

BIMAN BANGLADESH AIRLINES LIMITED

EVALUATION REPORT ON THE OFFERS RECEIVED AGAINST RFP NOTICE NO. DACPM/B777/140/2013/907 DATED 11 SEPTEMBER'13 FOR DRY LEASE OF TWO 777-200ER AIRCRAFT

1. INTRODUCTION

Biman Board of Directors in its 116th meeting held on 03 September 2013 decided to float an RFP for five years Dry lease of 02 (two) 777-200ER aircraft with some changes in the RFP Schedule as per recommendation of the Board Committee on Procurement of Aircraft. Per decision of the Board, Biman invited an RFP (Request for Proposal) for dry lease of 02 (two) 777-200ER aircraft for a period of 60 months. RFP Notice No. DACPM/B777/140/2013/907 dated 11 September 2013 was floated in the local dailies on 13, 15 & 16 September 2013 and in 'Flight International' Magazine in its issue of 24-30 September 2013. The RFP Notice and Schedule were also posted in the official website of Biman. Moreover, some Leasing Companies/Aircraft Suppliers were requested through e-mail to participate in RFP. The offers were opened on 03 October 2013.

2. TECHNO-FINANCIAL SUB-COMMITTEE AND ITS TERMS OF REFERENCE

As per decision of Biman Management, a "Techno-Financial Sub-Committee for procurement of Aircraft on Lease" has been formed/ re-constituted vide Office Order No. 17/2013, dated 13 May 2013. The composition of the Sub-Committee is as follows:

a. Composition of the Sub-Committee

Internal Officials

- | | |
|--|--------------------|
| i. Director Engineering & Material Management | - Chairman |
| ii. General Manager Corporate Planning | - Member |
| iii. Chief of Technical | - Member |
| iv. Chief Engineer | - Member |
| v. General Manager Legal Affairs | - Member |
| vi. General Manager Cost & Budget FMIS & MAE&S | - Member |
| vii. Dy. Chief Engineer (Engg. Planning) | - Member |
| viii. Dy. General Manager Corporate Planning | - Member |
| ix. Principal System Engineer (Propulsion) | - Member |
| x. Manager Planning (Fleet & Development) | - Member Secretary |
| xi. Manager EMP&P, BFCC | - Member |

External Officials

- | | |
|--|----------|
| i. Ministry of Civil Aviation & Tourism | - Member |
| ii. Bangladesh University of Engineering & Technology (BUET) | - Member |
| iii. In absence of any of the external officials mentioned above, member(s) to be invited either from Ministry of Finance or from Bangladesh Air Force (BAF) to fill-up the chair of the external members, but such member(s) will be considered as standby member(s). | |

The Chairman of the Techno-Financial Sub-Committee will nominate the external standby members, and may co-opt any official as a member of the Sub-Committee, if deemed necessary. At least two-third members including one outside member in attendance will constitute quorum of the sub-committee's meeting.

b. Terms of Reference (TOR) of the Sub-Committee is as under

- i. Carry out an evaluation of the offers for lease of aircraft and make a comparative study on technical and financial aspects of the offered aircraft;
- ii. Obtain clarification, if necessary, from the bidders regarding their offer(s)/ proposal(s) for the study;
- iii. Discuss with the bidders pertaining to their offers, if necessary;
- iv. Submit a report along with comparative study, techno-financial evaluation of offers for lease of aircraft and specific recommendation within the shortest possible time.

3. THE LEASING PROCESS

The RFP was invited from Airlines, Operators, Owners of Aircraft, Manufacturers and/or Leasing Companies for taking Dry Lease of 02 (two) 777-200ER aircraft powered by any engine for a period of sixty months. Any of the above qualified agencies or companies having aircraft of its own or legally authorized by the owner can only participate in the Lease process. General requirements of the RFP schedule along with mandatory terms & conditions are mentioned below:

	Particulars	Requirement
a.	Number and Type of Aircraft	02 (two) 777-200ER. Both aircraft must have similar configuration, similar type of engine and avionics.
b.	Nature & Period of Lease	60 (sixty) months Dry Lease
c.	Configuration	Two class standard configuration
d.	Age of the Aircraft	Aircraft should not be more than 15 years of age at the time of offer submission.
e.	'D'-Check or Heavy Maintenance Check	'D' Check or Heavy maintenance Check must not fall due during first one year of lease period from the date of commencement of lease. If 'D' Check/Heavy maintenance check is due in the second year, then the lessor must pay the difference between 'D' Check/heavy maintenance check cost and accumulated Maintenance Reserve.
f.	Authorization	If the Lessor is not owner of the aircraft, owner's authorization/mandate must be submitted prior to negotiation.
g.	Last date of Submission	Latest by 1000 hours LT (0400 hrs UTC) on 03 October 2013
h.	Commencement of Dry Lease	Mandatory by 1 st January 2014 Preferably by November 2013
i.	Preference	Aircraft from a single source. Offer for one aircraft will be acceptable. However, for selection of aircraft, the criteria at Sl No. 2(b) will be followed.

RFP schedule stipulated that non-compliance of any condition where the word must have been used will render the offer as non-responsive.

4. OPENING OF THE OFFERS

The following offers from 04 bidders were received by the Proposal Opening Committee (POC) on 03 October 2013 at 1000 hours BST (0400 hours UTC):

Sl.	Bidder	Type of Aircraft	MSN	Seat Capacity	YOM	Monthly Lease Rent US\$
01.	Egypt Air Holding Company	(02) 777-200ER	32629 32630	319 (12F+21B+286Y)	2001 2001	\$625,000
02.	Euro Atlantic Airways	777-200ER	28513	323 (30C + 293Y)	21 May 1998	\$695,000
03.	Standard Chartered	777-200ER 777-200ER	28529 28532	323 (30C/293Y) 285 (30C/255Y)	28 Feb' 2002 21 Jan' 2002	\$ 675,000 \$675,000
04.	Jessco Aviation Ltd (Steel Aviation Inc. USA)	777-200ER 777-200ER	26926 26927	376 two class 378 two class	27 Apr' 1998 13 Nov' 1997	\$1,625,000 \$1,550,000

A detailed comparative statement of the offers is attached with this report as Annex-A.

5. DETAILS OF THE SUBMITTED OFFERS:

A. M/s EGYPT AIR :

M/s Egypt Air offered two 777-200ER Aircraft MSN 32629: SU-GBX and MSN 32630 : SU-GBY, installed with PW4090-112 engines. Both the offered aircraft are being owned and operated by EGYPT AIR Holding Company and having Seat capacity of 3 Class Standard Configuration as 12F/C+21B/C+286 = Total 319 Pax. Manufactured in 2001, the airplanes are proposed to be delivered as scheduled in November 2013 or January 2014.

The proposed lease period of the two offered airplanes would be sixty months from the actual delivery date of each aircraft, although the bidder did not mention anything about the lease period. The point of Aircraft Delivery and re-delivery has been proposed as Cairo International Airport, Egypt. Both the Aircraft will be delivered fresh out of C Check, and the Galley facilities and arrangement as per current offered configuration.

Egypt Air confirmed that Major components which are 'On Condition' or 'Condition Monitored' shall be serviceable and all wheels and Brakes should have at least 50% remaining useful life. Egypt Air also confirmed that All Hard time components shall have minimum 2,000 FH or 500 FC or one year (whichever is limiting) until the next scheduled shop overhaul.

Engines and APU life limited parts shall have at least 1,000 flight cycles remaining, Engines shall have sufficient on-wing take-off EGT margin to allow soft life of at least 1000 cycles of operation, Major components installed on engines (EBU/LRU items) shall have a remaining life of at least 2,000 hours. AD's terminating action required up to the first 6 months of the lease period will be at lessor's cost and AD's terminating action if required during the lease period up to 6 months after the ending of lease period will be at the lessee's cost.

EGYPT AIR provided all information such as Aircraft Specification, Airframe Status, Engine Status, Landing Gears, APU & Maintenance Status per Annex-I of RFP. Below are the significant maintenance data provided with the offer:

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777-200ER; MSN 32629

Engine: PW4090

ESN 222029- TSN/CSN: 36,129/8,433; TLSV/CLSV: 2929/1301

ESN 222031- TSN/CSN: 39,969/9,299; TLSV/CLSV: 2,709/643

C Check - Performed Last C Check on 15 September 2012; Next due in April 2014

D Check - Performed Last D Check on 28 February 2011; Next due in April 2020

Landing Gears - Last Overhaul on February 2012; Next due in February 2022

The MTOW, MLW and MZFW quoted as 286897 Kg, 208,652 Kg, and 195,044 Kg respectively.

777-200ER; MSN 32630

Engine: PW4090

ESN 222030- TSN/CSN: 35,730/8,545; TLSV/CLSV: 4098/1552

ESN 222166- TSN/CSN: 32,432/7,560; TLSV/CLSV: 2,293/981

C Check - Performed Last C Check on 29 September 2012; Next due in May 2014

D Check - Performed Last D Check on 14 April 2011; Next due in May 2020

Landing Gears - Last Overhaul on November 2011; Next due in October 2021

The MTOW, MLW and MZFW quoted as 286897 Kg, 208,652 Kg, and 195,044 Kg respectively.

The Dry Lease rate per aircraft is quoted as US\$ 625,000.00 per month, while the maintenance reserve quoted is US\$ 1,400 per Hour.

Along with the offer, M/s EGYPT AIR submitted technical documents as requested in the RFP Schedule, with more specifically, the following documents have been submitted in respect to each aircraft MSN 32629 and MSN 32630: 1) Technical Specifications, 2) Markup of RFP Annex I and Annex II, 3) Certificate of Registration 4) Certificate of Airworthiness, 5) Noise certificate, 6) Radio Licence, 7) Back to Birth history of the installed component, 8) AD Status for both Airplanes and Engines, 9) Shop visit reports of all four engines.

B. M/s EURO ATLANTIC:

M/s Euro Atlantic Airways offered 01 (One) used B777-200ER Aircraft MSN 28513 with RB211-Trent 884-17 engines with Serial Numbers: 51139 and 51086 and with a cabin configuration of 30 Business class and 293 economy class seats currently under operation by Euro Atlantic Airways. The current registration of the aircraft is CS-TFM and the date of manufacture is 21 May 1998.

Per aircraft specification provided, MSN 28513 has accumulated total airframe hours 52,183 FH and total airframe cycles of 13,592 FC. MSN 28513 is powered by Rolls Royce Trent 884 engines, currently identified as Instituto de Aviacao Civil (INAC) from Portugal, registration CS-TFM, the aircraft shall have the Lessor standard configuration with 323 (30J+293Y) seats and up to 20 tons of cargo carrying capacity.

The current Owner, Operator & Lessor of the offered airplane MSN 28513 is Euro Atlantic Airways and the lease term is offered as 60 months from the date of operation.

M/s Euro Atlantic Airways provided some information on Aircraft Specification, Airframe Status, Engine Status, Landing Gears, APU & Maintenance Status per Annex-I of RFP. Below are the significant maintenance data provided with the offer:

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777-200ER; MSN 28513

Engine: RR211-Trent 884-17

ESN 51095- TSN/CSN: 46,296.92/10,146; TSO/CSO: 21305/3372; TLSV/CLSV: 9463/1477

ESN 51046- TSN/CSN: 42,694.92/10,731; TSO/CSO: 16710/3298; TLSV/CLSV: 16710/3298

C Check - Hours/Cycles since Last C Check at 2929/570; Next due at 4571/1928, No date

D Check - Hours/Cycles since Last D Check -Not mentioned; Next due in 25 December 2013

Landing Gears - Last Overhaul on March 2008; Next due in March 2018

The MTOW, MLW and MZFW quoted as 294835 Kg, 208,652 Kg, and 195,044 Kg respectively.

M/s Euro Atlantic Airways quoted the monthly lease rent and maintenance reserves as below:

a) Monthly lease rent for aircraft : USD 695,000.00

b) Maintenance Reserves:

Engine for FH/CY=8:1 USD 850/FH per engine

Airframe USD 65000/month

Landing Gear USD 19500/month

APU USD 85/FH

LLP USD 900/CYC per engine

Along with the offer M/s Euro Atlantic Airways submitted following documents / certificates:

a. Certificate of Registration; b. Certificate of Airworthiness; c. Certificate of Insurance; d. Aircraft Station license; e. Noise Certificate; f. Air Operator Certificate with Ops Spec.; g. Type Certificate data sheet.

C. M/s STANDARD CHARTERED:

M/s Standard Chartered Bank, London offered 2 X 777-200ER aircraft to Biman. In response to Biman RFP, Standard Chartered in a letter informed that Standard Chartered/Pembroke Capital Limited ("Pembroke" - a 100% subsidiary of Standard Chartered PLC) own these two (2) B777-200ER aircraft. Both the aircraft are 2002 vintage and are currently on lease to Singapore Airlines bearing Regn. No. 9V-SRK (MSN 28529) and 9V-SVH (MSN 28532).

M/s Standard Chartered provided information on Aircraft Specification, Airframe Status, Engine Status, Landing Gears, APU & Maintenance Status per Annex-I of RFP. Below are the significant maintenance data provided with the offer:

777-22ER; MSN 28529

Engine: RR Trent 892

ESN 51109- TSN/CSN: 47,742/11,292; TSO/CSO: 4131/943; TLSV/CLSV: 4131/943

ESN 51180- TSN/CSN: 46,070/11,274; TSO/CSO: 12073/3295; TLSV/CLSV: 12073/3295

C Check - Performed Last C Check on 07 September 2012; Next due in March 2015

D Check - Performed Last D Check on 07 September 2012; Next due in May 2017

Landing Gears - Last Overhaul on June 2011; Next due in June 2021

777-200ER; MSN 28532

Engine: RR Trent 892

ESN 51313- TSN/CSN: 37,680/10,159; TSO/CSO: 4240/1926; TLSV/CLSV: 4240/1926

ESN 51305- TSN/CSN: 46,881/10,280; TSO/CSO: 11629/1999; TLSV/CLSV: 11629/1999

C Check - Performed Last C Check on 03 February 2013; Next due in May 2014

D Check - Performed Last D Check on 03 February 2013; Next due in July 2015

Landing Gears - Last Overhaul on June 2011; Next due in June 2021

Each Aircraft shall have a maximum takeoff weight of 650,000 lbs and be equipped with two Rolls Royce Trent 892 engines, each with 91,600 lbs of thrust. The Aircraft will have passenger seat configuration of 30C/293Y (MSN28529) and 30C/255Y (MSN28532). The Standard Chartered indicated that there would be two individual Lessor named as Inishcorky Leasing Limited (for MSN28529) and Inishcannon Leasing Limited (for MSN28532), each an Irish incorporated and Irish tax resident company. Each Lessor shall endeavour to deliver the respective Aircraft on a date falling in end 2013 and/or early 2014 (but not later than April 2014), subject to availability and completion of the necessary pre-delivery maintenance.

The proposed lease period for the two offered airplanes would be sixty months from the actual delivery date of each aircraft. The point of Aircraft Delivery has been proposed as Singapore or such other location, but the Re-delivery shall be to a location notified by Lessor during documentation.

Filings with the International Registry maintained under the Cape Town Convention shall be made in respect of the lease agreement at Lessee's cost. It shall be a condition precedent to delivery that: (i) Lessee is registered as a transacting user entity with the International Registry; (ii) arrangements satisfactory to Lessor are in place for filings to be made in respect of its and its financier's Cape Town Convention interests immediately after delivery of the Aircraft; (iii) an IDERA is provided by Lessee and is lodged and acknowledged by the relevant aviation authority; and any other requirements as advised by legal counsel to the Lessor.

Lessee shall pay a Commitment Fee equivalent to six times the assumed rent (i.e. US\$ 4,050,000) payable per aircraft in cash as follows:

- (i) US\$1,000,000 per Aircraft payable upon signature hereof (the "Initial Commitment Fee");
 - (ii) US\$1,050,000 per Aircraft payable upon contract signature; and
 - (iii) the balance of US\$2,000,000 per Aircraft payable on the earlier of the first day of the scheduled month of delivery and the day falling five business days prior to the anticipated Delivery Date.
- The Commitment Fee shall be non-refundable. Upon expiry of lease term and return of aircraft and satisfactory completion of all the terms of lease, lessor shall return the Commitment Fee within three business days.

The Lease rent quoted as US\$ 675,000 per Aircraft per month, payable monthly in advance and fixed for the term, which fixed rental shall be calculated by reference to an assumed 4-year US dollar SWAP rate of 0.94% per annum, plus any additional cost to Standard Chartered Bank ("SCB") of borrowing US dollars in the London inter-bank market ("Cost of Funds").

Regarding maintenance during lease, the aircraft will be maintained by Lessee in accordance with Lessee's maintenance programme, but however, all maintenance and repair, including engine and component repair/ refurbishment/ overhaul, shall be carried out by a FAA or EASA part 145 approved repair station.

The Hull Insurance quoted in the offer is as US\$78,800,000 for MSN28529, and US\$84,100,000 for MSN28532 with a Deductible value of US\$ 250,000.00. The Aircraft shall be delivered to Biman in 'as-is, where is' condition, however, the offer specified certain delivery requirements in terms of Airframe, Engines, APU and Components. Similarly, the re-delivery conditions are also been specified in the offer as mirror conditions.

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Maintenance Reserve quoted in terms of each aircraft are as follows :

- Airframe: US\$38,000 per calendar month.
- Engines: US\$480 per engine, per engine flight hour flown.
- LLPs (Group A and B): US\$526 per engine flight cycle.
- Landing Gear: US\$10,500 per calendar month.
- APU: US\$75 per APU operating hour.

Rates are based on an average flight hour to cycle ratio of 5:1 and will be subject to annual increase of 3.5%. The rates may be further adjusted in light of operational and maintenance experience evidence that shows they are inadequate, or in the event that the engines are operated in a more onerous environment or at a higher thrust.

Along with the offer, M/s Standard Chartered submitted technical documents as requested in the RFP Schedule, with more specifically, the following documents have been submitted in respect to each aircraft MSN 28529 and MSN 28532: 1) Technical Specifications , 2) Markup of RFP Annex I and Annex II , 3) Certificate of Registration 4) Certificate of Airworthiness , 5) Noise certificate, 6) Radio Licence, 7) LOPA, 8) AD Report, 9) SB Listing, 10) Modification Listing, 11) Readiness Log.

D. M/s JESSCO AVIATION

M/s JESSCO Aviation on behalf of STEELE AVIATION INC. USA offered 02 (Two) 777-200ER aircraft MSN 26926 (Regn. N799UA) and MSN 26927 (Regn. N795UA) powered by Pratt & Whitney PW4077 engines. Both the aircraft was manufactured in April 1998 and November 1997. JESSCO Aviation only provided below information with the offer:

MSN 26926 / MSN 26927

Total Airframe Hours – 42,025 / 44,650

Total Airframe Cycles – 6,567 / 8,435

MTW – 643,000 Lbs

MTOW – 640,000 Lbs

MZFW – 440,000 Lbs

Monthly lease rent has been quoted US\$ 1,625,000.00 for MSN 26926 and US\$ 1,550,000.00 for MSN 26927 plus hourly maintenance reserve around US\$ 2,750.00 per aircraft.

M/s JESSCO Aviation did not provide any data / documents asked per RFP on:

- i) Technical Information of the offered Aircraft as per Annex-I such as:
 - a. Aircraft specification
 - b. Airframe Status in details
 - c. Engine Status in details
 - d. Landing Gears status
 - e. APU status
 - f. Maintenance status
 - g. Technical details
 - h. Information on Avionics Items
- ii) Documents of the offered Aircraft as per Annex-II
- iii) Delivery and re-delivery requirements
- iv) Information on Galley and Service Equipment etc

The bidder did not mention specifically the owner of the offered aircraft.

6. SUB COMMITTEE DISCUSSION:

The Techno Financial Sub-Committee had an elaborate discussion on all the 04 Offers received and found that out of them, the offer of M/s JESSCO Aviation may be considered as Non Responsive as they did not provide most of the data per RFP requirements including must requirements. For the remaining 3 offers of M/s Egypt Air, M/s Euro Atlantic Airways and M/s Standard Chartered, the Sub-Committee summarised that all these 3 bidders should be further communicated for having clarification/response and documentation before deciding on their offers. As such the Sub-Committee prepared a set of questionnaire and same were sent to the respective bidders on 13 October 2013. Queries to the bidders and response so received are mentioned below:

(a) M/s EGYPT AIR

01. In the offer EGYPT AIR provided data in respect of Biman RFP but did not mentioned any comments / offer on the following:

- a. Lease Term i.e. Lease period per Biman's requirement of 60 (sixty) months Dry Lease. 5 years lease term.
- b. Re-delivery conditions per RFP item 4.c.
"To be as delivery conditions with normal tear and wear."
- c. Aircraft Livery per RFP item 6: The aircraft shall be delivered with Biman's Livery as per Biman's specifications at Lessor's cost
"Aircraft shall be Delivered and Re-delivered in a white painted colour."
- d. Aircraft Delivery and Re-delivery Location.
"Cairo international airport."

Please give your comments / offer on the above.

02. Per RFP requirement Para- 4a, C-Check shall have to be carried out prior to commencement of lease. It is observed that-

- a. For MSN 32629, C-Check due in April 2014 and
- b. For MSN 32630, C-Check due in May 2014

Please mention about compliance of RFP Schedule requirement as to accomplishment of C-check prior to commencement of lease of these two aircraft.

"Both Aircraft will be delivered fresh of C Check."

03. Please specify whether the offered aircraft will have Galley facilities and arrangements as mentioned in RFP Schedule at Para-5 at the time of delivery.

"Galley facilities and arrangement as per current offered configuration."

04. Please confirm the following per RFP requirement at Para-4b (before commencement of dry lease):

- (a) Major components which are 'On Condition' or 'Condition Monitored' shall be serviceable.

"Confirmed."

- (b) All wheels and Brakes should have at least 50% remaining useful life.

"Confirmed."

- (c) All Hard time components shall have minimum 4,750 FH or 1,500 FC or one year (whichever is limiting) until the next scheduled shop overhaul. Components having an interval less than these intervals shall have full life remaining.

"All Hard time components shall have minimum 2,000 FH or 500 FC or one year (whichever is limiting) until the next scheduled shop overhaul. "

(d) Engines and APU life limited parts shall have at least 4,000 flight cycles remaining.

"Engines and APU life limited parts shall have at least 1,000 flight cycles remaining. "

(e) Engines shall have sufficient on-wing take-off EGT margin to allow soft life of at least 2000 cycles of operation.

"Engines shall have sufficient on-wing take-off EGT margin to allow soft life of at least 1000 cycles of operation. "

(f) Major components installed on engines (EBU/LRU items) shall have a remaining life of at least 4,000 hours.

"Major components installed on engines (EBU/LRU items) shall have a remaining life of at least 2,000 hours. "

(g) No terminating action requirement of any AD during the Dry Lease period.

"AD's terminating action required up to the first 6 months of the lease period will be at lessor's cost, and AD's terminating action if required during the lease period up to 6 months after the ending of lease period will be at the lessee's cost. "

05. Your offered aircraft is 3 class standard configurations of 319 (12F/C+21B/C+286) seats. Please mention whether MSN 32629 & MSN 32630 can be delivered with two class standard configuration per RFP requirement 2.e.

"NO. "

06. Per RFP requirement, Annex-I of RFP schedule, the following information is needed with regard to Aircraft Specification:

- a. Fuel burn per Block Hour on DAC-JED-DAC route with full payload (passenger weight is 120 kg with baggage).
- b. Cargo carrying capacity on DAC-JED-DAC route with full payload (passenger weight is 120 kg with baggage).

07. Per RFP requirement, Annex-II, the following documents are required:

- a. Valid Certificate of Airworthiness (C of A of one aircraft expired on 2nd October 2013 and same for other aircraft will be expired on 17th October 2013) – Please provide the up to date C of A
"will be provided."
- b. Type Certificate and Type Certificate Data Sheet,
"will be provided."
- c. Certificate regarding ownership of the aircraft duly notarized.
"will be provided."

(b) M/s EURO ATLANTIC:

01. It is understood from your offer that D-Check will not be due during the first two years of lease and the offered aircraft will be delivered with fresh out of C-Check. Please confirm our understanding and intimate us MRO & schedule of Checks.

We confirm is fresh out of C-Check (it will finish C-Check in December 2013 and no D-Check for 2 years.

02. Per RFP requirement Para-4b(i) -

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- (a) All wheels and Brakes should have at least 50% remaining useful life at the aircraft delivery. Please mention the status of above items of your offered aircraft and confirm compliance of RFP requirement.

Wheel	Tire (%)	Brake (cm)
1	50	1
2	50	3,5
3	40	0,8
4	75	4,7
5	45	4,2
6	80	6,4
7	90	3,2
8	50	1,7
9	80	5,7
10	80	0,5
11	75	4
12	90	0,7
13	95	N/A
14	70	N/A

- (b) Each Hard time components shall have a minimum of 4,750 hours or 1,500 flight cycles or one year (whichever is limiting) until the next scheduled shop overhaul. Please confirm that all Hard Time components meet the RFP requirement.

03. Per RFP requirement Para-4b(ii) -

- (a) Engines and APU life limited parts shall have at least 4,000 flight cycles remaining.

Please, refer to information provided in Annex - I.

- (b) Engines shall have sufficient on-wing take-off EGT margin to allow soft life of at least 2000 cycles of operation.

Please, refer to information provided in Annex - I.

- (c) Major components installed on engines (EBU/LRU items) shall have a remaining life of at least 4,000 hours.

Please, refer to information provided in Annex - I.

- (d) No Engine/APU will have a reduced inspection interval requirement for a condition of an installed component.

Please, refer to information provided in Annex - I.

04. Per RFP requirement Para-4c, Re-delivery conditions of the offered aircraft needs to be mentioned.

The aircraft shall be delivered with euroAtlantic colored Livery and is expected on its return after the Lease to be clean of decals and in white.

05. Please confirm on Galley & Service Equipment, Aircraft Livery and Aircraft Delivery & Redelivery Location per RFP para-5, 6 & 8.

The Aircraft shall have following Galley facilities and arrangements:

- 5.a. 04 (four) ship sets Galley Equipments and Inserts including Oven (with Inserts), Hot Cups/ Coffee Maker, Hot Jugs, etc.

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5.b. Sufficient facilities shall be available for providing 02 major and 01 minor meal for passengers and crew on long-haul routes like DAC-LHR & back, DAC-RUH & back

5.c. 04 (four) ship sets of Service Trays (50% 2/3 and 50% 1/2 trays) shall be provided.

The Aircraft shall be delivered at Dhaka at Lessor's cost.

The Aircraft shall be re-delivered at Dhaka at Lessor's cost.

06. Please provide Insurance Value of the aircraft, in details.

"AIRCRAFT THIRD PARTY, PASSENGER, BAGGAGE, CARGO, MAIL and AIRLINE GENERAL THIRD PARTY LEGAL LIABILITY for a combined single limit (Bodily Injury / Property Damage) of US\$ 1,000,000,000 any one occurrence, each aircraft, unlimited in all but in the annual aggregate in respect of Products Liability.

War and Allied Perils are also covered, in accordance with the Extended Coverage Endorsement (AVN52E) as contained in the Policy but this is limited to USD150,000,000 any one occurrence and in the annual aggregate except with respect to passengers to whom the full policy limit shall apply."

07. Please provide Engine Module Data per Annex-I (c).

Provided. Please, refer to information provided in Annex - I.

08. Please provide information on Avionics Items per Annex-I (h).

Provided. Please, refer to information provided in Annex - I.

(c) M/s STANDARD CHARTERED :

1) In your offer, it is mentioned that Standard Chartered Bank is the owner of the offered aircraft and Inishcorky Leasing limited & Inishcannon Leasing limited will be lessor of MSN-28529 & 28530 respectively. Please mention the relation between Standard Chartered Bank (Owner) and Inishcorky Leasing limited (Lessor) & Inishcannon Leasing limited (Lessor).

Response: Inishcorky Leasing Limited and Inishcannon Leasing Limited are wholly owned subsidiaries of Pembroke Capital Limited which is in turn a wholly owned subsidiary of Standard Chartered PLC

2) As per RFP schedule, commencement of lease will be mandatory by January 2014. In your offer, the delivery date is mentioned to be no later than April 2014. Please confirm availability of the aircraft by January 2014 since the aircraft is under lease with Standard Chartered Bank.

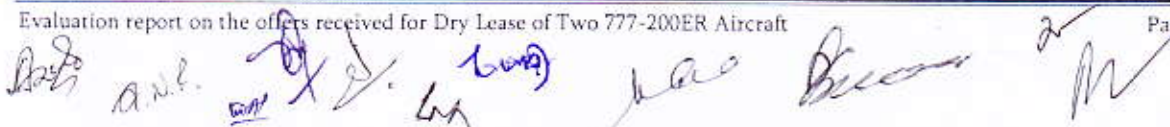
Response: The aircraft are currently on lease to Singapore Airlines (SQ). SQ have indicated that they may be willing to early terminate the existing leases and make the aircraft available in December 2013 or January 2014

3) Engine# 1 & 2

Please provide Engine Module data, updated Disk Sheet and last Shop Visit report for each engine.

Response: This will be sent in 4 separate emails

4) Per RFP requirement Para- 4a, the 'D' Check or Heavy maintenance Check must not fall due during the first one year of lease period from the date of commencement of lease. If D-



Check/heavy maintenance check is due in the second year, then the lessor must pay the difference between D-check cost and accumulated Maintenance Reserve. C-Check shall have to be carried out prior to commencement of lease. It is observed that-

- a. For MSN 28532, C-Check due in May 2014 and HMV/D-Check due in July 2015
- b. For MSN 28529, C-check due in March 2015

The offer stipulates in section - 13 that the aircraft would be delivered in 'as-is, where-is' condition, which is unlike the RFP Schedule requirement.

Please agree with the RFP Schedule requirement as to accomplishment of C-check before delivery and performance of HMV/D-Check is ensured per RFP.

Response: For both MSN28529 and 28532 C-checks will be completed prior to delivery of the aircraft to Biman. For MSN 28532 the HMV/D-Check is due in July 2015. Lessor will contribute to the cost of this check on the basis of utilization prior to delivery

5) Please confirm the following per RFP requirement at Para-4b :

- a. Major components which are 'On Condition' or 'Condition Monitored' shall be serviceable.
- b. All wheels and Brakes should have at least 50% remaining useful life.
- c. All Hard time components shall have minimum 4,750 FH or 1,500 FC or one year (whichever is limiting) until the next scheduled shop overhaul. Components having an interval less than these intervals shall have full life remaining.
- d. Engines and APU life limited parts shall have at least 4,000 flight cycles remaining.
- e. Engines shall have sufficient on-wing take-off EGT margin to allow soft life of at least 2000 cycles of operation.
- f. Major components installed on engines (EBU/LRU items) shall have a remaining life of at least 4,000 hours.
- g. No terminating action requirement of any AD during the Dry Lease period.

Response: Please note that all Delivery Conditions are specified in clause 13 of our covering letter dated October 2, 2013

6) Please specify whether the offered aircraft will have Galley facilities and arrangements as mentioned in RFP Schedule at Para-5 at the time of delivery.

Response: We confirm that, subject to cost and feasibility, the offered aircraft will have Galley facilities and arrangements in line with the RFP requirements

7) Per RFP requirement, Annex-I, an Aircraft Specification, the following information is needed:

- a. Fuel burn per Block Hour on DAC-JED-DAC route with full payload (passenger weight is 120 kg with baggage).
- b. Cargo carrying capacity on DAC-JED-DAC route with full payload (passenger weight is 120 kg with baggage).

Response: As an operating lessor we do not have this data at hand. However we will check with Boeing and revert

8) Please provide Certificate of Airworthiness for MSN-28532

Response: This was included in our submission dated October 2, 2013 but we have reattached the document to this email

7. FINDINGS OF THE SUB COMMITTEE :

The Sub Committee reviewed the response of all the 3 bidders and evaluated their offers. Findings of the Sub-committee with respect to the offers of Egypt Air, Euro Atlantic and Standard Chartered are mentioned below:

A. M/s EGYPT AIR

- (i) Both MSN 32629: SU-GBX and MSN 32630 : SU-GBY are owned by EGYPT AIR Holding Company, which were manufactured in 2001.
- (ii) The re-delivery condition of the airplanes to be as delivery conditions with normal tear and wear.
- (iii) Aircraft shall be delivered and re-delivered in white painted colour and delivery & re-delivery location is Cairo International Airport.
- (iv) Although C-Check due in April 2014 on MSN 32629, and C-Check due in May 2014 on MSN 32630, but both Aircraft will be delivered fresh out of C Check per RFP requirement Para- 4a.
- (v) EGYPT Air offered both the aircraft with Galley facilities and arrangement as per current offered configuration.
- (vi) EGYPT Air confirmed that -
 - Major components which are 'On Condition' or 'Condition Monitored' shall be serviceable;
 - All wheels and Brakes should have at least 50% remaining useful life;
 - All hard time components shall have minimum 2,000 FH or 500 FC or one year (whichever is limiting) until the next scheduled shop overhaul. Egypt Air also submitted huge data with hard times for all these components, the subcommittee performed a sampling evaluation, and found that many hard time components are found to be in much higher status than the offered minimum;
 - Engines and APU life limited parts shall have at least 1,000 flight cycles remaining; in practice they have a much higher remaining cycles. Egypt Air also submitted huge data with hard times for all these components, the subcommittee performed a sampling evaluation, and found that many hard time components are found to be in much higher status than the offered minimum;
 - Engines shall have sufficient on-wing take-off EGT margin to allow soft life of at least 1000 cycles of operation. Egypt Air also submitted huge data with hard times for all these components, the subcommittee performed a sampling evaluation, and found that many hard time components are found to be in much higher status than the offered minimum;
 - Major components installed on engines (EBU/LRU items) shall have a remaining life of at least 2,000 hours.

Egypt Air also submitted huge data for all these components. The Sub-committee performed a sampling evaluation, and found that many hard time components are found to be in much higher status than the minimum they offered;

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However, for verification of all hard time components life, as well as remaining cycles for Engine & APU, the Sub Committee opined to check all data & documents in details during Inspection of the aircraft and documents.

- (vii) Both the offered aircraft is similar standard configurations of 319 (12F/C+21B/C+286) seats with 3 class.
- (viii) EGYPT Air is required to provide following documents:
 - Valid Certificate of Airworthiness (C of A)
 - Type Certificate and Type Certificate Data Sheet,
 - Certificate regarding ownership of the aircraft duly notarized.
- (ix) The Landing Gear overhaul would be due in February 2022 for MSN 32629 and October 2021 for MSN 32630.
- (x) The Last D –Check performed on 28 February 2011; next due in April 2020 for MSN 32629. Similarly, for MSN 32630, Last D –Check performed on 14 April 2011 while next due would be in May 2020.
- (xi) Both the aircraft powered by PW 4090 Engines with following status:
For MSN 32629: ESN 222029- TLSV/CLSV: 2952/1314
ESN 222031- TLSV/CLSV: 1,732/656
For MSN 32630: ESN 222030- TLSV/CLSV: 4,133/1558
ESN 222166- TLSV/CLSV: 2,329/987
- (xii) M/s EGYPT Air offered monthly lease rent US\$ 625,000.00 per aircraft and the total maintenance reserve US\$ 1,400 per Hour per aircraft.

Considering the above findings, the Sub-Committee concluded that the offer of M/s EGYPT Air meet the RFP mandatory requirement and most of the other RFP requirements. Therefore, the Sub-Committee considered the offer of M/s EGYPT Air as Responsive.

B. M/s EURO ATLANTIC:

- (i) The offered aircraft was manufactured on 21st May 1998 and age of the aircraft is 15 years 4 months. This does not meet the RFP requirement.
- (ii) M/s Euro Atlantic offered single aircraft. For 02 (two) 777-300ER, both aircraft MUST have similar configuration, similar type of Engine and Avionics. As no other single aircraft offer was received, for selection of single aircraft from M/s Euro Atlantic, the MUST requirement will not meet.
- (iii) M/s Euro Atlantic Airways confirmed that the aircraft will be delivered with fresh out of C Check and no D-Check is due for two years. But from the offer it appears that D-Check/Heavy Check will be performed in December 2013. M/s Euro Atlantic was asked to provide the MRO information and schedule of Check but they did not provide appropriate response.
- (iv) Approximately 50 ea HT Components do not meet RFP Requirement, they were asked to confirm that all Hard Time components meet the RFP requirement but they did not responded.
- (v) Brakes and wheels do not meet RFP Requirements. Brakes: 5 Ea > 50 % remaining
Wheels: 5 ea > 50 % remaining

- (vi) Engine #1: 5 ea LLP do not meet RFP requirements; Engine #2 : 7 ea LLP do not meet RFP requirements; they were asked to confirm on Engine / APU life limited parts to meet the RFP requirement Para-4b(ii), but they did not further provide any information.
- (vii) M/s Euro Atlantic was asked to mention the re-delivery condition per RFP requirement 4c, but they did not respond to it.
- (viii) The Landing Gear overhaul would be due in March 2018.
- (ix) The aircraft powered by Trent 884-17 Engines with following status:

For MSN 28513:	ESN 51095- TLSV/CLSV: 9463/1477
	ESN 51046- TLSV/CLSV: 16710/3298

The engine performance does not appear to be good.
- (x) The APU is in serviceable condition, which accumulated 4205 AH/ 1850 AC.
- (xi) Both delivery and redelivery of the aircraft will be at Dhaka airport.
- (xii) Aircraft would be delivered with Euro Atlantic livery and is expected on its return after the lease to clear of decals and in white.
- (xiii) The lessor will endeavour to provide spare engine support subject to providing separate financial terms & conditions for the spare engine.
- (xiv) M/s Euro Atlantic offered Dry Lease rate US\$ 695,000.00 per month and proposed maintenance reserve as follows:

Engine for FH/CY=8:1	USD 850/FH per engine
Airframe	USD 65000/month
Landing Gear	USD 19500/month
APU	USD 85/FH
LLP	USD 900/CYC per engine

Considering the above findings and due to non-compliance of the MUST requirement of RFP, the Sub-Committee considered the offer of M/s EURO ATLANTIC Airways as Non Responsive.

C. M/s STANDARD CHARTERED :

- (i) The offer of M/s Standard Chartered do not meet the RFP Must requirement of aircraft delivery mandatorily in January 2014. Delivery of aircraft as per RFP requirement depends on Singapore Airlines (SQ) intention to the early termination of current lease of the offered aircraft.
- (ii) With the current status provided and the delivery conditions mentioned in the bid offer as that, no Engine shall have consumed, since its last Engine Performance Restoration, more than 75% of the Engine Performance Restoration Interval and each Major Module of each Engine and each LLP of each Engine shall have sufficient remaining cycles until the next scheduled Engine Performance Restoration under the EMP, the condition and status of engine at the time of delivery cannot be ascertained, as such the sub-committee considered this as not complied. There is no guarantee that these engines and/or the currently installed modules will be redelivered with the aircraft. Under such uncertain conditions, the sub-committee opined that evaluation is critical to ascertain the status of engines.

10. RECOMMENDATION:

01. On the basis of technical and financial evaluation above, the subcommittee has found the offer of M/s Egypt Air as Responsive.
02. The evaluation has been carried out based on the information and documents submitted by the bidders. Aircraft physical inspection and documents check to be carried out by a Team from Biman prior signing of the Dry Lease Agreement and payment.
03. For verification of the remaining hard time components life, as well as remaining cycles for Engines, APU & Landing Gear, the Sub Committee recommends to check all data & documents in details during Inspection of aircraft and the documents.
04. The negotiation committee for agreement finalization may negotiate with M/s EGYPT Air for further improving the Dry Lease rental and maintenance reserve rates, and the remaining life of all life limited parts/components in the aircraft, engine, APU and Landing Gear.

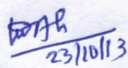



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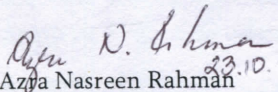
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11. CONCLUSION

In view of above, the offer of M/s Egypt Air is found responsive and the other three offers are found non-responsive out of four offers received in response to Biman's RFP for dry lease of two B777-200ER.

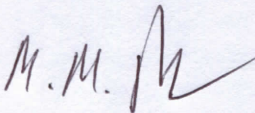

23/10/13
Kamal Uddin Ahmed
Manager (EMP&P), BFCC

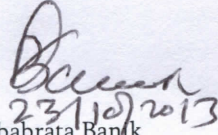

GM Iqbal
Principal System Engineer (Propulsion)

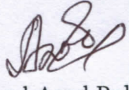

23.10.2013
Azza Nasreen Rahman
For General Manager, Legal Affairs

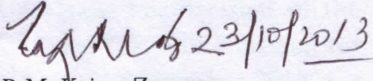
On leave
C. M. Khairul Alam
General Manager, Cost & Budget (Acting)

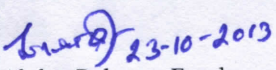
ocs
Hassan Imam
Chief of Technical

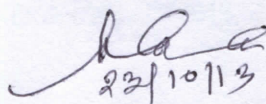

Prof. M. Mahbubur Razzaque
Professor, BUET

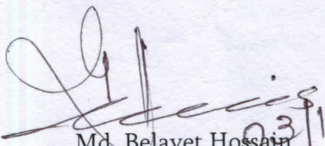

23/10/2013
Debabrata Bank
Chief Engineer


Mohammad Azad Rahman
Manager Planning (Fleet & Dev.)

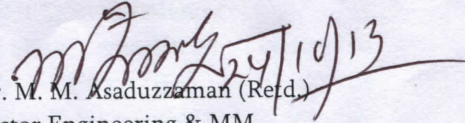

23/10/2013
A.R.M. Kaiser Zaman
Dy. Chief Engineer (Engg. Planning)


23-10-2013
Mohd. Abdur Rahman Faruky
Dy. General Manager Corporate Planning


22/10/13
A.S.M. Monjur Emam
Controller of Accounts


23/10/13
Md. Belayet Hossain
General Manager Corporate Planning

ocs
Md. Nayeb Ali Mondal
Dy. Secretary, Ministry of Civil Aviation & Tourism


24/10/13
Wing Cdr. M. M. Asaduzzaman (Retd.)
Director Engineering & MM
&
Chairman of the Sub-Committee

COMPARATIVE STATEMENT ON RECEIVED OFFERS FOR TAKING OF 02 (TWO) 777-200ER ON DRY LEASE

	EGYPT AIR (1)	EURO ATLANTIC (2)	STANDARD CHARTERED (3)	JESSCO AVIATION (4)
01. Number and Type of Aircraft	Two 777-200ER	One 777-200ER	Two 777-200ER	Two 777-200ER
02. Manufacture Serial Number (MSN) & Registration	MSN 32629: SU-GBX MSN 32630: SU-GBY	MSN 28513: CS-TFM	MSN 28529: 9V-SRK MSN 28532: 9V-SVH	MSN 26926: N799UA MSN 26927: N795UA
03. Age of the Aircraft (should not be more than 15 years i.e. October 1998)	2001 2001	21 May 1998 15 years 4 months	28/02/2002 21/06/2002	27-04-1998 13-11-1997 Age of both the aircraft is more than 15 years
04. Name of the Lessor	EGYPT AIR Holding Company	EURO Atlantic Airways	Inishcorky Leasing Limited (MSN28529) & Inishcannon Leasing Limited (MSN28532) [wholly owned subsidiaries of Standard Chartered PLC]	Not mentioned Steele Aviation Inc is the Principal Negotiator
05. Name of the Owner	EGYPT AIR Holding Company	EURO Atlantic Airways	Standard Chartered/ Pembroke Capital Limitd-100% subsidiary of Standard Chartered	Not mentioned
06. Name of Last/Current Operator	EGYPT AIR Holding Company	Euro Atlantic Airways	Singapore Airlines	United Airlines
07. Lease Term	Not provided	60 months	60 months	60 Months
08. Seat Configuration/ LOPA Must have similar configured Aircraft	319 (12F/C+21B/C+286) 3 Class Standard Configuration	323 (30C + 293Y)	CAPE-TOWN CONVENTION & IDERA AS CONDITION PRECEDENT Two class 323 (30C/293Y) Two class 285 (30C/255Y) Not Similar Configuration	
09. Representation and Authorization / Mandate	EGYPT AIR is the Owner	Euro Atlantic Airways is the owner	Standard Chartered is the owner	Authorization given by Steel Aviation

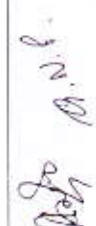
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	EGYPT AIR (1)	EURO ATLANTIC (2)	STANDARD CHARTERED (3)	JESSCO AVIATION (4)
10. Delivery Schedule	November 2013 or January 2014	Latest January 2014	End 2013 and/or early 2014 (but not later than April 2014)	Not mentioned in the offer but available immediately shown in aircraft specification
11. Aircraft Flight Hour	39330 FH 38974 FH	52,183.92 FH	38,593 FH 51,609 FH	42,025 44,650
12. Aircraft Flight Cycle	9077 FC 9355 FC	13,592 FC	11,876 FC 7,503 FC	6,567 8,435
13. Aircraft from single source and sister ship aircraft (Preference)	Single Source	Single aircraft offered	Single Source Not similar seat configured	Single Source
14. D check/HMV check (Must not fall due during first one year)	MSN 32629 - Apr 20 MSN 32630 - May 20	D-Check will be performed in December 2013 This is partial D-Check and will be completed with C- Check LHT, March 2012	MSN 28529 - May 17 MSN 28532 - July 15	No data Provided
15. Last C check Performed	MSN 32629 - 15-09-12 MSN 32630 - 29-09-12	Provided	MSN-28529 - 7 th Sept 12 MSN-28532 - 3 rd Feb 13	No data Provided
16. Aircraft Data per Tender Sched requirement 4b(i) Each a/c to be fresh out of 'C' check	Provided MSN 32629 - Next C Check- due on Apr 14 MSN 32630 - Next C Check- due on May 14 Both Aircraft will be delivered fresh out of C Check	Provided	Provided	No data Provided
Valid C of A	Provided MSN 32629 - 02-10-13 MSN 32630 - 17-10-2013	Provided	For both MSN28529 and 28532 C-checks will be completed prior to delivery of the aircraft to Biman	No data Provided
Major components shall be serviceable	Data Provided Confirmed per RFP Requir.	Data provided but could not meet RFP requirements	28 th February 2014 (28529) 20 th June 2014 (28532)	Not Provided
Landing Gear next O/H due date/cycle	MSN 32629 - Feb2022 MSN 32630 -Oct 2021	NLG - 28th Feb 2018 LMLG - 2nd March 2018 RMLG - 4th March 2018	all Delivery Conditions are specified in clause 13 MSN-28529 - 13th Jun 2021 MSN-28532 - 1st Jun 2022	Not Provided
Wheel & Brakes status	Confirmed per RFP Requir.	Data provided but could not meet RFP requirements	Not Mentioned	Not Provided







	EGYPT AIR (1)	EURO ATLANTIC (2)	STANDARD CHARTERED (3)	JESSCO AVIATION (4)
17. Hard time components (4750 hrs or 1500 cycle)	Data Provided <i>All Hard time components shall have minimum 2,000 FH or 500 FC or one year (whichever is limiting) until the next scheduled shop overhaul but found minimum 3228 FH in submitted documents which need to be verified during physical inspection by Biman Team</i>	Data provided but could not meet RFP requirements	Provided	Not Provided
18. Engine & APU Data per Tender Schd requirement 4b(ii)	Data Provided	Data provided but could not meet RFP requirements	Data provided but could not meet RFP requirements	Not Provided
Engine/APU (Shall have 4000 cycle remaining)	Data Provided <i>Engines and APU life limited parts shall have at least 1,000 flight cycles remaining but found minimum 3449 FC remaining in submitted documents which need to be verified during physical inspection by Biman Team</i>	Data provided but could not meet RFP requirements	all Delivery Conditions are specified in clause 13 of offer	Not Provided
On-wing take off EGT (allow soft life of at least 2000 cycle)	Data Provided <i>Engines shall have sufficient on-wing take-off EGT margin to allow soft life of at least 1000 cycles of operation which need to be verified during physical inspection by Biman Team as the value is more in submitted document</i>	Data Not Provided	all Delivery Conditions are specified in clause 13 of offer	Not Provided





	EGYPT AIR (1)	EURO ATLANTIC (2)	STANDARD CHARTERED (3)	JESSCO AVIATION (4)
	<p>Data Provided</p> <p><i>Major components installed on engines (EBU/LRU items) shall have a remaining life of at least 2,000 hours which need to be verified during physical inspection by Biman Team as the value is more in submitted document</i></p>	Data Not Provided	all Delivery Conditions are specified in clause 13	Not Provided
No terminating action requirement of any AD	<p>Data Provided</p> <p>AD's terminating action required up to the first 6 months of the lease period will be at lessor's cost and AD's terminating action if required during the lease period up to 6 months after the ending of lease period will be at the lessor's cost</p>	Data Provided	all Delivery Conditions are specified in clause 13	Not Provided
19. Redelivery Conditions: To be mentioned by the bidder in details	To be as delivery conditions with normal tear and wear	Not Mentioned	Provided all Delivery Conditions are specified in clause 14 of offer	Not Provided
20. Galley and Service equipment	Galley facilities and arrangement as per current offered configuration	Agreed		Not Provided
21. Aircraft Livery	<i>Aircraft shall be Delivered and Re-delivered in a white painted colour</i>	The aircraft shall be delivered with Euro Atlantic colored Livery and is expected on its return after the Lease to be clean of decals and in white	such paint scheme is not considered by Lessor	Not Provided
22. Aircraft Delivery & Redelivery Location	Cairo International Airport	The Aircraft shall be delivered & redelivered at Dhaka at Lessor's cost	Delivery shall be at Singapore or such other location as Lessor may advise. A/C shall be re-delivered to a location to be notified by Lessor.	Not Mentioned







		EGYPT AIR (1)	EURO ATLANTIC (2)	STANDARD CHARTERED (3)	JESSCO AVIATION (4)
23.	Monthly Lease Rent	\$625,000	US\$ 695,000 per month	US\$675,000 per Aircraft per month	\$1,625,000/month \$1,550,000/month
24.	Maintenance Reserve Engine Engine LLP Airframe Landing Gear APU	\$1,400 PER HOUR	\$850.00 per engine per BH \$900.00 per engine per FC \$65,000 Per Month \$19,500 Per Month \$85.00 per FH Engine (each): FH/CYC=8:1 USD850/FH	\$480.00 per engine per FH \$526.00 per engine cycle \$38,000.00 per month \$10,500.00 per month \$75.00 per APU hr Rates are based on cycle ratio 5:1 and will be subject to annual increase of 3.5%	Hourly maintenance reserve around \$2,750.00
25.	Security Deposit			Commitment fee equivalent to six times the assumed rent (i.e. US\$4,050,000) payable per Aircraft in cash Details are in clause 8	
26.	Insurance value	US\$1,250,000,000	US\$ 1,000,000,000	Hull: US\$78,800,000 (MSN28529) / US\$84,100,000 (MSN28532)	Not Provided
27.	Spare Engine Support	Not mentioned	Lessor will endeavor to provide spare engine support. Financial terms & conditions including daily usage and maintenance reserves for spare engine will be presented separately. Agreed	Not Mentioned	Not mentioned
28.	Offer should remain valid for 120 days	Agreed	Agreed	On or before 30 November 2013, subject to availability of the aircraft	Not mentioned
29.	Aircraft specification per Annex I (a)	Data provided	Data provided	Supporting data provided	Partial data Provided








	EGYPT AIR (1)	EURO ATLANTIC (2)	STANDARD CHARTERED (3)	JESSCO AVIATION (4)
30. Aircraft Type, MSN, Year of Manufacturing, Registration Number of the aircraft and Country of Registration	Supporting data provided	Supporting data provided	Supporting data provided	Partial data Provided
Range	Extended Range	10740 NM	7,725 NM	Not Provided
31. MTOW, MLW, MZFW, OEW, Basic Weight, Payload, Fuel Capacity	MTOW-286897 Kg, MLW-208,652 Kg, MZFW-195,044 Kg, OEW- 137,050 Kg, Basic weight- 137,500 Kg,	MTOW-294835 Kg, MLW-280,652 Kg, MZFW-195,044 Kg, OEW- 140,840 Kg, Basic weight- 142455 Kg, Payload-54204 Kg, Fuel Capacity-137,487 Kg	(MTOW) 555K lbs (Return as 650Klbs), (MLW) 460K lbs, (MZFW) 430Klbs, (Basic Weight) 303K lbs, (Fuel Capacity) 303k lbs	
32. Seat Configuration with LOPA	319 (12F/C+21B/C+286) LOPA provided	30C + 293Y	30 Bus / 293 Econ 30 Bus / 255 Econ	Not mentioned
Cargo carrying capacity on DAC-JED-DAC route with full payload (passenger weight is 120 kg with baggage).	Not mentioned	15444 Kg	Not known	Not Provided
Number and size of pallets FWD cargo AFT cargo	6,96*125 or 6,88*125	PMC / PAG / PIP 6 Pallets Not Applicable	All Variations applicable per detailed spec	Not Provided
Number and size of container FWD cargo AFT cargo	FWD – 18 LD AFT – 14 LD	ULD2 (DPE)/ ULD3 (AKE) 18 14	All Variations applicable per detailed spec	Not Provided
33. AIRFRAME STATUS per Annex I (b)	Provided 39330 FH / 9077 FC 38974 FH / 9355 FC	Provided 52183.92 FH / 13592 FC	38,593 FH/ 11,876 FC 51,609 FH / 7,503FC	42,025 FH / 6,567 FC 44,650 FH / 8,435 FC
34. Aircraft Hours/Cycles since last 'C' check	829 FH / 180 FC 1083 FH / 450 FC	2929 FH / 570 FC	37,054 FH / 11,242 FC 50,912 FH / 7,404 FC	Not Provided

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	EGYPT AIR (1)	EURO ATLANTIC (2)	STANDARD CHARTERED (3)	JESSCO AVIATION (4)
35.	ENGINE STATUS per Annex I (c)	Data Provided	Provided	Partial data Provided
	Engine S/N	Provided	Provided	Not Provided
	Engine TSN/CSN	Provided	Provided	Only FH provided
	Engine TSO/CSO	Provided	Provided	Not Provided
	Engine TSLV/CSLV	Provided	Provided	Not Provided
	Brief Description of job done on engine during last shop visit	Shop visit report provided for both engines of both aircraft	To be provided at delivery	Not Provided
	First Life Limiter	Provided	To be provided at delivery	Not Provided
	EGT Margin at Take Off - In Test Cell - On Wing	On Wing - 42° / 45° On Wing - 39° / 46°	Test Cell not known, on wing is 40/ 45°C	Not Provided
36.	Engine Module Data per Annex I (c)	Data Provided	Data provided	Not Provided
37.	Landing Gear per Annex I (d)	Data Provided	Data provided	Not Provided
38.	APU Data per Annex I (e)	Data Provided	Data Provided	Not Provided
39.	Aircraft Maintenance Status per Annex I (f)	Data Provided	Data Provided	Not Provided





	EGYPT AIR	EURO ATLANTIC	STANDARD CHARTERED	JESSCO AVIATION
	(1)	(2)	(3)	(4)
40. Other Technical Details per Annex I (g)	Data Provided	Data Provided	Data g i. Provided; g ii. Full details have not been made available, require more time upon request	Not Provided
41. Information on Avionics Items per Annex I (h)	Data Provided	Data Provided	Full details have not been made available, require more time upon request	Not Provided
42. Documents per Annex II (A)	Most of the Documents Provided	Most of the Documents Provided	Provided	Not Provided
43. Payment Schedule			(i) US\$1,000,000 payable upon signature; (ii) US\$1,050,000 payable upon contract signature; and (iii) the balance of US\$2,000,000 payable on the earlier of the first day of the scheduled month of delivery and the day falling five business days prior to the anticipated Delivery Date.	
Bidder Technical Status	Responsive	Non-responsive	Non-responsive	Non-responsive

For A.V.C. *[Signature]*
[Signature]

[Signature] *[Signature]*