transmission time greater than 90 days
	Installation of pacific blue leather seat covers for passenger and cabin crew seats
	Installation of blue armrest covers
	One set of Galley Equipment
	ULD and Cargo Pallets 50/50 for each aircraft.

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 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.

ANNEX-II

D. Lease Cost of Aircraft

US$ _____ per month

Sn No.	Particulars	Details/Comments
1	Aircraft Type	
2	Aircraft Model	
3	Year of Manufacture	
4	Aircraft Registration	
5	Engine Type	
6	Configuration	
7	EASA/FAA Certification	
8	Number of Additional Center Tanks Installed	
9	ACARS Capability (HF or VHF)	
10	Second Weather Radar Installed	
11	ADS-B Out Capability	
12	QAR Installed	
13	RVSM Capability	
14	Cargo Capacity	
	Forward cargo capacity	
	Aft cargo capacity	
	Bulk cargo capacity	

E. Maintenance Reserves

Sn No.	Particulars	Rates
1	Airframe per month	
2	Engine Performance Reserves (per Engine)	
3	Engine LLP (per Engine)	
4	Landing Gear	
5	APU	

ANNEX-III

F. Aircraft Specifications and Data

1. General Aircraft Information		**AS OF: ___/___/2019**
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: ___/___/2019**
2.01	Manufacturer:	
2.02	Type and Model:	
2.03	Date of Manufacture:	
2.04	Line Number	
2.05	Serial Number:	
2.06	Current Registration:	
2.07	Country of Registration:	

3. Certificate		**AS OF: ___/___/2019**
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	**Insurance Certificate**	
	a) Issue Date / Exp. Date	

4. Airframe		**AS OF: ___/___/2019**
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 lease 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	Copy of Cabin Emergency Equipment Layout	
4.14	Significant accidents, incidents and repairs	
4.15	Copy of Dent and Buckle Chart	

5. ETOPS Status		**AS OF: ___/___/2019**
5.01	ETOPS Rating	

6. Engines		**AS OF: ___/___/2019**	
6.01	Engine Manufacturer:		
6.02	Type and Model:		
6.03	Last Overhaul Facility:		
6.04	Last Overhaul Date:		
By Position		**NO.1**	**NO.2**
6.04	Serial No:		
6.05	Total TSN:		
6.06	Total CSN:		
6.07	TSO/CSO		
6.08	TSLV / CSLV		
6.09	Date and Reason for last shop visit		
6.10	First Limiter		
6.11	Type of maintenance program (OC or HD)		
6.12	Locations the engine operated since its last performance restoration shop visit.		

7. Auxiliary Power Unit (APU)		**AS OF: ___/___/2019**
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: ___/___/2019**
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	
	j) Brake Fan Model	
	k) Brake Type	
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	
	j) Brake Fan Model	
	k) Brake Type	

9. Interiors Configuration		**AS OF: ___/___/2019**
9.01	Total Seats Certificated:	
9.02	Present Configuration:	
9.03	Seat Manufacturer and Model:	
9.04	Cabin Emergency Equipment Layout	
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	Number of baby bassinets in E/Y & B/C	
9.10	All seats must meet fire blocking requirements	
9.11	Life Jacket for all seats	
9.12	Number of cabin attendant seats	
9.13	Escape Slide/Raft Type	
9.14	Cockpit Door Type	
9.15	Surveillance Camera Type	

10. Emergency Lighting		**AS OF: ___/___/2019**
10.01	Type of Escape path lighting fitted	
10.02	Type (floor mounted, seat mounted etc.)	

11. In-Flight Entertainment		**AS OF: ___/___/2019**
11.01	Types/manufacturers of in-flight entertainment are fitted:	
11.02	Audio:	
11.03	Video:	
11.04	Boarding music:	

12. Toilets		**AS OF: ___/___/2019**
12.01	Quantity:	
12.02	Location:	
12.03	Smoke detectors fitted?	
12.04	Auto Fire Extinguisher fitted?	

13. Principal Weights	**AS OF: ___/___/2019**

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: ___/___/2019**
14.01	Number of Galleys	
14.02	Location of Galleys	
14.03	Type of Galleys	
14.04	No. of ovens	
14.05	No. of flasks	
14.06	No. of hot cups	
14.07	No. of boilers	
14.08	No. of trolleys	
14.09	No. of garbage	
14.10	Provision of drop table	
14.11	Pull out table	
14.12	No. of ice units	
14.13	Provision of galley curtain	
14.14	Sink	
14.15	Water faucet	
14.16	Dry storage space	
14.17	Any other item	

15. Cargo Compartment		**AS OF: ___/___/2019**
15.01	Cargo Location	
15.02	ULD Type/Bulk Loading	
15.03	Capacity of each cargo compartment	

ANNEX-IV

G. 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. Radio station license and conformity certificate.
   f. Noise limitation certificate.
   g. 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).
   h. 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, 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.
   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, the APU and all appliances.
   h. Service Bulletin compliance status which have been incorporated on the Airframe, Aircraft Engines, and the APU.
   i. Separate list of modifications for each of the Airframe, each Aircraft Engine, 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, 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, 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 Lessoracting 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.