



**Nepal Airlines Corporation (NAC)  
Kantipath, Kathmandu  
Nepal**

Request for Proposal (RFP)  
for  
Purchase of Two A330-200 Jet Aircraft  
with  
Rolls Royce Trent 772B

First Date of Publication: 26<sup>th</sup> September 2016

Last Date of Submission: 9<sup>th</sup> November 2016

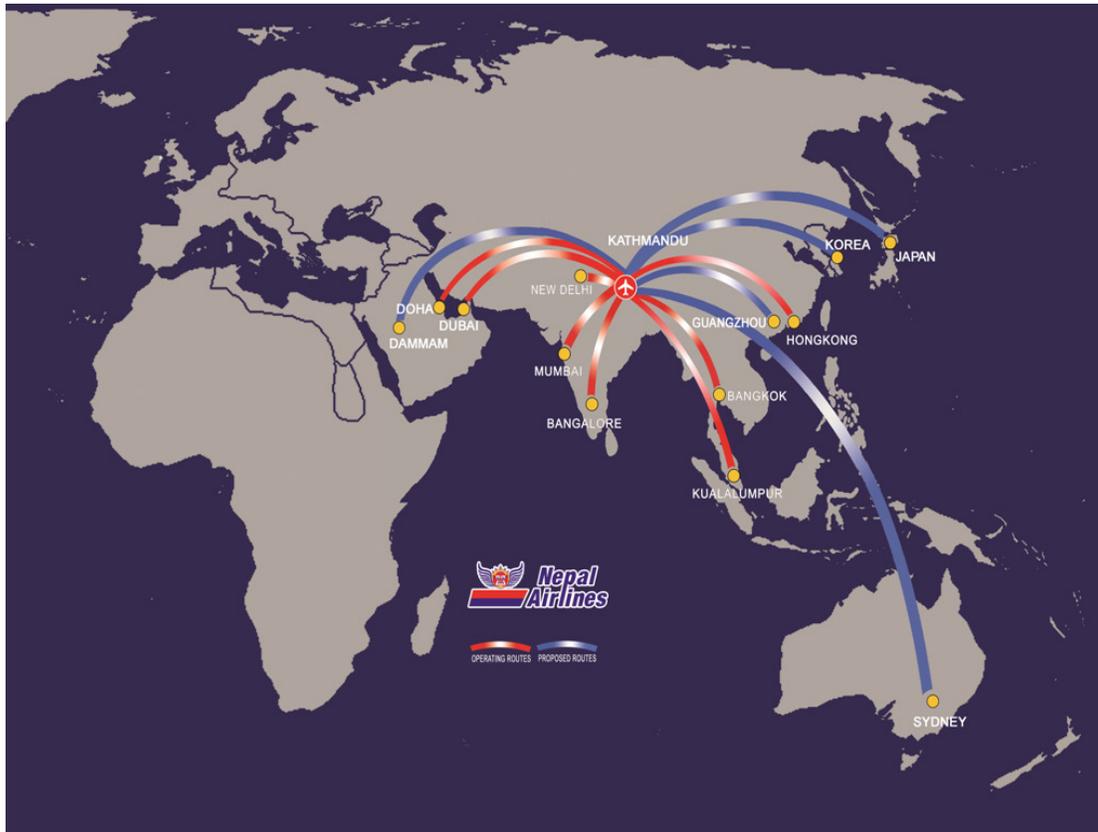
Nepal Airlines Corporation(NAC) a national flag carrier, fully owned by Government of Nepal, having its headquarter at Kathmandu invites Sealed Offer from Aircraft Manufacturing Companies, Airlines, Aircraft leasing companies and Bankers for purchase of Two A330-200 jet Aircraft as specified in RFP. Offer must reach at the Office of the Managing Director, Nepal Airlines Corporation, Kantipath, Kathmandu, Nepal in the Office hours within Forty-Five (45) days from the date of first publication of this notice. Offer received after above mentioned date will not be accepted. For detail RFP, please visit website in Notice/Announcement section

<http://www.nepalairlines.com.np>

RFP document is also available at the Office of the Managing Director during office hours which can be provided upon written request from the interested parties. NAC reserves all rights to accept or reject all or any offers received without giving any reason whatsoever.

Nepal Airlines Corporation

Request for Proposal (RFP)  
Document For the  
Purchase of Wide Body Aircraft A330-200



Kathmandu  
26<sup>th</sup> September 2016

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## Nepal Airlines Corporation

### Request for Proposal (RFP) For the Purchase of A330-200 Wide Body Aircraft

#### INTRODUCTION

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##### 1. **BACKGROUND**

Nepal Airlines Corporation (NAC) was established in the year 1958 AD as the national flag carrier of Nepal. The airline started its operation with one Dakota aircraft. With the introduction of two B727-100, two B757, three Avro, eleven Twin Otters, the fleet strength reached 18 aircrafts in the year 1990. But, currently NAC has only two B757s, two A320, four Twin Otters, one MA60 and one Y12E aircraft in operation.

NAC has plan to establish the airline as a reliable national flag carrier with aggressive marketing. Enhancing service quality and overall performance of the organization is in the offing with innovative ideas and development of managerial and leadership skills among the senior executives.

The trend of international passenger movement for the last 12 years has seen a growth of 12% on average per year and the trend is expected to grow in the future. This upward trend shows that air travel is a very important part of the Nepalese economy. In line with NAC's focus on safety, quality, punctuality and reliability, the organization's current strategy is fleet and route expansion to capture the growth trend of the market.

##### 2. **PURPOSE**

Nepal Airlines wish to conduct an evaluation of proposals made by the aircraft manufacturing companies, Airlines, Aircraft leasing companies, Bankers for EASA/FAA type-certificated wide body A330-200 aircraft as per the ground rules given in this RFP.

##### 3. **RFP DOCUMENT**

The purpose of this RFP document is to present the requirements of Nepal Airlines and to invite technical and financial proposal from the aircraft manufacturing companies, Airlines, Aircraft leasing companies, Bankers for the purchase of these aircraft. The bidders are asked to complete all information and submit in sealed documents to NEPAL AIRLINES Head Office.

Documents should be submitted to the office of the Managing Director in the following address:

Addressed to: Mr. SUGAT RATNA KANSAKAR  
Managing Director  
Address: NEPAL AIRLINES CORPORATION  
Kantipath, Kathmandu, Nepal  
Last Date of submission: 9th November 2016

Opening of proposals – 10th November 2016 at 13:00 hrs (In case the day happened to be public holiday, it will be opened on next office day at 13:00 hrs).

SEALED ENVELOPE TO BE MARKED: 'NAC A330-200 WIDE BODY JET PROPOSAL'.

4. **NUMBER OF AIRCRAFT**

Aircraft	No. of each	Engine Type
Wide Body Aircraft A330-200	2 Firm	Rolls-Royce Trent 772B

5. **INDUCTION SCHEDULE**

September 2017 :1 A330-200 Wide body aircraft  
March 2018 :1 A330-200 Wide body aircraft

## PART I: NEPAL AIRLINES GROUND RULES

### SECTION A - INTERIOR CONFIGURATION

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Please provide interior proposal for a two class configuration (Business Class/ Economy Class) based on the following guidelines. This layout should be detailed and show station designations, seats abreast, dimensions of seats, aisles and number of galley carts that are provided.

**1. Flight Hours/Cycle since New (CSN) of the proposed aircraft**

Minimum age of the proposed aircraft should not be more than 1000 flight hours since new and date of manufacture should not be before January, 2014.

**2. Seat Mix**

a) Passenger seats

Business class (2-2-2) abreast	12-18
Economy Class (2-4-2) abreast	238-262
Total Seats capacity	250-280

b) Cockpit Jump Seat required: Minimum TWO Seats

c) Seat Pitch

Business Class	(inch)	40-60
Economy Class	(inch)	30-36 with minimum 18" seat width.

Seat in the business class should be full-flat

**3. Lavatories**

Business Class	(pax / lav)	10 to 18:1
Economy Class	(pax / lav)	30 to 45:1

**4. Galley**

Each passenger class shall be equipped with its own galley(s): interclass access is to be avoided as far as possible. Adequate work area shall be provided for cart galleys.

Business Class	(Carts / pax)	0.30 to 0.375:1
Economy Class	(Carts / pax)	0.07 to 0.15:1

**5. Closets**

Please provide closet space available per Business class passenger.

**6. Cabin Attendant Seats**

Cabin Crew seat requirements based on the passenger seat configuration:

Crew seats	11-14
Crew rest facility	<ul style="list-style-type: none"> <li>• 11-14 cabin crew (preferably LDMCR)</li> <li>• For two cockpit crew</li> </ul>

**7. Usable Volume:**

Please provide the usable volume of:

- Overhead bins and structural weight limit
- Forward cargo volume and structural weight limit
- Aft cargo volume and structural weight limit

Total overhead bin volume should be indicated plus availability as standard cabin.

**8. In-flight Communication and Entertainment**

The Business (Shangri-La) class and Economy class seats shall have their own independent entertainment equipment/system.

The following equipment and systems are considered as inflight communications and entertainment for the passengers.

- a) Video monitoring system (Hi8) and Airshow.

The aircraft shall be equipped with wall-mounted video monitors in each zone with Pre-recorded announcement and music system (PRAM) which permit easy visibility from each seat. This system shall also be used for safety briefing.

All the two class shall have in-seat Audio video on demand in-flight-entertainment system, including moving maps.

- b) Music system  
This system shall be used for passenger entertainment and shall also be integrated into the video monitoring system. Passengers shall be provided with electronic headsets which are connected to the PCU on each seat armrest.
  - d) In-seat Power supply system with USB port
- 9) Chemical Oxygen Generation / Supply should be of extended duration for a minimum supply of 22 minutes
- 10) The aircraft must have RNP-AR capability

## PART-I NEPAL AIRLINES GROUND RULES

### SECTION B - AIRCRAFT OPERATING EMPTY WEIGHT (OEW)

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The bidder should estimate OEW of proposed aircraft on the following basis:

OEW = MEW + Standard and Operating items

**(1) Manufacturers Empty Weight - (MEW) Kilograms**

MEW includes Structure, Power Plant, Systems, furnishing and other items of Equipment that are an integral part of the aircraft configuration including fluid contained in the closed system.

**(2) STANDARD AND OPERATING ITEMS**

Standard and Operating items, includes but not limited to the following :

Passenger seats inclusive of life vest.	:	Manufacturer estimate
Galley structure and fixed inserts	:	Manufacturer's estimate
Unusable fuel	:	Manufacturer's estimate
Engine Oil	:	Manufacturer's estimate
Flight Crew	:	85 kg each (includes over-night baggage)
Cabin Crew	:	80 kg each (includes over-night baggage)
Potable Water	:	1.5 (kg/pax)
Lavatory Fluids	:	Manufacturer's estimate
Catering (includes weight of carts, trays, etc.)	:	J/C 22 (kg/pax) EY 13 (kg/pax)
Slides / Slide rafts	:	Manufacturer's estimate
Emergency equipment (Life jacket weight is not to be included as it is already included in weight of seats)	:	Manufacturer's estimate

On-board spares : 100 (kg)

**(3) Standard Items weight**

Supplier/Bidder to include the weight of the following:

Lavatory (if not included in MEW)	
Unusable fuel weight	
Full Engine Oil	
Potable Water	
Lavatory Fluids	
Pallets (96 x 125) LD-7	
Containers (LD-2, LD-3)	
Slides / Slide rafts	
Emergency equipment	
On-board spares	

**(4) Structural Design Weights**

Supplier/Bidder to specify:

Manufacturer Weight Empty (MWE)	
Operational Weight Empty (OWE)	
Max. Take Off Weight (MTOW)	
Max. Landing Weight (MLW)	
Max. Zero Fuel Weight (MZFW)	

**PART-I NEPAL AIRLINESGROUND RULES****SECTION C – PAYLOAD ESTIMATION**

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**(1) VOLUME LIMITED PAYLOAD****i) Pax & Baggage Allowance**

Passenger weight	-	75 kg
Baggage Allowance		
Business Class	-	40 kg/pax
Economy Class	-	30 kg/pax

**ii) Density and loading efficiency**

Cargo loading density		10 lbs /cu.ft.
Bulk loading efficiency		50%
Container/Pallet loading efficiency		85%

**(2) STRUCTURAL LIMITED PAYLOAD**

Structural Limit Payload = Max zero fuel weight - OEW

**(3) CAPACITY PAYLOAD**

The lesser of (A) volumetric payload and (B) structural limit payload.

## PART - I NEPAL AIRLINES GROUND RULES

### SECTION D – FUEL POLICY & ROUTE ANALYSIS

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#### 1. TAKE OFF & LANDING PERFORMANCE

Estimate maximum allowable take-off and landing weights for Annual conditions at different airports, using the Airport data given below. Assume zero wind and Air Conditioning ON from APU during take-off.

#### 2. SECTOR PERFORMANCE

Based on the mission profile given in paragraph 3.0, please provide mission performance under Annual winds and temperatures for the sectors given in this document, for the following cases:

- a) Maximum Structural payload case
- b) Maximum volumetric payload case
- c) Economic payload case (80% passenger load factor, plus 1 ton of cargo)

Manufacturer or Aircraft Supplier/Bidder to specify engine de-rate used for take-off performance.

#### 3. MISSION PROFILE:

##### TAKE-OFF

- Engine Start
- Taxi: 15 min
- Takeoff and climb to 1500 ft,
- Maneuvering distance for departure (considering SID)
- Climb: ISA+10, Optimum Climb Speed limit 250 kts below 10,000ft, use 70% of sector wind
- Cruise: ISA+10, LRC Speed at Optimum altitude
- Descent: ISA+10, Minimum fuel speed schedule up to 1500 ft
- Approach and Landing from 1500 FT
- Taxi: 10 min
- Take-off temperature
  - ISA+10 WINTER or 85% reliability in winter
  - ISA+20 Summer or 85% reliability in summer (for more realistic results when the TAKE-OFF weight is limited.

##### WIND

85% seasonal winds (Winter/summer)

##### DIVERSION (starts after approach)

- Alternate airport distance provided, except for KTM

- Overshoot to 1500 ft Max Continuous Power @ ISA + 20
- Climb ISA+10, Diversion speed schedule
- Cruise ISA+20, Diversion Speed
- Descent: ISA+10, Diversion speed schedule
- Holding: 45 min at 1500 ft above airport, ISA+20
- Approach and landing from 1500 ft
- Contingency fuel: 5% sum of trip fuel
- Fuel markup for en-route and diversion: 2% of nominal fuel for conservatism
- Alternate Airport for KTM: CCU (346 nm)

Trip Fuel Includes: Takeoff, Climb, Cruise, Descent, Holding, and Landing

#### **4. RESERVE FUEL**

4.1 Reserve fuel shall be based on the following:

Normal Reserve: This consists of

- i) Contingency Fuel: 5 % of trip fuel, (takeoff, climb, cruise, descent, hold and landing)
- ii) Fuel for missed approach at destination.
- iii) Diversion Fuel: Fuel to climb to cruise altitude, LRC cruise, descent, approach and land at alternate. Assume zero wind. Use ISA+10°C for Climb, ISA+20°C for Cruise and ISA+10°C for Descent.
- iv) Hold at alternate: Fuel to hold at 1500 feet at alternate for 45 minutes. Use ISA+20°C for Hold segment.

4.2 FUEL SPECIFIC GRAVITY: 0.78

#### **5. KTM DEPARTURES:**

Engine out standard instrument departure (EOSID) procedure must be considered for all departures from Kathmandu.

KTM Departure procedure information:

KTM VOR is located 0.6 NM from the end of Runway 20, with no offset.

##### **RWY 20 DEPARTURES**

###### **DARKE 1A Departure**

Climb straight ahead to KTM, turn Right (remaining within KTM 4 DME), when crossing KTM R-270 turn Left, intercept KTM R-288 to DARKE, continue climb to MEA.

###### **DARKE 1B Departure**

Climb straight ahead to KTM, turn Right (remaining within KTM 4 DME), after passing KTM R-040 turn Right to KTM, KTM R-288 to DARKE, continue climb to MEA.

#### IGRIS 1A Departure

Climb straight ahead to KTM, turn RIGHT (remaining within KTM 4 DME), when crossing KTM R-084 turn LEFT, intercept KTM R-105 to IGRIS, continue climb to MEA.

### **RWY 02 DEPARTURES**

#### DARKE 1C Departure

Climb straight ahead to KTM 2.5 DME, turn RIGHT to KTM, KTM R-288 to DARKE, continue climb to MEA.

#### DARKE 1D Departure

Climb straight ahead to KTM 3 DME, turn LEFT, along KTM 4 DME arc, when crossing KTM R-310 turn RIGHT, intercept KTM R-288 to DARKE, continue climb to MEA.

#### DARKE 1E Departure

Climb straight ahead to KTM 3 DME, turn LEFT, along KTM 4 DME arc, when crossing KTM R-310 turn LEFT to KTM, KTM R-038 to D2.2 KTM, turn LEFT, along KTM 4 DME arc, at KTM R-310 turn RIGHT, intercept KTM R-288 to DARKE, continue climb to MEA.

#### IGRIS 1B Departure

Climb straight ahead to KTM 2.5 DME, turn LEFT (remaining within KTM 5 DME), when passing KTM R-320 turn LEFT to KTM, KTM R-105 to IGRIS, continue climb to MEA.

Take-off temperature at KTM

- ISA+10 WINTER or 85% reliability in winter
- ISA+20 Summer or 85% reliability in summer

## 6 KTM ARRIVALS:

### ROMEO, SIMARA [SMR] ARRIVALS

STAR	ROUTING
<b>ROMEO</b>	At ROMEO turn RIGHT, Intercept KTM R-202 Inbound to RATAN, then to GURAS.
<b>SIMARA</b>	On SMR R-052 to RATAN, Intercept KTM R-202 Inbound to GURAS.

### RNAV STAR

DARIM 1R [DARI 1R] , DOLAL 1R [DOLA 1R]  
IGRIS 1R [IGRI 1R]

#### **RWY 02 RNAV (RNP 1.0) ARRIVALS**

SPECIAL AUTHORIZATION REQUIRED  
RF & DUAL GNSS REQUIRED

STAR	ROUTING
<b>DARIM 1R</b>	DARIM (11500' +) – SINDU – KT658 (10700' +; K250-) – RATAN (10500'+; K230-).
<b>DOLAL 1R</b>	DOLAL (15000'+) – DARIM (11500'+) –SINDU – KT658 (10700'+; K250-)- RATAN (10500'+; K230-).
<b>IGRIS 1R</b>	IGRIS (11600'+) – KT656 – SINDU – KT658 (10700'+; K250-) – RATAN (10500'+; K230-).

MANRI 1R [MANR 1R] , ROMEO 1R [ROME 1R]  
SIMRA 1R [SIMR 1R]

#### **RWY 02 RNAV (RNP 1.0) ARRIVALS**

SPECIAL AUTHORIZATION REQUIRED  
RF & DUAL GNSS REQUIRED

STAR	ROUTING
<b>MANRI 1R</b>	MANRI (10500'+) – DHERA – KT626 (K250-) – RATAN (10500'+; K230-).
<b>ROMEO 1R</b>	ROMEO (10500'+; K250-) – RATAN (10500'+; K230-).
<b>SIMRA 1R</b>	SIMRA (10500'+; K250-) – KT634 – KT636 – RATAN (10500'+; K230-).

7. **MISCELLANEOUS REPORTS**

Provide payload range charts and data for the aircraft offered.

## PART-I NEPAL AIRLINES GROUND RULES

### SECTION E – AIRPORT DEFINITIONS

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KTM Airport obstacle information to be used as given by SITA

Note: field length, clearway, stop-way and obstacle distance and height should all be in the same units.

Take-off temperature

- ISA+10 WINTER or 85% reliability in winter
- ISA+20 Summer or 85% reliability in summer (for more realistic results when the TAKE-OFF weight is limited)

**All other airport definitions contained in appendix I, at the end of this document.**

## **PART – II : COST INVESTMENT FOR SPARES PARTS AND TRAINING**

**1. Cost for the Flight Crew and Maintenance crew.**

The minimum set of flight crew (TRE/TRI/Captain) as well as maintenance crew (Certifying Engineer) need to be provided by the aircraft Supplier/Bidder the cost of which need to be quoted taking into account the route to be operated and for the minimum time period of one year.

**2. Detail are required in case the Supplier/Bidder are already in contract with Components support and/or with maintenance service suppliers and to transfer to NAC any assignable seller's (Aircraft Seller) right arising due to such contracts between seller and seller's service provider. The Seller should provide the details of product support package (if any) and warranties and service life policy coverage of the supplied aircraft on separate sheet/s.**

### PART – III : FINANCIAL CONTENT

All proposals are to include the following items quoted in US dollar along with the terms and condition of the quoted price.

		US\$ (in figure)	US\$ (in Words)
1	Aircraft Price		
2	The aircraft price should include Cost of customization of Interior configuration or Reconfiguration or Retrofit, including specified seating, In-flight Entertainment Systems, Equipment and meal services equipment etc. in case the configuration of the supplied aircraft is not to specification required by this RFP.		
3	Cost of increased MTOW option		
4	Cost for the minimum set of Flight Crews (TRI/TRE/Captain) and Maintenance Crews (Certifying Engineer) for the duration of at least one year.		
5	Cost for consumable spares and tools required for the day to day line maintenance upto "A" check level for one year and also the cost for the A330-compatible standard Unit Load Devices(ULD)		
6	Lead time for the Re-configuration or Retrofit of the cabins to the NAC's specification requirement	(in days)	(in days)

Suppliers/Bidders are required to submit Specification documents and associated references.

The Financial contents should also include all the payment terms. Any basis of the price calculation should be well established and clearly mentioned.

The Financial contents shall also contain any financing packages available to Nepal Airlines.

**PART –IV : TECHNICAL PARAMETERS OF PROPOSED AIRCRAFT**

<b>Aircraft Type</b>	<b>Aircraft Type</b>
<b>1. Aircraft Age</b>	
Manufacturing Date	
Flight Hours since new	
Cycle since new	
<b>2. WEIGHTS &amp; LOADINGS</b>	
Max. Taxi Weight	(Kg)
Max. Take off Wt.	(Kg)
Max. Landing Wt.	(Kg)
Max. Zero Fuel Wt.	(Kg)
Operating Empty Wt.	(Kg)
Wing Loading	(lb/sft)
<b>3. POWERPLANT</b>	
Manufacturer Date	
Total Time since New	
Total Cycle since New	
Time /cycles since performance restoration shop visit	
<b>4. ACCOMMODATION</b>	
Business Class seat	
Economy Class seat	
Total Seats	
Crew rest seats	
Seats Abreast ( J/ Y)	
Seat Pitch ( J/ Y)	
Aisle Width	
Business Class seat width	(inch)
Economy Class seat width	(inch)
No. of Attendant Seats	
No. of Toilets	
Number of galleys	
Lavatories	
Bulk Volume	(cft)

## **PART V      GENERAL CONDITIONS OF PURCHASE**

### 5.1 Authority of NAC

NAC reserves absolute rights to accept or reject any or all tenders in full or part thereof without assigning any reason whatsoever.

Moreover, NAC reserves right to ascertain to its satisfaction whether bidders, whose bids meet the requirements of Bidding Documents, are qualified to satisfactorily perform the contract. This will take into account:

- Bidder's financial strength in terms of annual turnover, audited last financial statement.
- Documentary evidence submitted by the bidder substantiating that the bidder is an established company listed in the stock market in the World.
- Whether Bidder is currently the owner, directly or indirectly of the Aircraft being proposed.

5.2 The Supplier/Bidder must commit to carry out, at their own cost, customization of Interior configuration or Reconfiguration or Retrofit, or required modifications including specified seating, In-flight Entertainment Systems, Equipment and meal services equipment, aircraft livery etc to the EASA/FAA regulatory airworthiness standard, in case the configuration of the proposed aircraft is not to specification required by this RFP. It is also the responsibility of the supplier/bidders to supply the flight crew, the maintenance crew and consumable parts as required by this RFP.

### 5.3 Construction of Contract and Contract Document

The final purchase contract document for the supply of the aircraft shall be based on this sealed tender document hereby named RFPs. The prices/rates/offers' quotes, as accepted, shall be binding between the seller and NAC. The contents of this document shall be an integral part of the contract. The contract, in all respects, shall be interpreted in accordance with the Nepalese law.

### 5.4 Terms of Payment

The detail terms and condition of the payment will be incorporated in the final agreement/ contract document to be signed later.

5.5 The final acceptance of the supplied aircraft will be subject to the following in general, but not limited to,

5.5.1 Effective assessment of the physical condition of the principal airframe units, its components, systems, and cabin interior. The delivery condition of the aircraft should be in accordance with, but not limited to, the appendix II.

5.5.2 Satisfactory audit of all aircraft records to ensure they comply with required standard level of airworthiness requirement.

- 5.5.3 Demonstrating to NAC that the satisfactory operational performance of the aircraft and all systems are in compliance. Delivery will be subject to satisfactory completion of an acceptance flight based on the manufacturer's acceptance flight profile for new/used Aircraft.
- 5.5.4 Certification requirements to ensure compliance with local regulatory authority/EASA/FAA requirements as well as compliance with Nepal's regulatory requirements.
- 5.5.5 Provision of all the Instruction for Continuous Airworthiness (ICA) documents as listed on Appendix III. All the manuals/documents shall be updated with the latest revisions at the time of aircraft induction.

## 5.6 Force Majeure

War, earthquake and natural disaster only fall under this category. In case of Force Majeure, the seller is entitled to have an extension of the time for the services rendered. Force Majeure is defined as interference during the execution of the contract due to circumstances beyond the control of the seller.

The seller's right to an extension in the time of re-delivery under 'Force Majeure' is only applicable if the seller informs NAC within 7 (seven) days of occurrence of the case and proves that:

- a) the case of Force Majeure has actually caused delay of a definite time,
- b) the delay occurred is not due to his own acts of errors and omission.

## 5.7 Jurisdiction and Settlement of Disputes

Should any dispute or difference of any kind whatsoever arise between NAC and the seller in connection with or arising out of the contract (whatever before, during or after completion of service under this contract and whether before or after determination, abandonment or breach of the contract) shall be referred to and settled by arbitration in accordance with the UNCITRAL arbitration rules or International Chamber of Commerce Rule of Arbitration under the Law of England or subject to further negotiation during the contract signing.

## 5.8 Contract Default and Compensation

If the seller neglects to perform the contract with due diligence and expedition or refuses or neglects to comply with any reasonable order given to him in writing by NAC in connection with the performance of the contract or contravenes the provisions of the contract, it shall be lawful for NAC, subject to the provisions of the 'Force Majeure' clause, to terminate the contract upon 45 days notice in writing to the seller without prejudice to any rights which may have occurred there under to either party prior to such termination. If the cost to NAC of procuring the services not delivered in accordance with the contract at the date of such termination shall exceed the contract value of the services undelivered, the seller shall pay to NAC the amount of such excess.

5.9 Tax Liability

Each party shall be responsible for all taxes, charges, fees and other imposts of whatever kind including any fine, penalty imposed by its own respective Government in connection therewith.

5.10 NAC or any of its' authorized representative(s)/entity shall, at all time have free access to the seller's facility. The seller shall, at all times co-operate with and give all possible facilities in order to have proper inspection of the aircraft, its' components, acceptability of materials/ equipment/products etc.

5.11 Any queries regarding the RFP should be sent to NAC within 30 days from the first date of publication of this RFP in the following email address:

Corporate Director: [Corporatedir@nac.com.np](mailto:Corporatedir@nac.com.np)

5.12 NAC reserves the right to make amendment in this RFP if any, even after the publication of the RFP notice.

5.13 Target Execution of Agreement

Memorandum of Understanding -January 2017

Purchase Agreement -March 2017

**APPENDIX-I AIRPORT DEFINITIONS**

***Nepal Airlines***

- A/C ON
- FAA Regulations – Dry Runway
- Takeoff Reference C.G.: XX% (or Forward Limit)
- Optimum Takeoff Performance

Airport [1] (CODE)	Run way	Pressure Altitude (Feet)	Field Length (Feet)	Slope (%)	Clearway (Feet)	Stop way (Feet)	Obstacles [1]		LDA (Feet)	Temp [2] (°C)	Takeoff Wt. kilograms
							Height (Feet)	Distance (Feet)			[3] Engine
DUBAI (DXB)	12R	10	14,157	0.35	0	837	29 31 34 39 43 48 49 78 80 84 884	2,149 2,214 2,414 2,483 2,689 2,864 2,936 4,429 4,565 4,659 107,376	11,811	34	
	30L	59	14,157	-0.35	0	404	62 64 78 79 81 156	4,445 4,872 5,594 6,315 6,578 10,548	14,157	34	
DOHA (DOH)	16	32	15,000	-0.07	899	98	---	---	12,375	35	
	34	25	15,000	0.07	600	98	131	7,528	15,000	35	
Singapore (SIN)	20R	13	13,123	0.07	886	197	47 63 70 77 90 109 273 372 437	4,397 5,151 5,555 6,037 7,973 8,301 28,347 28,347 28,347	10,696	30	
	02L	22	13,123	-0.07	886	197	10 13 102 282 381 446	887 952 4,233 4,233 4,233 4,233	13,123	30	
Bangkok (BKK)	03L	7	12,139	0	492	492	71	4,134	12,139	32	
	21R	7	12,139	0	492	492	10 267 482	984 33,418 39,494	12,139	32	
KUALA LUMPUR (KUL)	14L	54	13,186	0.11	0	0	13 176 284	719 10,436 84,638	13,186	30	

Guangzhou (CAN)	02R	45	12,467	0.02	0	0	34 43 50 56 100 585	2,198 2,855 3,347 3,708 6,759 78,753	12,467	29	
	20L	48	12,467	-0.02	0	0	65	4,921	11,811	29	
Hong Kong (HKG)	07L	22	12,467	0.01	984	0	17 410 738	985 40,665 41,916	11,900	28	
	25R	22	12,467	-0.01	984	0	---	---	11,896	28	
Shanghai (PVG)	17L	10	13,123	0	0	0	12 14 60 121 175	968 1,027 3,150 8,394 12,284	13,123	25	
	35R	10	13,123	0	0	0	26 29 49 66	968 1,027 3,576 5,018	13,123	25	
OSAKA (KIX)	06L	28	13,123	0.07	0	197	---	---	13,123	25	
	24R	37	13,123	-0.07	0	197	13 262	1,067 153,967	13,123	25	
DELHI (DEL)	10	719	12,500	0.46	0	0	13 16 34 57 61 64 120	820 886 1,837 3,346 3,642 3,707 7,316	12,500	33	
MUMBAI (BOM)	28	777	12,500	-0.46	899	0	28	1,870	12,500	33	
	09	15	11,302	0.19	0	0	27 34 49 64 66 90 105 116 126 185 210 224	210 1,534 2,015 2,118 2,638 2,688 2,708 3,883 4,179 8,427 8,475 8,590	10,837	31	
	27	22	11,302	-0.19	0	0	16 28 56 58	923 1,001 1,218 1,529	9,721	31	
							59 68 80 98	1,624 1,749 3,107 6,418			

							102 128	6,599 7,271			
CHENNAI (MAA)	07	40	12,001	0.1	502	164	13 23 26 46 52 56 58 62 85	1,188 1,270 1,861 2,008 2,058 2,123 2,284 2,671 3,087	12,001	32	
	25	52	12,001	-0.1	673	197	29 49 55 63 68	729 2,566 2,960 3,235 3,584	12,001	32	
BEIJING (PEK)	01	85	12,467	0.08	1,640	394	185 189	13,222 15,369	12,467	24	
	18L	108	12,467	-0.1	656	197	19	1,372	12,467	24	
SEOUL (ICN)	15L	23	12,303	0	984	394	56 305 364	3,288 109,692 110,782	12,303	22	
	33R	23	12,303	0	984	394	47 260 344 359	4,142 20,612 20,814 22,227	12,303	22	
TOKYO (NRT)	16R	130	13,123	0.07	0	0	10 37 53 57 62 81 101	727 2,377 3,827 4,077 4,287 5,452 5,517	13,123	25	
SYDNEY (SYD)	34L	139	13,123	-0.07	0	0	17 34 37 41 62	1,652 2,757 2,867 3,827 5,037	10,662	25	
	16R	8	12,999	0.05	295	98	12 16 20 22 23 24 25	855 967 1,184 1,217 1,249 1,275 1,316	12,720	23	
	34L	14	12,999	-0.05	298	0	4 16 28 33	352 813 1,390 1,518	12,999	23	
							63 70 88 91	3,021 3,168 4,118 4,358			

							206 262	11,729 17,323			
Melbourne (MEL)	16	432	11,998	-0.85	394	197	20	1,767	11,998	21	
	34	330	11,998	0.85	591	197	28 40 49 76 94 100 107 229	2,199 2,561 3,290 5,211 5,352 5,508 5,599 14,036	11,998	21	
Frankfurt (FRA)	07L	329	13,123	0.27	197	0	7 13 52 73 76 84 86 91 94 100 139 676	492 1,149 2,723 3,609 4,626 5,693 6,300 6,710 7,464 7,612 8,350 162,837	13,123	18	
	25R	364	13,123	-0.27	0	0	11 38 41 82 87 98 99 461 860	985 3,019 3,708 3,987 4,347 4,741 5,332 83,849 92,963	13,123	18	
LONDON (LHR)	09L	79	12,799	0	0	0	22 26 31 50 60 68 633	1,243 1,604 2,621 4,278 4,960 5,036 154,333	11,795	17	
	27R	78	12,743	0	252	0	16 17 26 39 42 72 84 90	889 1,037 1,108 1,346 2,638 2,666 4,090 4,754	12,743	17	
RIYADH (RUH)	15R	2,049	13,796	-0.12	0	0	---	---	13,796	36	
	33L	2,033	13,796	0.12	0	0	6 7 28	476 509 2,247	13,796	36	
Brisbane (BNE)	01	12	11,483	-0.01	394	197	---	---	11,483	25	
	19	11	11,680	0.01	197	0	188	15,530	11,680	25	

							192	15,548			
							199	15,661			
							205	15,683			
							211	15,794			
							216	15,811			
							223	15,923			
							227	15,947			
							233	16,065			
							238	16,556			
LONDON (LGW)	08R	196	10,364	-0.06	499	243	19	1,080	9,075	16	
							28	1,496			
							34	1,562			
							58	2,300			
							62	3,907			
							63	3,931			
							98	6,877			
	26L	196	10,679	0.06	499	200	9	771	9,288	16	
							38	2,395			
							182	8,081			
							189	8,319			
							195	8,809			
							228	10,154			
							234	10,696			
289	13,370										
						338	110,562				
						651	171,601				
Notes											
[1] Referenced to the Liftoff end of the runway											
[2] 85% Annual surface temperatures											
[3] Takeoff weight limit codes											
s = Maximum structural takeoff weight											
f = Field length											
o = Obstacle limit											

## Appendix II: DELIVERY CONDITIONS

### a) Aircraft

Minimum age of the proposed aircraft should not be more than 1000 flight hours and date of manufacture should be after January, 2014.

The Aircraft shall be in compliance with all MPD tasks. There should at least be two years remaining before the due date of base maintenance check.

### b) Engines

Each Engine should not have flown more than 1000 Flight Hours since new at the time of Delivery of the aircraft. A maximum power assurance run will be carried out on each Engine following completion of the delivery check. Following the acceptance flight, a video recorded borescope of all modules in each of the Engines will be carried out.

### c) Landing Gear

Each LLP within the Landing Gear shall have flown not more than 200 flight cycles since new.

d) Auxiliary Power Unit (APU)

- i) The APU should not have flown not more than 500 hours since new.
- ii) The APU shall be serviceable and operating with all air and temperature outputs in the normal range.
- ii. Following the acceptance flight, a video recorded boroscope of the APU will be carried out.

e) Configuration & Interior

- i) The interior configuration will accommodate as required by the RFP
- ii) The galley floor coverings, carpets, seat covers and seat bottom cushions shall be clean and in good condition.
- iii) Audio systems shall be demonstrated to be fully functional.
- iv) Galley equipment (coffee makers, ovens, hot cups, etc.) shall be functionally checked and working in accordance with manufacturers specifications.
- v) Overhead bins, ceiling and side wall panels shall be clean, serviceable and in good condition.
- vi) Seats, galleys and lavatories shall be clean, serviceable and in good working condition.

f) Cargo Compartment

Cargo linings shall be free of holes, dents, gouges, Cargo nets will be in good condition with no tears or frayed areas.

g) Certification and Export

- i) The Aircraft shall be in full compliance with applicable Type Certificate Data Sheets,
- ii) Delivered with a Standard Certificate of Airworthiness or an Export Certificate of Airworthiness issued by the FAA and/or EASA
- iii) In such condition as to be immediately eligible for issuance of a Standard Certificate of airworthiness from the country of manufacture; and
- iv) Equipped for commercial passenger operations under EASA OPS-I.

h) Airworthiness Directives

- i) Each AD issued by the country of manufacturer and effective on or prior to delivery shall have at least 180 days (with respect to AD specified calendar limit), 2000 Flight Hours (with respect to AD specified Flight Hours limit) and 1000 cycles (with respect to AD specified cycles limit) remaining to next required compliance and shall have been complied with on a terminating action basis if such option is available.
- ii) Any such AD having a limit less than the above stated limits shall have been freshly accomplished.

i) Repairs

- i) There will be no temporary, time limited or interim repairs on the aircraft.
- ii) Any external doubler repairs on the aircraft shall be noted in the Certificate of Acceptance.

j) Acceptance Flight

- i) Delivery will be subject to satisfactory completion of an acceptance flight based on the manufacturer's acceptance flight profile for Aircraft.
- ii) The duration of such flight shall be no more than two (2) flight hours. NAC's representatives shall be entitled to observe.

k) Records

Records shall conform to Country of Registration Authority standard in form and content.

### **Appendix III: Documents /Records/Manuals**

The following documents/records/manuals are to be provided at the time of inspection of the aircraft / before the delivery of the aircraft

#### **A) Records**

1. CPCP or applicable corrosion program compliance
2. Structural Repair approvals record
3. Dent / Damage repair chart
4. List of fly away equipment
5. Engine Record:
  - a. Last test cell run reports
  - b. LLPs status & traceability
  - c. ADs compliance report
  - d. Engine mod/SB/Insp report & applicable forms
  - e. Last heavy maintenance records for Engine modules.
  - f. Engine removal history.
  - g. Past year trend monitoring reports
  - h. Historical BSI reports
  - i. Engine log books
  - j. Component Readiness (HT+OC items)
  - k. Aircraft Inspection Readiness
  - l. Engine and Landing Gear LLP list with BTB (Back To Birth Traceability)

#### **B) Manuals**

1. Aircraft Maintenance Manual
2. Fault Isolation Manual
3. Wiring Diagram Manual
4. System Schematic Manual
5. Illustrated Parts Catalog
6. Illustrated Tools and Equipment Manual
7. Ground Support Equipment Manual
8. Customized Maintenance Planning Document
9. Non Destructive Testing Manual
10. Power Plant Build-up Manual
11. Standard Overhaul Practices Manual Standard Overhaul Practices Manual
12. Standard Wiring Manual
13. Structure Repair Manual
14. Dispatch Deviation Procedure Guide
15. Component Maintenance Manual (Vendors)
16. Master Minimum Equipment List
17. Facility Planning Document
18. Engine Ground Handling Manual
19. Engine Shop manual
20. Corrosion Prevention Manual
21. Fuel Measuring Stick Manual
22. Fault Reporting Manual
23. Baggage Cargo Loading Manual

24. Special Tools & Ground Handling Equipment Drawings & Index
25. Airline Maintenance Inspection Intervals Report
26. Airplane Recovery Document
27. Weight & Balance Manual
28. Airplane Characteristics for Airport Planning
29. Aircraft Interior Reconfiguration Document
30. Vendors (GTS) Service Bulletins, Service letters, GSE Data, Publication Index)
31. Service Bulletins, Service Letter. Advisory Circulars and Telexes
32. Customized Task Cards
33. Detailed Specifications
34. Supplemental Structural Significant Item Document
35. Maintenance Review Board Document
36. Standard Practices Manual
37. Electrical Load Analysis Manual

C) **Operation Manual**

1. Airplane Flight Manual
2. Flight Crew Operations Manual
3. Weight and Balance Manual
4. Master Minimum Equipment List /CDL
5. Dispatch Deviation Guide
6. Airport Planning Document
7. Equipment List
8. Test Flight Document
9. Flight Crew Training Manual
10. Fuel Measuring Sticks Manual
11. Cockpit Layout Panels
12. Performance Engineering Manual
13. Loading Schedule substantiation Document/ Software
14. Performance Software Programm including Airport Analysis and In Flight Performance
15. Flight Attendant Manual by Manufacturer
16. Ramp handling Manual