

Purchase - Tender Document

**Dash8-Q300 Aircraft
with Executive Interior**

Contents

A. Terms & Conditions for Aircraft Acquisition Proposal	3
B. Additional Support	5
C. Purchase Cost of Aircraft	6
D. Aircraft Specifications and Data	7

A. Terms & Conditions for Aircraft Acquisition Proposal

Island Aviation Services Ltd (Maldivian), Corporate Headquarters, M. Raaverige, Male' 20345, Republic of Maldives, invites bids from interested parties for sale of one (01) Dash 8-300 aircraft.

1. The interested party shall either be Manufacturers/Operators/Leasing Companies/Bonafide Agents/Brokers in Aircraft Business having ownership interest in the aircraft, in the case of agents/brokers the main agreement, being the sale and purchase agreement, would need to be done with the owner of the aircraft. A separate agreement can be executed with the agent/broker.
2. The aircraft shall be a Dash8 Q300 with a seating configuration of at least 6 VVIP and 20 VIP passengers.
3. The aircraft should be configured in all Executive Interior with VVIP and VIP class seats and shall have an APU fitted prior to delivery. A mutually agreed retrofit by a 3rd party is acceptable. The proposed cabin configuration, (attached at the bottom), is of VVIP/VIP for 6/20 configuration with VVIP and VIP cabin, one forward galley and two toilets.
4. The airplane should be ready and available for delivery within three months of the closing date of this bid and should be airworthy prior to delivery.
5. Age: 15 years or less with MSN above 600. An older aircraft can only be accepted subject to inspections to the satisfactions of Maldivian and review of the aircraft and its documents to verify the level of standard the aircraft had been maintained. Total accumulated cycles hours should not exceed 20,000.(Thirty thousand)
6. The aircraft shall be offered for purchase by 1st February, 2016.
7. The purchase price should be quoted only in USD as per Annex-II. It is negotiable.
8. 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
9. The base of operation is Ibrahim Nasir International Airport (MLE), Republic of Maldives.
10. Priorities will be given to aircraft located / available closer to the base of operation (MLE) although it is not a must.
11. The aircraft shall be current on all AD's and mandatory modifications mandated by the manufacturer and as well as FAA ,EASA & TC.
12. The aircraft should be available for inspection by IASL representatives before 7th February 15, 2016 and it shall meet specific IAS inspection criteria. The inspector shall have access to the aircraft and the documentations for preliminary inspection before signing the LOI. Airplane shall be made available in a hangar or an acceptable location for the physical inspection.
13. The aircraft should be delivered in clean commercially acceptable conditions.
14. The offers should be valid for a minimum period that is not later than 2 months from the closing date of this invitation in case all formalities cannot be completed in time for taking delivery of the aircraft on the intended date.
15. 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. All reservations shall be clearly stated as well.
16. Offers should be submitted before 14:00 o'clock (Republic of Maldives local time) on February 01, 2016 to the e-mail given: hussain.safuath@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.
- haris@iasl.aero
- m.shaheen@iasl.aero
- adam.zahir@iasl.aero
- ali.firag@iasl.aero
- nasif@iasl.aero
- ahmed.hussain@iasl.aero
17. IASL shall not evaluate the offers/bids received after the deadline set herein in the document.

Annex-I

B. Additional Support

- The Aircraft shall be painted in IASL livery, markings (bilingual), fresh C-checked, and in compliance with MCAA regulations. No schedule inspection shall fall within 2000FH/ 3000 cycles or 12 months whichever is shorter or on terms mutually agreed between the two parties.
- Ferry Flight arrangements

Annex-II

C. Purchase Price of Aircraft

USD per month

Sn No.	Particulars	
1	Aircraft Type	
2	Aircraft Model	
3	Year of Manufacture	
4	Aircraft Registration	
5	Engine Type	
6	Configuration	
7	EASA/FAA Certification	
8	Cargo Capacity, i.e. No. of LDs & Pallets	

Annex-III

D. Aircraft Specifications and Data

1. General Aircraft Information		
1.1	Name of owner	
1.2	Address of owner	
1.3	Nationality & Registration	
1.4	Name of the current operator:	
1.5.	Address of the current operator	
1.6	Current Location	
1.7	Area of Operation	

2. A/C Technical Information		
2.1	Manufacturer:	
2.2	Type and Model:	
2.3	Date of Manufacture:	
2.6	Serial Number:	
2.7	Current Status (in operation or Storage)	

3. Certificate		
3.1	Noise Certificate	
	a) Issue Date / Exp. Date	
	c) chapter III/FAR36 Classification	
3.2	Certificate of Registration	
	a) Issue Date / Exp. Date	
	b) Reflect CAT Approval	
3.3	Certificate of Airworthiness	
	Issue Date / Exp. Date	
3.4	Certificate of Maintenance Review: issue / Exp. Dates	
3.5	Insurance Certificate: issue / expiry dates	

4. Airframe		As of : / /2016
4.1	Time Since New	
4.2	Cycles Since New	
4.3	Hours and Cycles since last "C" check or Major Inspection	
4.4	Type of Maintenance Program (MRB or customized)	
4.5	Last major check performed at:	
4.6	Major check due in the next five years	
4.7	Due date of next check i.e. date, flight hour/ Calendar time	
4.8	Average hour: cycle ratio	

4.9	AMP (authority / approval status)	
4.10	current LOPA (copy required)	
4.11	SBs, AD and Modification Status (to be attached in detail.)	
4.12	Significant accidents, incidents and repairs	

5. ETOPS Compliance Status	
5.1 RVSM compliance status	

6. Engines	As of: / /2016	
6.1	Engine Manufacturer:	
6.2	Type and Model:	
6.3	Current Overhaul Facility:	
By Position	NO.1	NO.2
6.4	Serial No:	
6.5	Total TSN:	
6.5	Total CSN:	
6.7	TSO/CSO	
6.8	TSLV / CSLV	
6.9	Reason for last shop visit	
6.10	First Limiter.	
6.11	EGT (ITT) Margin (if applicable)	
6.12	Type of maintenance program (OC or HD)	

7. Auxiliary Power Unit (APU)	As of: / / 2016	
7.1	Manufacturer:	
7.2	Type and Model:	
7.3	Current Overhaul Facility:	
7.4	Serial Number:	
7.5	TSN / CSN	
7.6	APU hour: cycle ratio	
7.7	TSLSV / CSLSV	
7.8	Next Shop Visit	

8. Landing Gears	As of : / / 2016	
8.1	Nose Landing Gear	
8.2	Manufacturer	
8.3	Part No.	
8.4	Serial No.	
8.5	TTSO	
8.6	TCSO	
8.7	Date of last overhaul	
8.8	Next overhaul due at:	
8.9	LH Landing Gear	

8.10	Manufacturer	
8.9	Part No.	
8.10	Serial No.	
8.5	TTSO	
8.6	TCSO	
8.7	Date of last overhaul	
8.8	Next overhaul due at:	
8.13	RH Landing Gear	
8.14	Manufacturer	
8.15	Part No.	
8.16	Serial No.	
8.5	TTSO	
8.6	TCSO	
8.7	Date of last overhaul	
8.8	Next overhaul due at:	
9. Interiors Configuration		
9.1	Total Seats Certificated:	
9.2	Present Configuration:	
9.3	Seat Manufacturer and Model:	
9.4	Emergency Equipment Location	
9.5	(LOPA to be provided)	
9.6	Passenger Cabinet / Quantity & Location	
9.7	Number of space wardrobes	
9.8	Number of seat (Business & Economy Class)	
9.9	Number of baby bassinets in E/Y & B/C	
9.11	Life Jacket for all seats (Manufacturer)	
9.12	Number of cabin attendant seats	
9.13	Air Stair Door	
10. Emergency Lighting		
10.1	Type of Escape path lighting fitted	
10.2	Type (floor mounted, or seat mounted etc.)	
11. In-Flight Entertainment		
11.1	Types/manufacturers of in-flight entertainment are fitted:	
11.2	Audio:	
11.3	Video:	
11.4	Boarding music:	
12. Toilets		
12.1	Quantity:	
12.2	Location:	
12.5	Whether lavatories are vacuum or conventional type	

13. Principal Weights		
13.1	Last Weighing of the A/C : date	
13.2	Weighing Interval:	
13.3	Maximum Ramp Weight:	
13.4	Maximum Take-Off Weight:	
13.5	Maximum Landing Weight:	
13.6	Maximum Zero Fuel Weight:	
13.7	Operating Weight:	
13.8	Empty Weight:	
13.9	Maximum Fuel Weight / Capacity:	
13.10	Auxiliary tanks fitted:	
13.11	Auxiliary fuel capacity:	
13.12	Auxiliary fuel weight:	

14. Galleys		
14.1	Number of Galleys	
14.2	Location of Galleys	
14.3	Type of Galleys	
14.5	No. of ovens	
14.6	No. of boilers	
14.7	No. of coffee makers	
14.9	No. of trolleys	
14.10	No. of garbage bins	
14.11	Provision of drop table	
14.12	Pullout table	
14.13	No. of ice units	
14.14	Provision of galley curtain	
14.15	Sink	
14.16	Water faucet	
14.17	Dry storage space	
14.18	Any other item	

15. Cargo Compartments (Fwd, Aft, and Bulk)		
15.1	Cargo Hold Location	
15.2	ULD Type	
15.3	Capacity of each cargo compartment:	
15.4	Door Size:	
15.5	Type of loading (auto ,semi-auto or bulk)	
15.6	Type and Manufacturer of smoke detector(s) fitted.	
15.7	fire extinguisher system installed	
15.8	Is a ventilator system installed?	

16. Principle Radio and Avionics Equipment: Type and Manufacturer		
16.1	Flight management:	
16.2	Emergency locator transmitter (fixed)	
16.3	Emergency locator transmitter (potable)	

16.4	Cockpit voice recorder	
16.5	Tape reproducer	
16.6	VHF transceiver:	
16.7	HF transceiver:	
16.8	ACARS unit:	
16.9	SELCAL decoder:	
16.10	ADF receiver:	
16.11	ATC transponder:	
16.12	DME receiver:	
16.13	EGPWS computer:	
16.14	Radio altimeter:	
16.15	TCAS / T ² CAS computer:	
16.16	VOR /MRK receiver:	
16.17	Weather radar transceiver	

Proposed VIP/VVIP configuration

