



LOUISIANA TECH
UNIVERSITY

PURCHASING

ADDENDA

October 4, 2016

Re: Bid Number 50012-342-17; Lease Purchase of 10 Fixed 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 (1st 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)
N7258R	80981	2000 C172R	5,777	1,305	\$40,000
N24483	80982	2000 C172R	5,539	1054	\$40,000
N659SP	8064	1999 C172R	6,511	641	\$52,500
N978SP	8181	1999 C172R	8,440	1,924	\$52,500
N980SP	8182	1999 C172R	7,264	708	\$52,500
N981SP	8183	1999 C172R	7,670	1,218	\$52,500
N565SP	8489	2000 C172R	4,676	637	\$52,500
N566SP	8490	2000 C172R	5,884	1,475	\$52,500
N434SP	8302	1999 C172R	6,440	352	\$22,000
N9784B	1034	1982 C172RG	11,357	664	\$21,000

Location: RSN
Resource Type: C-172

Resource: All

Recurring Events: All

Resource Category: Aircraft
Include Obsolete Resources: No

LH Eng LH Prop RH Eng RH Prop

Reg#: N7258R	Tach:	2898.9
Serial#: 17280981	T.T:	5777.3

T.T:
TSMOH:

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Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	5752.5	5802.5	24.8	25.2	
AD 2015-19-07	100.0	5752.5	5852.5	24.8	75.2	
Annual/100 Hour	100.0	5752.5	5852.5	24.8	75.2	
AD 84-26-02	500.0	5655.8	6155.8	121.5	378.5	
Prop Overhaul	2000.0	3974.0	5974.0	1803.3	196.7	
Engine Overhaul	2200.0	4471.8	6671.8	1305.5	894.5	
Annual (date)	12	06/2016	06/2017	3	8	
C/W FAR91207.D ELT	12	11/2015	11/2016	10	1	
Altimeter/Static/Pressure Alitude Reporting System	24	12/2014	12/2016	21	2	
Transponder	24	12/2014	12/2016	21	2	

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

LH Eng LH Prop RH Eng RH Prop

Reg#: N24483	Tach:	756.5	T.T:	
Serial#: 17280982	T.T:	5539.3	TSMOH:	

Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	5527.9	5577.9	11.4	38.6	
AD 2015-19-07	100.0	5477.6	5577.6	61.7	38.3	
Annual/100 Hour	100.0	5477.6	5577.6	61.7	38.3	
AD 84-26-02	500.0	5279.2	5779.2	260.1	239.9	
Prop Overhaul	2000.0	4564.7	6564.7	974.6	1025.4	
Engine Overhaul	2200.0	4485.1	6685.1	1054.2	1145.8	
Annual (date)	12	11/2015	11/2016	10	1	
C/W FAR91207.D ELT	12	07/2016	07/2017	2	9	
Altimeter/Static/Pressure Altitude Reporting System	24	12/2014	12/2016	21	2	
Transponder	24	12/2014	12/2016	21	2	
Registration Certificate	36	01/2014	01/2017	32	3	

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

LH Eng LH Prop RH Eng RH Prop

Reg#: N659SP	Tach:	1295.6	T.T:	
Serial#: 172S8064	T.T:	6511.7	TSMOH:	

Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	6506.7	6556.7	5.0	45.0	
AD 2015-19-07	100.0	6506.7	6606.7	5.0	95.0	
Annual/100 Hour	100.0	6506.7	6606.7	5.0	95.0	
AD 84-26-02	500.0	6308.7	6808.7	203.0	297.0	
Prop Overhaul	2000.0	5315.8	7315.8	1195.9	804.1	
Engine Overhaul	2200.0	5870.0	8070.0	641.7	1558.3	
Annual (date)	12	04/2016	04/2017	6	6	
C/W FAR91207.D ELT	12	04/2016	04/2017	6	6	
Altimeter/Static/Pressure Altitude Reporting System	24	12/2014	12/2016	21	2	
Transponder	24	12/2014	12/2016	21	2	

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

LH Eng LH Prop RH Eng RH Prop

Reg#: N978SP	Tach:	4119.0
Serial#: 172S8181	T.T:	8440.3

T.T:	
TSMOH:	

Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	8389.4	8439.4	50.9	-.9	Over Due
AD 2015-19-07	100.0	8340.3	8440.3	100.0	.0	Over Due
Annual/100 Hour	100.0	8340.3	8440.3	100.0	.0	Over Due
AD 84-26-02	500.0	8042.2	8542.2	398.1	101.9	
Engine Overhaul	2200.0	6516.0	8716.0	1924.3	275.7	
Annual (date)	12	11/2015	11/2016	10	1	
CW FAR91207.D ELT	12	11/2015	11/2016	10	1	
Altimeter/Static/Pressure Alitude Reporting System	24	10/2015	10/2017	11	12	
Transponder	24	10/2015	10/2017	11	12	

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

LH Eng LH Prop RH Eng RH Prop

Reg#: N980SP	Tach:	1303.6
Serial#: 172S8182	T.T:	7264.8

T.T:	
TSMOH:	

Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	7251.3	7301.3	13.5	36.5	
AD 2015-19-07	100.0	7251.3	7351.3	13.5	86.5	
Annual/100 Hour	100.0	7251.3	7351.3	13.5	86.5	
AD 84-26-02	500.0	7151.5	7651.5	113.3	386.7	
Prop Overhaul	2000.0	5529.0	7529.0	1735.8	264.2	
Engine Overhaul	2200.0	6556.4	8756.4	708.4	1491.6	
Annual (date)	12	07/2016	07/2017	2	9	
C/W FAR91207.D ELT	12	06/2016	06/2017	4	8	
Altimeter/Static/Pressure Alitude Reporting System	24	12/2015	12/2017	9	14	
Transponder	24	12/2015	12/2017	9	14	

Location: RSN
Resource Type: C-172

Resource: All

Recurring Events: All

Resource Category: Aircraft

Include Obsolete Resources: No

LH Eng LH Prop RH Eng RH Prop

Reg#: N981SP	Tach:	2395.2
Serial#: 172S8183	T.T:	7670.2

T.T:
TSMOH:

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Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	7645.5	7695.5	24.7	25.3	
AD 2015-19-07	100.0	7645.5	7745.5	24.7	75.3	
Annual/100 Hour	100.0	7645.5	7745.5	24.7	75.3	
AD 84-26-02	500.0	7645.5	8145.5	24.7	475.3	
Prop Overhaul	2000.0	6451.5	8451.5	1218.7	781.3	
Engine Overhaul	2200.0	6451.6	8651.6	1218.6	981.4	
C/W FAR91207.D ELT	12	12/2015	12/2016	9	2	
Altimeter/Static/Pressure Alitude Reporting System	24	07/2015	07/2017	15	9	
Transponder	24	07/2015	07/2017	15	9	

Location: RSN
Resource Type: C-172

Resource: All

Recurring Events: All

Resource Category: Aircraft
Include Obsolete Resources: No

LH Eng LH Prop RH Eng RH Prop

Reg#: N565SP	Tach:	398.2
Serial#: 172S8489	T.T:	4676.8

T.T:	
TSMOH:	

Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	4626.8	4676.8	50.0	.0	Over Due
AD 2015-19-07	100.0	4577.3	4677.3	99.5	.5	Due
Annual/100 Hour	100.0	4577.3	4677.3	99.5	.5	Due
AD 84-26-02	500.0	4708.3	5208.3	-31.5	531.5	
Prop Overhaul	2000.0	4039.8	6039.8	637.0	1363.0	
Engine Overhaul	2200.0	4039.8	6239.8	637.0	1563.0	
Annual (date)	12	09/2015	09/2016	12	-1	Over Due
C/W FAR91207.D ELT	12	09/2015	09/2016	12	-1	Over Due
Altimeter/Static/Pressure Alitude Reporting System	24	07/2016	07/2018	2	21	
Transponder	24	07/2016	07/2018	2	21	

Location: RSN
Resource Type: C-172

Resource: All

Recurring Events: All

Resource Category: Aircraft
Include Obsolete Resources: No

LH Eng LH Prop RH Eng RH Prop

Reg#: N566SP	Tach:	387.9
Serial#: 172S8490	T.T:	5884.3

T.T:	
TSMOH:	

Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	5842.4	5892.4	41.9	8.1	
AD 2015-19-07	100.0	5792.8	5892.8	91.5	8.5	
Annual/100 Hour	100.0	5792.8	5892.8	91.5	8.5	
AD 84-26-02	500.0	5694.4	6194.4	189.9	310.1	
Engine Overhaul	2200.0	4408.5	6608.5	1475.8	724.2	
Annual (date)	12	02/2016	02/2017	7	4	
C/W FAR91207.D ELT	12	02/2016	02/2017	7	4	
Altimeter/Static/Pressure Altitude Reporting System	24	07/2016	07/2018	2	21	
Transponder	24	07/2016	07/2018	2	21	

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

LH Eng LH Prop RH Eng RH Prop

Reg#: N434SP	Tach:	352.6
Serial#: 172S8302	T.T:	6440.3

T.T:	
TSMOH:	

Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	6437.3	6487.3	3.0	47.0	
AD 2015-19-07	100.0	6387.2	6487.2	53.1	46.9	
Annual/100 Hour	100.0	6387.2	6487.2	53.1	46.9	
AD 84-26-02	500.0	6088.2	6588.2	352.1	147.9	
Prop Overhaul	2000.0	5228.2	7228.2	1212.1	787.9	
Engine Overhaul	2200.0	6088.2	8288.2	352.1	1847.9	
C/W FAR91207.D ELT	12	05/2016	05/2017	4	7	
Altimeter/Static/Pressure Alitude Reporting System	24	12/2015	12/2017	9	14	
Transponder	24	12/2015	12/2017	9	14	

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#: N9784B	Tach:	330.8
Serial#: 172RG1034	T.T:	11357.6

T.T:
TSMOH:

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Event	Duration	C/W	Overdue	Used	Left	Status
50 Hour Oil Change	50.0	11322.4	11372.4	35.2	14.8	
AD 83-14-04	50.0	11322.4	11372.4	35.2	14.8	
AD 2011-10-09	100.0	11273.2	11373.2	84.4	15.6	
Annual/100 Hour Inspection	100.0	11273.2	11373.2	84.4	15.6	
AD 84-26-02	500.0	11174.9	11674.9	182.7	317.3	
Aircraft Prop Time Tracking	2000.0	10692.8	12692.8	664.8	1335.2	
Engine Overhaul	2000.0	10692.8	12692.8	664.8	1335.2	
AD 2001-23-03	12	12/2015	12/2016	9	2	
Annual (date)	12	12/2015	12/2016	9	2	
CW ELT FAR91207.D	12	12/2015	12/2016	9	2	
Transponder/Static/Encoder/Altimeter	24	12/2015	12/2017	9	14	