



LOUISIANA TECH  
UNIVERSITY

PURCHASING

**ADDENDA**

October 4, 2016

Re: Bid Number 50012-343-17; Lease Purchase of 2 Retractable Gear Primary Training Aircraft

Please note the following change:

- **Please see the attached Purpose and Aircraft Specification sheets**

All other specifications remain unchanged.

If you have any questions, please call Melissa Hughes or Sam Wallace at 318-257-4205.

Sincerely,

Chrystal Guin

Procurement Specialist

Purpose and Aircraft Specifications:

1. Please clarify if 7 of the Additional Requirements under Aircraft Specifications relating to requirements for manufacturers applies to a non-manufacturer bidder.
2. Please clarify also as to 7 of the Additional Requirements under Aircraft Specifications the level of factory training requested, e.g. how many people, how much time, etc.
  
7. *Manufacturer must provide:*
  - *Detailed summary of warranty coverage, and an estimate of total warranty credit returned to similar fleet operators during warranty coverage period.*
  - *Factory training for maintenance personnel and pilots on new aircraft.*
  - *Priority assistance, including maintenance subscriptions, to Louisiana Tech University expediting parts and service requests.*
  - *Fleet pricing on parts and services.*

**RESPONSE:**

1. **The intent is that a non-manufacturer bidder would obtain, pay for and assign these items to Louisiana Tech University from the manufacturer at no additional cost or fee to the University.**
2. **The intent is that there will be manufacturer training provided for each plane purchased. For example, if 10 aircraft are purchased, training will be provided for 10 University staff members. It is expected that training will be provided in a minimum of two different dates. Training would be for owner orientation, Garmin G1000/Transition, general aircraft orientation and maintenance scheduled. Standard factory established number of hours training is acceptable. Training at Factory site and at time of aircraft delivery is acceptable. Training topics and number of hours should at a minimum meet FAA requirements or manufacturer recommendations.**

**Appendix A:**

3. Please reconcile Appendix A.5 and Instructions to Bidders 26(2) as to whether a 5% bond or a 50% bond is required.

**RESPONSE:**

**Instructions to Bidders preceding the Title page are general instructions for multiple purposes and should not have been included in the bid request. This insert should be deleted. Appendix A applies specifically to this Invitation to Bid. Appendix A.5 is correct, the Bid Bond is 5 percent.**

4. Please clarify if LLC's are allowed to bid given that they are not addressed in Appendix A.22 and Appendix E.

**RESPONSE:**

**A LLC is allowed to bid. In Appendix A.22. Typically a LLC would mark option 2 and provide documentation that the bid was signed by someone authorized to contractually obligate the LLC.**

5. Please reconcile the term as Appendix A.7 [subjecting the bid to R.S. 39:1551-1736], Appendix A.16 and R.S.161 indicate the maximum term is 60 months yet the PURPOSE of the bid states it is 10 Years.

**RESPONSE:**

**RS 38:2319 allows a Local Government Equipment-Lease-Purchase term not to exceed 10 years.**

6. Appendix A.14. Price must include transportation prepaid to destination. Appendix D.8 states Lessor is not responsible for delivery, installation, etc. Please clarify.

**RESPONSE:**

**Appendix A.14 is hereby amended to state that University will take delivery at the Ruston Regional Airport (125 Flightline Drive) in Ruston, Louisiana.**

7. Appendix B states trade-in aircraft can be picked-up as new aircraft are delivered. Please clarify the method for selection of which trade-in aircraft is picked-up first, second, etc.

**RESPONSE:**

**Trade-In aircraft will be released in the order listed in Appendix B.**

8. Please clarify here or in Appendix D how damage to trade-in aircraft will be addressed post-bid and prior to pick-up. For example, if substantial damage or total loss, will the trade-in be deleted from the bid package and the total bid amount include for such trade-in bid value?

**RESPONSE:**

**All Louisiana Tech University aircraft or insured by the State of Louisiana Office of Risk Management. Should an aircraft be damaged, Louisiana Tech University shall have the aircraft repaired by a certified aircraft repair facility and pay any insurance deductible. Should the Lessor claim that the repaired aircraft has a value less than if it had not been damaged, both Lessor and Lessee shall employ independent appraisers to assess the value of the repaired aircraft before and after the damage. The contract shall be amended to the average of the appraiser assessments.**

9. Please reconcile the references in Appendix D to Exhibit A (1.2), Exhibit B (1.5), and Exhibit C (1.6) which appear to refer instead to Exhibits D-1, D-2, and D-3.

**RESPONSE:**

**Appendix D, 1.2 should read Exhibit D-1 instead of Exhibit A  
Appendix D, 1.5 should read Exhibit D-2 instead of Exhibit B  
Appendix D, 1.6 should read Exhibit D-3 instead of Exhibit C**

10. Please clarify that “have” in 2.3 should be “having.”

**RESPONSE:**

**Yes. Section 2.3 to now read in part “... agency or body having jurisdiction over the Lessee ....”**

11. Please confirm 3.1 is missing “and Lessee” and should be “... lets to Lessee and Lessee rents and leases ....”

**RESPONSE:**

**Yes. Section 3.1 to now read in part “... lets to Lessee and Lessee rents and leases ....”**

12. Please confirm “constitue” in 3.3 should be “constitute.”

**RESPONSE:**

**Yes. Section 3.3 to now read in part “... RENTAL PAYMENTS SHALL CONSTITUTE A CURRENT ....”**

13. Please confirm “Equipment” in 4.1 should be “Payment” and “nay” should be “any.”

**RESPONSE:**

**Yes. Section 4.1 to now read in part “... as set forth in the Aircraft and Payment Schedules” and “... recoupment or defense of any right of set off ....”**

14. Please clarify the meaning of 9.2 which states Lessor shall pay ad valorem taxes, but Lessor has no responsibility to pay ad valorem taxes.

**RESPONSE:**

**The first reference to “Lessor” in 9.2 should have stated “Lessee.” Therefore, Section 9.2 to now read in part “The Lessee agrees to pay ....”**

15. Please clarify that 19 “pays” funds to Lessee for the sale of the aircraft IF Lessee defaults or has its funding cut. Note this appears to conflict with item 3 of Exhibit D-3.

**RESPONSE:**

**The University believes Section 19 is sufficiently clear as stated and sees no conflict with item 3 of Exhibit D-3.**

16. Please confirm 20 is missing “by” as in “... shall be payable by the Lessee ....”

**RESPONSE:**

**Yes. Section 20 now to read in part “... shall be payable by the Lessee ....”**

17. Please inquire if the 48 hours in Section 22 might be extended to 5 days.

**RESPONSE:**

**The University believes 48 hours to be a reasonable time to deem notice given after depositing in the mail.**

18. Please confirm what Lessee’s bid date (1<sup>st</sup> blank) is for Section 28 OR clarify whether perhaps Lessee/Lessor should be switched in reference to the bid and response.

**RESPONSE:**

**The references to Lessee/Lessor should be transposed. Section 28 now to read in part “... the Lessor’s Bid dated \_\_\_\_\_ ...” and “the Lessee’s bid response to the proposal ....”**

19. In Exhibit D-1 and elsewhere in the bid, please clarify how to address aircraft within the bid until the point when N-numbers are actually provided by the manufacturer, e.g. list each as TBD and supplement when actual N-number available?

20. In Exhibit D-2, item 1, please request clarification as to whether the Acceptance should say “all” aircraft described in the Aircraft and Payment Schedule (current wording) OR “all” aircraft described in this Certificate of Acceptance. [appears the CoA is set up only for all A/C to be accepted simultaneously as worded.]

**RESPONSE:**

**The intent is that the University would execute an Aircraft and Payment Schedule and a Certificate of Acceptance per delivery. If two aircraft are delivered, an Aircraft and Payment Schedule would be executed for those two aircraft along with a Certificate of Acceptance. At the time of delivery, the N-numbers should be available. If the Aircraft**

**and Payment Schedule is executed prior to delivery, the N-numbers can be added as an amendment subsequently.**

21. In Exhibit D-3, item 3, please confirm that “prior” is missing as in “... dispose of the property prior to the termination ....”

**RESPONSE:**

**Yes. Item 3 of Exhibit D-3 to now read in part “... the Lessee will not sell or otherwise dispose of the property prior to the termination of the Schedule.”**

### **Updated Appendix B**

Registration #	Serial #	Model Year	Airframe TT (Oct. 2016)	Engine TSMOH (Oct. 2016)	Est. Market Value (Cessna - Oct. 2016)
N5179V	460	1980 C172RG	6,928	1,662	\$21,000
N6299V	614	1981 C172RG	10,559	1,251	\$21,000

Location: RSN  
Resource Type: C-172RG

Resource: All

Recurring Events: All

Resource Category: Aircraft  
Include Obsolete Resources: No

LH Eng LH Prop RH Eng RH Prop

Reg#: N5179V	Tach:	171.5
Serial#: 172rg-0460	T.T:	6928.9

T.T:	
TSMOH:	

Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	6899.0	6949.0	29.9	20.1	
AD 83-14-04	50.0	6899.0	6949.0	29.9	20.1	
AD 2011-10-09	100.0	6849.8	6949.8	79.1	20.9	
Annual/100 Hour Inspection	100.0	6849.8	6949.8	79.1	20.9	
AD 84-26-02	500.0	6650.5	7150.5	278.4	221.6	
Aircraft Prop Time Tracking	2000.0	5546.4	7546.4	1382.5	617.5	
Engine Overhaul	2000.0	5266.4	7266.4	1662.5	337.5	
AD 2001-23-03	12	05/2016	05/2017	4	7	
Annual (date)	12	05/2016	05/2017	4	7	
C/W ELT FAR91207.D	12	05/2016	05/2017	4	7	
Transponder/Static/Encoder/Altimeter	24	07/2015	07/2017	15	9	

Location: RSN      Resource Category: Aircraft  
 Resource Type: C-172RG      Resource: All      Recurring Events: All      Include Obsolete Resources: No

**LH Eng LH Prop RH Eng RH Prop**

Reg#: N6299V	Tach:	3199.5
Serial#: 172RG0614	T.T:	10559.4

T.T:   
 TSMOH:

Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	10556.8	10606.8	2.6	47.4	
AD 83-14-04	50.0	10556.8	10606.8	2.6	47.4	
AD 2011-10-09	100.0	10556.8	10656.8	2.6	97.4	
Annual/100 Hour Inspection	100.0	10556.8	10656.8	2.6	97.4	
AD 84-26-02	500.0	10556.8	11056.8	2.6	497.4	
AD 93-05-06	2000.0	9491.2	11491.2	1068.2	931.8	
Aircraft Prop Time Tracking	2000.0	9307.8	11307.8	1251.6	748.4	
Engine Overhaul	2000.0	9307.8	11307.8	1251.6	748.4	
AD 2001-23-03	12	01/2016	01/2017	8	3	
C/W ELT FAR91207.D	12	02/2016	02/2017	7	4	
Transponder/Static/Encoder/Altimeter	24	07/2016	07/2018	2	21	