

Jordan Airline Training & Simulation

JATS.CEET.01.2026

New A320 & B787 CEETs Device purchasing

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A: Major Dates & Info

A.1 Deadlines, Due Dates & Remarks:

RFP Number	JATS.CEET.01.2026
RFP Launch Date	23 rd Sep 2026
Receiving Confidentiality Declaration letter	15 th Oct 2026
Q&A Submission Deadline Date	22 th Oct 2026
Q&A Jordan Airline Training and Simulation Answers Deadline Date	31 th Oct 2026

Closing Due Date	7 th Nov 2026
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All timings mentioned are:

- Amman – Jordan Local Time.
- In 12 Hours Format.

A.2 Contact Person Details:

Name	Akef Tanbouz
E-mail	Akef.Tanbouz@jats.com.jo
Office Phone Number	+962 6 445 1888
Mobile Phone Number	+962795686184

A.3 Physical Address Details:

Building/Complex	Jordan Airline Training and Simulation Head Office
Building No.	48-2
Street	Round road, Queen Alia International Airport
P.O. Box	39255
Postal Code	Amman 11104 Jordan

PART B: GENERAL

B.1 RFP Conditions

- Jordan Airline Training and Simulation is soliciting offers to select a Supplier to purchase A320 & B787 CEET and Door Trainer Devices
- Responses to the RFP, will be received by the Jordan Airline Training and Simulation, as per timetable mentioned in Part A.
- Responses are to be submitted to the below contact email: Akef.Tanbouz@jats.com.jo
- Questions, including technical questions, will be accepted via e-mail as per timetable mentioned in Part A

B.2 General Instructions about RFP

B.2.1 RFP Inquiries

If the Bidder has an inquiry for any part of this RFP, such as: ambiguity or discrepancy and/or indistinct words, then the buyer shall submit his inquiries to the contact person as per A.2 and before the deadline mentioned in Part A of this RFP.

B.2.2 Receipt Acknowledgments

Jordan Airline Training and Simulation will send this RFP to the bidder and expects that the bidder acknowledges receipt of the RFP. Jordan Airline Training and Simulation has the right to reject / not accept/ disqualify any bidder who does not acknowledge the receipt of this RFP.

B.2.3 RFP Revision / amendment

Jordan Airline Training and Simulation has the right to revise or amend the whole RFP or any part of it by officially informing all participating bidders.

B.2.4 RFP Cancellation

Jordan Airline Training and Simulation has the right to cancel the RFP at any point of time without any justification to be announced and without any type of compensation or penalties.

B.3 Rejections of Proposals

There are reasons to reject / not accept/ disqualify proposals submitted by bidders, the occurrence of any of the below grant's Jordan Airline Training and Simulation the right of rejection and/or not accepting and/or disqualifying submitted proposals:

- Late proposals will not be accepted/received. Proposals may also be rejected for failure to conform to the rules or requirements contained in this RFP. Late proposals are the submitted proposals after the specified due date/timing mentioned under section A in this RFP.
- Proof of Collusion (formal or informal), proposals for all bidders among any related arrangements will be rejected.
- Noncompliance with applicable law, unauthorized additions or deletions, conditional bids, incomplete bids, or irregularities of any kind, which may tend to make the bid incomplete, indefinite or ambiguous as to its meaning.

B.4 Proposal Award in Best Interest

Jordan Airline Training and Simulation has the right to award the bidder who submitted the best proposal.

B.5 Authorized Signatory

Information sent to Jordan Airline Training and Simulation and Commercial Proposal shall be signed by the Authorized Signatory.

B.6 Confidentiality Declaration

The pages at Part C of this RFP must be filled out, signed, and stamped by the participating bidder and have the original copy submitted along with the Financial/Commercial Proposal.

B.7 Expenses Related to Proposal Submission

Jordan Airline Training and Simulation shall not pay any expense incurred in the preparation or submission of any Proposal submitted in response to this RFP including but not limited to, costs associated with site visits accommodations or testing. Jordan Airline Training and Simulation Shall not be liable for any loss or damage that the Service provider may claim which is incurred as a result of the preparation or submission of his Proposal or the acceptance or rejection by Jordan Airline Training and Simulation of such Proposal.

B.8 Commercial Proposal

The Commercial Proposal should clearly illustrate the price that is offered to buy the mentioned Simulator along with the needed Guarantee for payment. **Prices should be in US Dollars**

B.9 Proposals Format

The structure of the proposals is preferred to be matching the structure of this RFP.

B.10 Point of Contact (Focal Point)

Participating bidders are not permitted at all to contact any party/user/employee/individual within Jordan Airline Training and Simulation in reference to this RFP; except the contact person mentioned under Part A of this RFP.

B.11 General Notes

Bidder shall highlight any changes to the above referring to the related section. Jordan Airline Training and Simulation has the right to reject / not accept/ disqualify any proposal(s) that fails to meet any requirement or any part of this RFP. Any intended or non-intended non-compliance with any mentioned point within this RFP will immediately allow Jordan Airline Training and Simulation to use its right of rejecting/not accepting/disqualifying the

proposal without any penalty or any type of compensation. Jordan Airline Training and Simulation will not be obligated to award the highest price and has the right to choose the winner upon the best and most suitable deal for Jordan Airline Training and Simulation.

B.12 Proposals Submission Instruction

B.12.1 General Instructions

Proposers should read, review, and understand this RFP, along with all Exhibits and any additions issued. Each Proposer should submit a proposal in accordance with instructions given in this RFP. The proposal should be prepared as specified herein regarding form, content, and sequence. Jordan Airline Training and Simulation must receive delivery of the proposal at the address specified under Part A of this RFP no later than the date and time specified on page under A.1 (closing due date). Any proposal received at the wrong location or after the exact time specified for receipt; or not according to the below instructions; **will not be considered**.

- One Sealed Envelope: Commercial Proposal
- Labelled: Sealed Envelope must be clearly labelled and marked:
 - ✓ Commercial Proposal.
 - ✓ RFP (JATS.CEET.01.2026).
 - ✓ Attention: (As per the provided Contact person details).
 - ✓ Submission Date.
- Sealed envelope submission is according to what is mentioned in this RFP (Proposals submission by any another means (other than the Sealed envelope submission) is not acceptable and Jordan Airline Training and Simulation has the right to reject / not accept/ disqualify the proposals.

B.12.2 Submission of Questions

All questions regarding this RFP should be clearly presented in writing and transmitted by email to Akef.Tanbouz@jats.com.jo, the deadline for submittal of questions is provided specified on page under A.1 of this RFP. Responses to all written questions, corrections and clarifications to the RFP will be made in writing; Proposers may only rely upon written information provided by Jordan Airline Training and Simulation. Proposers shall not rely upon, and Jordan Airline Training and Simulation shall not be responsible for, any oral information or instructions provided in reference to the RFP. Proposers must not attempt to contact members of Jordan Airline Training and Simulation staff or Board members to discuss or ask questions about the contents of the RFP, other than in writing as provided above. Improper contact with Jordan Airline Training and Simulation personnel may result in disqualification of the Proposer.

B.12.3 Validity of Proposals

In submitting the financial proposal, the Proposer agrees that proposal will remain valid for 90 days after the deadline for submission of proposal and may be extended beyond that time by agreement.

B.12.4 General & Contract Guideline

Jordan Airline Training and Simulation may require Bidders with qualified proposals to present their proposals in a special meeting and/or to arrange a site visit if required.

B.13 Guarantees

1. Official awarding notifications will be considered as legally bonding to the publisher hence all RFP terms & conditions will be applied.
2. The winner participant(s) is obliged to deliver a performance bond not less than 10% if requested.
3. Winner Participant(s) should pay the needed Duty Stamps as per Jordanian Law.

Part C: Confidentiality Declaration

I hereby certify that any piece of data or information mentioned and/or related to this JATS.CEET.01.2026 as well as any communication, meeting, presentation, snapshots and any document that contains any information about Jordan Airline -Training and Simulation is deemed to be **“Strictly Confidential”** and will not be communicated or shared with any individual or entity under any circumstances.

If () is being selected as the winning bidder and there is any serious necessity to disclose any part of data or information by any mean to () partners and/or subcontractor then Jordan Airline Training and Simulation has to be informed about this in order to sign NDA with that party prior to any mean of communication.

And in case that () is not selected as the winning bidder all related information will be discarded without any extra copies to be stored.

Under any breach of what is mentioned in this declaration () will be held fully accountable.

Authorized Signature:

Name:

Title:

PART D: Scope of Service

D.1 DESCRIPTION OF THE OPPORTUNITY

Jordan Airline Training & Simulation intends to purchase one A320-200 CEET and B787 Door Trainer:

D2. Functional Requirement for Airbus A320 neo (CABIN EMERGENCY EVACUATION TRAINER)

D.2.1 OVERVIEW

1. The Cabin Emergency Evacuation Trainer (CEET) will simulate the Royal Jordanian A320 and shall have four functional doors, if all below door options selected, three on the dry side and one functional door on the wet side giving access to the pool
2. The supplier shall identify the Airbus licences and costs required for their proposal
3. The Airbus A320 CEET shall include a representative flight deck simulation with functional 1 pilot seat, QDM, sliding window, cockpit door and CIDS system.
4. The Airbus A320 CEET shall include a realistic simulation of the aircraft communications system and be capable of simultaneous multi-channel calls between instructor, crew stations and flight deck
5. The Airbus A320 CEET shall include a visual system in the cabin windows, doors that is realistic, and correlates with the training scenarios in all events.
6. The supplier shall provide Airbus A320 training slides at the operational door 1L, and ensure that their proposal is compatible with the space constraints of the JATS building.
7. R1 Door will allow cabin crew via a fixed platform to board the raft and enter the pool area.
8. The supplier shall provide **two Type III overwing exits**, one representative of the **A320 CEO** configuration and one representative of the **A321 NEO** configuration and ensure that the proposed arrangement is compatible with the available space and structural constraints of the JATS building.

D.2.2 GENERAL

1. The Supplier will specify in its detailed proposal, fully supported by necessary diagrams, floor-plans, drawings, photographs and other enhancements, how JATSs requirements within this specification will be achieved. Simulator dimensions and floor area required for slide deployment will be stated.
2. Master schedule is submitted with this proposal.
3. Visual Specification is submitted with this proposal.
4. The Simulator will be built to meet ICAO / EASA / GAA standards/guidelines.
5. The Simulator will be built, operate and perform to Airbus Aircraft data.
6. The seat number layout in the trainer is to be proposed by the supplier should not be less than 30 seats.

D.2.3 FLIGHT DECK

1. The flight deck will be fitted 1 dummy and 1 functional A320 aircraft pilot seats with functioning harnesses and buckles.
2. 1 dummy observer jump seats will be provided in the flight deck with correct harnesses and buckles.
3. To simulate the flight deck environment in the most realistic manner, all physical obstructions shall be represented in mock up fashion within the flight deck.
4. Simulated fully functional CDSS (Cockpit Door Surveillance System, includes CDSS camera control panel, FLT Deck Door panel and LCD display at the door) will be supplied. Camera with live feed outside the cockpit door.
5. Flight deck door will have functional keypad and lock with an override feature for maintenance use.
6. left flight deck side windows shall be fitted with a functional sliding window.
7. Two-way communication shall be possible between Flight Deck and all Cabin Attendant Stations, PA, INT, O2 masks and handset.
8. The flight deck will be fitted with 1 Airbus quick donning Oxygen Masks and Real Aircraft mask container.
9. Cabin sign panel (FSB, No Mobile, Emergency lights).
10. EVAC signal panel.
11. Passenger Oxygen release control panel.
12. Pilots reading lights and dome lights.

D.2.4 INTERIOR AND FURNISHINGS

1. The simulator visible interior contours will conform to dimensions of the simulated aircraft Airbus A320. The door areas shall contain correct Dedicated Assist Spaces. Note: L1/R1 only one dedicated assist space facing aft

2. The Simulator interior liners shall match the JATS colour scheme.
3. The Simulator will have replica flight attendant seats with correct seat belts/buckles and shoulder harnesses located in the correct positions.
4. The Simulator will have all signs and placards in English and Arabic or picture graphs as per the Royal Jordanian aircraft Airbus A320
5. Painted Simulator interior components including wall and window liners, bulkheads, ceiling panels, hat racks, lavatory walls and door panels and liners shall have the same rendered textures, patterns and same or tougher durable finishes as found on the JATS A320 OEM aircraft.
6. The Simulator interior including wall and window liners, bulkheads, lavatory walls etc. shall have aluminium mouldings and trim on corners and edges to replicate the Airbus A320 aircraft.
7. The Simulator will have floor coverings fitted representative of the Royal Jordanian aircraft. Cabin and Galley floors should match the Royal Jordanian aircraft.
8. The Simulator will have functional aircraft handsets in the correct position incorporated in each Cabin Attendant seat at each station providing full communications to all Attendant stations
9. Functional PSU's (Passenger Service Units) ASU (Attendant Service Unit and LSU (Lavatory Service Units) with oxygen mask containers will be provided above all pax seats, crew seats, lavatories as per the JATS Airbus A320 aircraft. PSU's will be replica of the aircraft PSU. The correct number of A320 masks will be supplied per PSU. Oxygen masks in JC have a lanyard to pull the mask down when deployed. No air supply required for the passenger oxygen masks
10. The Passenger Emergency Escape Path Lighting System shall be functional as per Royal Jordanian Aircraft. Both aisles and all exits. Green photoluminescent strips to be fitted.

D.2.5 FUSELAGE STRUCTURE

1. The main structure of the Simulator shall be a simulated part cabin of an Royal Jordanian Airbus A320 aircraft and will be mounted onto the static platform
2. Cabin shall have at least 5 rows of Economy Class. Passenger seating shall have correct JATS seat fabric and covers. Passenger seating shall be replica seats, that have corrected JATS seat fabric and covers. Total 30 seats capacity
3. The Simulator fuselage will have a correct partial correctional interior profile of the JATS A320 aircraft.
4. The Simulator will have an entry door fitted in the aft cross section of the fuselage.
5. The exterior colour/livery of the Simulator should match that of JATS Airbus A320 aircraft and include JATS colours and logo
6. The Simulator trim and decal information relating to exits should match that of the Royal Jordanian Aircraft exterior.

D.2.6 FUNCTIONAL MAIN ENTRY DOORS

1. Doors L1&L4 and R1 will be fully functional.
2. Doors L2 A320 ceo and L3 A321 neo overwing will be fully functional.
3. The Simulator will be equipped with Airbus A320 aircraft doors. The Supplier will indicate if the doors are real A320 aircraft doors or replica A320 aircraft doors. These doors shall have closed loop electric servo motors such that all forces can be controlled by software.
4. L1 Door will be fully functional and will allow cabin crew to slide down for dry landing
5. R1 Door will be fully functional and will allow cabin crew to board the slide raft and enter the pool area.
6. The functional doors shall be capable of normal and emergency modes of operation.
7. Under Normal and Emergency modes of operation the functional Simulator doors shall have:
8. the same weight and balance as the aircraft door
9. the same method of operation as the aircraft door
10. the same torque loading as the aircraft door.
11. the same operating forces as the aircraft door.
12. the same speed and angular movement as the aircraft door.
13. Emergency Stop push buttons shall be provided near the functional doors, IOS
14. Each functional door station will have:
15. Functional door/slide armed light indications and mode selector armed /disarmed.
16. Functional door locking indications.
17. Functional assist handles.
18. Functional door safety strap.
19. Functional gust lock.
20. Functional main door control handle.
21. Functional exit locator lights

22. Functional exit lights
23. Door armed Aural/Visual Warning system will sound an audible alarm at the affected door.
24. Slide Pressure Indicator (simulated functionality)
25. Functional door observation window
26. All covers and placards (English and Arabic or pictographs)
27. Stowage provision for emergency equipment
28. Using the manual inflation handle will result in slide inflation with appropriate sound effects.
29. Each Functional aircraft door shall have an LCD type visual display at the observation window interfaced to the Simulator visual system and Instructor selectable animated images of the following. (On/Off)
30. Fire (animated)
31. Smoke (animated)
32. Water (Ditching)
33. Stairs (animated)
34. Fire Truck (animated)
35. Apron clear to evacuate (animated)

D.2.7 PASSENGER RELATED INTERIOR

1. The cabin interior will be as aircraft, with cabin lighting levels controllable by both the trainees from L1 FAP and by the Instructor at the IOS or tablet.
2. All overhead bins will be fully functional and will be replica Airbus A320-321 genuine bins with real aircraft latches and hinges.
3. Passenger cabin windows will be located in accordance with the Royal Jordanian aircraft cabin specifications.
4. Window liners will be as per Royal Jordanian Aircraft design and colour scheme.
5. Sidewall liners will be as per Royal Jordanian Aircraft in design and colour scheme (Upper and lower).
6. Ceiling and overhead liners will be representative of the Royal Jordanian Aircraft.
7. All panels and fittings will be cleanable without damage to material or finish.

D.2.8 PASSENGER SEATS

1. The cabin will include a minimum of 5 rows of Economy Class seats. Total 30 seats capacity
2. All seats will be mounted on aircraft style seat-tracks and provide the correct aisle width for Royal Jordanian Airbus A320 in each class.

D.2.9 PASSENGER SERVICE UNITS

1. Functional Passenger Service Unit (PSU) will be installed above each passenger seat and attendant seat, as per aircraft. The PSU's will be a limited functionality with crew call button.
2. Functional Fasten Seat Belt (FSB) and No Mobile signs and loudspeaker panels will be fitted above each seat row. FSB, No Mobile signs will be controlled by IOS, flight deck and CAP.

D.2.10 PASSENGER OXYGEN SYSTEM

1. A simulated version of the Airbus PAX Oxygen Deployment System will be provided. No air supply required for oxygen masks. The oxygen mask containers shall have 1 A320 type mask per seat. They will be located above each passenger seat.
2. Masks will drop if Rapid Decompression malfunction is activated or shall be activated from the IOS tablet, flight deck or automatically by lesson plan. Oxygen flow indications shall be made available to simulate oxygen is being delivered.
3. Cabin oxygen masks will have auto retract system that pulls the masks back into the PSU. Flap will have to be manually closed.

D.2.11 LAVATORY

1. One simulated lavatory will be located in the FED cabin and will contain the following hardware and functions:
2. Functional entrance doors with A320 aircraft type latching and locking hardware, normal swing door.
3. Functional Lavatory Service Unit LSU with masks with auto restow capability.
4. Simulated smoke detector with associated aural and visual indications on the FAP and in the Cabin.
5. Attendant call button and call light indications at Lavatory
6. Functional lavatory call light will be placed outside each lavatory wall
7. Return to seat indication
8. Auto light dimming with door operation, Bright when locked and Lavatory in Use indications in the cabin.
9. The lavatory will contain lavatory bin fire and smoke simulation including a heat panel in each door. Access to lavatory bin will be as per aircraft with replica aircraft type latching hardware.
10. All placards and legends
11. Physical mock-up of the basin, toilet (with closed lid) and mirror

12. The remaining lavatories can be used as suppliers' technical equipment stowage areas and will retain the external appearance of the on-board lavatories and be fitted with aircraft type locking hardware and nonfunctional lavatory call lights.

D.2.12 CABIN LIGHTING

1. All cabin and signs lighting will be LED lighting.
2. Cabin Lighting will be installed which is controllable by different attendant panels, IOS and tablet. Brightness levels as per Airbus A320 aircraft required. Mood lighting is not required.
3. Functional simulated aircraft type lighting will be installed in the Simulator with replica aircraft type diffusers. Ceiling fibre optic lighting effects are not required.
4. The areas of cabin near the doors will include all relevant lighting, both normal and emergency. The cabin lighting can be overridden by the IOS.
5. Exit Signs, Exit Lights and Exit Locator Lights will be installed and functional as per the Airbus A320 aircraft at 4 door locations.
6. The floor path marking system will be representative of the A320 aircraft.

D.2.13 ATTENDANT SEATS

1. Five (4) Cabin attendant seats will be installed in the cabin. The seats will be located and prepared to original Airbus A320 aircraft design, with specific A320 aircraft type harness and buckles. Cabin attendant seats will be located as follows: L1 - 2 crew seat aft facing, 2 crew seats AFT facing in the rear
 - L1 - 1 seat aft facing
 - L1 - 1 seat aft facing
 - L4 - 1 seat aft facing
 - R4 - 1 seat aft facing
2. Cabin Attendant seats will be capable of withstanding the harsh training environment to which they will be exposed. Seat cushions will be covered with a heavy-duty material matching that of the Royal Jordanian A320 aircraft.
3. Functional storage places within the seat.

D.2.14 ADDITIONAL ATTENDANT PANEL (AAP) and (ACP)

1. Functional Additional Attendant Panel (AAP) located at L4 door.
2. Functional AREA CALL PANELS located at all 4 door locations.

D.2.15 OXYGEN MASKS

1. Flight Attendant oxygen masks and Attendant Service Units (ASU's) will be located in each cabin attendant station. The oxygen mask drop will be activated by simulation of cabin decompression. The oxygen mask containers have 1 A320 mask per seat. Oxygen flow indicators are connected to the reservoir bag and not the oxygen mask tubing.
2. All mask containers PSU, ASU and LSU will be equipped with an auto restow mechanism. Supplier to specify.

D.2.16 CABIN MANAGEMENT SYSTEM (CMS)

1. Cabin Management System (CMS) consisting of Flight Attendant Panel (FAP), and Area Call Panels (ACP) will have full functionality and will be installed at L1 & L4 door (FAP) and will prepare the students for all aspects of aircraft safety relevant issues by displaying all available pages, messages and indications. ACP will be functional and installed at 4 door locations.
2. Flight Attendant Panel (FAP) shall have full functionality for the following pages:
3. Cabin Lighting Controls Page (OFF/ON and Dimming Functions)
4. Smoke Detection System Page
5. Door open / locked / armed indications
6. Functional Hard keys EVAC- EMERGENCY LIGHTS

D.2.17 GALLEY x1

1. The Simulator will be equipped with representative aircraft galleys in the FWD. The FWD galley shall contain the following features and equipment to be provided.
2. Waste bin with functional flap.
3. Functional Galley lights
4. Simulated fire and smoke in waste bin and ovens. 1 of each per galley.
5. Simulated Galley oven fire. Oven fires should have flame effect, smoke effect
6. JATS galley carts will be BFE which will stow and secure with correct aircraft latches.
7. Galley master power switch and CB

D.2.18 DECALS, PLACARDS AND LOGOS

1. All Decals, Placards and Logos will be installed as on the original Airbus A320 Royal Jordanian Aircraft. (English and Arabic or Pictographs) throughout the Cabin, Flight Deck, doors, galleys, lavatories for interior cabin and external fuselage.

D.2.19 CABIN AND FLIGHT DECK COMMUNICATIONS

1. The Simulator will be equipped with functional communication system with all safety relevant features. The handsets will be replica aircraft handsets
2. 4 Handsets will be provided in the cabin at each crew station/door and IOS
3. 1 Handset will be provided in the Flight Deck
4. CABIN INTERPHONE CALLS
5. CABIN INTERPHONE CONFERENCE CALLS
6. EMERGENCY CALL
7. P.A.
8. Flight crew to cabin and IOS communication.
9. The flight deck communication will be with Handset,
10. Call system will be installed representative of the Airbus A320 aircraft. Area Call Panel (ACP) with lights in different colours installed at 2 locations in the cabin and chimes will be audible via loudspeaker.
11. Public Address and pre-recorded messages e.g. Rapid Decompression will be available and activated as per aircraft or IOS. Prerecorded announcements and safety related videos will be supplied by JATS.

D.2.20 SLIDES

1. A320 L1 Permanent Training Slide System will be provided. - dry drill
2. A320 R1 Permanent Training Slide System will be provided. - wet drill

D.2.21 CCTV

1. CCTV system will be installed in the cabin and cockpit

D.2.22 INSTRUCTOR OPERATING STATION

2. Instructor Operator Station (IOS) shall consist of a mounted touch screen and hardware controls located in a suitable location (AFT of the economy section). (Closed module)
3. All IOS pages will be made available to run on 1 independent wireless Tablets with docking stations
4. IOS Features will include:
5. A vertical Flight profile page will be provided to include the following phases of flight, Pushback/Taxi/Take-off/Climb/Cruise/Descent/Approach/Landing
6. Oxygen Release
7. Screaming passenger audio
8. Rapid Decompression scenario
9. Door Handle Blocked
10. Door Blocked
11. Door Power Assist Failure
12. Slide/raft pressure Indicator Failure
13. Slide/raft Auto Inflation Failure
14. Total Slide/raft Inflation Failure
15. Oven fire and smoke in fwd galley with flame smoke and sound effects
16. Passenger seat IFE fire and smoke at 3 locations with flame smoke and sound effects (3 locations mobile)
17. Hatrack Fire in 1 location with flame smoke and sound effects (3 locations)
18. 1x Lavatory Fire and smoke with selectable Lavatory hot door with flame smoke and sound effects
19. Smoke Extraction
20. On board explosion
21. Crash scenario stationary at gate with other aircraft collision with associated motion shudder and visual to include incoming aircraft and smoke from own aircraft wing.
22. Crash scenarios will cause motion to lock unless motion locking is disabled by Instructor control. Default will be motion locked. Doors will remain locked until the motion has locked and depressurised.
23. The following scenarios will fully integrate all cabin and Flight Deck EICAS messages, memos, cautions, warnings, alerts, any visual and audio warnings including Master Caution and Warning Lights accompanied by sound and motion effects.
24. Crash Scenarios landing gear collapse LMG/RMG/NG
25. Rapid Decompression
26. Ditching Scenario to include landing on water with visual and motion effects
27. Engine Fire Left
28. Engine Fire Right
29. Rejected Take-off Scenario, overrun scenario, belly landing, nose landing with visual and sound effects

D.2.23 FIRE SIMULATION

1. Fires will be simulated at different locations within the Simulator. They will be started by the IOS

2. The fires will be simulated by electrical generated red / amber LED flame and simulated smoke
3. Fire Extinguishing will be possible via:
4. An infrared sensor activated by electronic training extinguisher with sound effects.
5. 1Xoven fire, 1X lavatory fire and 1Xoverheadbin fire

D.2.24 VISUAL SYSTEM and SOUNF EFFECTS

1. Image visual system shall be provided.
2. The visual system will provide night, dusk and day modes
3. all windows and main doors included. (6 seats capacity)
2. The L1 Door Trainer shall include a realistic simulation of the aircraft communications system and be capable of simulating interphone calls and PA's.
3. The L1 Door Trainer shall include a visual system in the door window and exterior area that is realistic and correlates with the training scenarios in all events.

D.2.25 OTHERS

1. WARRANTY
2. DOCUMENTATION AND TRAININGS
3. ONSITE INSTALLATION, FAT, SAT, FOSA AND FINAL ACCEPTANCE
4. INSURED DELIVERY
5. AFTER SALE SERVICES
6. BFE ITEMS
7. SPARE PARTS
8. REMOTE ACCESS SYSTEM
9. RESPONSIBILITIES

D.2.26 TESTING, ACCEPTANCE AND FINAL ACCEPTANCE PROCEDURES

D.2.26.1 General

The Supplier shall be responsible for planning, preparing, conducting, documenting, and successfully completing all testing and acceptance activities required for the A320 CEET and B787-9 L1 Door Trainer.

Testing shall demonstrate that the supplied equipment, systems, software, hardware, functionality, documentation, installation, and performance fully comply with the requirements of this RFP, the Supplier's approved technical proposal, agreed drawings and specifications, and the applicable Airbus/Boeing aircraft data and standards identified within this RFP.

The Supplier shall submit detailed FAT, SAT and FOSA procedures and test scripts to JATS for review and approval prior to commencement of the respective testing activities.

No test shall be considered successfully completed unless the applicable test result is objectively demonstrated and recorded.

D.2.26.2 Factory Acceptance Test (FAT)

The Supplier shall conduct a Factory Acceptance Test at the Supplier's facility prior to shipment of the equipment to JATS.

The FAT shall verify, as a minimum:

1. General construction, workmanship, dimensions, layout, finishes, materials, colours, decals, placards and overall configuration against the approved design.
2. Functional operation of all A320 CEET and B787-9 Door Trainer systems and equipment.
3. Functional operation of all aircraft doors and associated door controls, indications, safety features and emergency functions.
4. Normal and emergency door operating modes.
5. Door operating forces, movement, speed and functional characteristics against the agreed aircraft reference data, where applicable.
6. Instructor Operating Station (IOS), wireless tablet and all associated controls and interfaces.
7. Visual system operation and scenario selection.
8. Cabin, flight deck and door-area lighting systems, including emergency and exit lighting.
9. Cabin and flight deck communication systems, including PA, interphone, emergency calls and associated

10. indications.
11. Passenger Service Units (PSU), Attendant Service Units (ASU), Cabin Management System (CMS), FAP, ACP and associated functions.
12. Passenger oxygen deployment simulation and associated indications.
13. Fire, smoke and emergency scenario simulations.
14. Slide/raft systems and associated inflation simulation, indications and sound effects.
15. All IOS selectable malfunctions and emergency scenarios identified in this RFP.
16. CCTV and monitoring systems.
17. Emergency stop functions and other safety-related functions.
18. Interface signals required for external systems, where applicable.
19. Software configuration and version identification.
20. All supplied equipment, accessories, spare parts and BFE items included within the contract.
21. Availability and completeness of technical documentation, manuals, drawings, software backup, certificates and training material.

The Supplier shall provide all necessary test equipment, calibrated measuring equipment, test personnel and facilities required to conduct the FAT.

A detailed FAT report shall be provided to JATS, including the test procedure, acceptance criteria, actual results, deviations, failures, corrective actions and final test status.

FAT shall not constitute final acceptance of the equipment.

D.2.26.3 FAT Acceptance Criteria

The FAT shall be considered PASSED only when:

1. All mandatory requirements of this RFP have been demonstrated and verified.
2. All agreed functional and performance requirements have been successfully tested.
3. No Critical or Major defects remain open.
4. All safety-critical functions have successfully passed their respective tests.
5. All identified FAT discrepancies have been corrected and successfully retested, or formally accepted in writing by JATS.
6. All required FAT documentation has been submitted and accepted by JATS.
7. The final FAT configuration is clearly documented and identified.

JATS reserves the right to reject the FAT or require repetition of any failed or insufficiently demonstrated test.

Approval of the FAT shall not relieve the Supplier of its contractual responsibility to deliver a fully compliant and operational system.

D.2.26.4 Site Acceptance Test (SAT)

Following delivery, installation and commissioning at JATS, the Supplier shall conduct a Site Acceptance Test.

The SAT shall verify that the equipment has been correctly installed, integrated, configured and commissioned at the JATS facility and that its performance has not been adversely affected by transportation, installation or site conditions.

The SAT shall include, as a minimum:

1. Verification of the equipment against the approved FAT configuration.
2. Verification of correct installation, assembly, anchoring and alignment.
3. Verification of all electrical, data, communication and system interfaces.
4. Verification of power-up, shutdown and restart procedures.
5. Verification of all functional systems and subsystems.
6. Verification of all normal and emergency door operations.
7. Verification of IOS and wireless tablet operation.
8. Verification of visual system operation and scenario correlation.

9. Verification of all lighting and emergency lighting functions.
10. Verification of all communication systems.
11. Verification of fire and smoke simulation functions.
12. Verification of oxygen mask deployment simulation.
13. Verification of slide/raft systems and associated functions.
14. Verification of all emergency scenarios and malfunctions specified in the RFP.
15. Verification of CCTV and monitoring systems.
16. Verification of safety devices, emergency stops and safety-related functions.
17. Verification of interfaces with JATS facility systems, where applicable.
18. Verification that all supplied equipment and accessories are present and operational.
19. Verification of technical documentation, maintenance documentation and software backups.
20. Demonstration of the complete training environment under representative operational conditions.

D.2.26.5 SAT Acceptance Criteria

SAT shall be considered PASSED only when:

1. The equipment is fully installed and operational.
2. All systems and functions required by this RFP have been successfully demonstrated at the JATS site.
3. All safety-critical and emergency functions have successfully passed testing.
4. No Critical or Major defects remain open.
5. All transportation or installation-related defects have been rectified.
6. All agreed interfaces and site requirements have been successfully verified.
7. The equipment is ready for operational training use, subject only to completion of the FOSA and Final Acceptance process.
8. All SAT documentation and test records have been submitted to and accepted by JATS.

D.2.26.6 Functional and Operational Safety Acceptance (FOSA)

Following successful completion of SAT, the Supplier shall conduct a Functional and Operational Safety Acceptance (FOSA) with JATS.

The purpose of the FOSA is to confirm that the complete training device can be safely operated under normal, abnormal and emergency training scenarios and that the interaction between the trainee, instructor, physical equipment, software and safety systems operates as intended.

The FOSA shall include, as applicable:

1. Demonstration of normal operational procedures.
2. Demonstration of emergency and abnormal scenarios.
3. Demonstration of emergency stop functions.
4. Demonstration of door safety functions and interlocks.
5. Demonstration of safe operation of slides/rafts and associated training equipment.
6. Demonstration of fire and smoke simulation and extinguishing training functions.
7. Demonstration of oxygen mask deployment simulation.
8. Demonstration of all relevant warning, indication and alarm functions.
9. Demonstration of IOS control of all applicable training scenarios.
10. Demonstration that instructor commands and trainee actions result in the intended system response.
11. Verification that failure or malfunction scenarios can be safely initiated, controlled and terminated.
12. Verification of recovery from emergency scenarios and return to normal operation.
13. Verification that no unsafe condition is created by any training scenario.
14. Verification of emergency procedures and safety instructions provided with the equipment.
15. Verification of operational and maintenance access provisions.

The Supplier shall provide a FOSA test procedure and risk/safety checklist for JATS review prior to commencement.

D.2.26.7 Defect Classification and Punch List

Any discrepancy identified during FAT, SAT or FOSA shall be recorded in an agreed punch-list.

Defects shall be classified as follows:

Critical Defect:

A defect that creates an unsafe condition, prevents safe operation, prevents a major required function from operating, or results in substantial non-compliance with the RFP.

Major Defect:

A defect that prevents a required system or training function from operating as specified or materially affects the intended training capability.

Minor Defect:

A defect that does not materially affect safety, required functionality or intended training operation and can be corrected without preventing operational use.

Critical and Major defects shall be rectified and successfully retested before the applicable acceptance stage can be approved.

Minor defects may remain open only with the written approval of JATS and shall have an agreed corrective action and closure date.

JATS shall have the right to reject any acceptance test where the number, nature or recurrence of defects demonstrates that the equipment does not meet the required performance or quality level.

D.2.26.8 Retesting

Where any test fails, the Supplier shall:

1. Identify the cause of failure.
2. Correct the defect at its own cost.
3. Repeat the failed test.
4. Repeat any dependent or affected tests where required by JATS.
5. Update the relevant test records and punch-list.

Repetition of testing shall not result in additional cost to JATS.

If repeated failures occur, JATS may require additional testing to demonstrate system reliability and compliance.

D.2.26.9 Final Acceptance

Final Acceptance shall be granted by JATS only after successful completion of FAT, SAT and FOSA and satisfaction of all contractual requirements.

Final Acceptance shall require, as a minimum:

1. Successful completion and approval of FAT.
2. Successful completion and approval of SAT.
3. Successful completion and approval of FOSA.
4. Closure of all Critical and Major defects.
5. Agreement and documented acceptance of any remaining Minor punch-list items.
6. Successful demonstration of all mandatory functions and training scenarios.
7. Completion of all required installation and commissioning activities.
8. Delivery and acceptance of all contractual documentation.
9. Delivery of software, configuration files, backups and passwords/access credentials required for operation and maintenance, where applicable.

10. Completion of all agreed technical and operational training.
11. Completion of knowledge transfer to JATS personnel.
12. Delivery and acceptance of all agreed spare parts, special tools and accessories.
13. Submission of final as-built drawings, system documentation and configuration records.
14. Submission of final test reports and signed acceptance records.
15. Confirmation that the equipment is ready for intended operational training use.

Final Acceptance shall be documented through a Final Acceptance Certificate signed by authorized representatives of JATS and the Supplier.

The date of the Final Acceptance Certificate shall be considered the Final Acceptance Date for contractual purposes, unless otherwise specified in the final agreement.

D.2.26.10 Warranty Commencement

Unless otherwise agreed in the contract, the warranty period shall commence from the date of Final Acceptance and not from the shipment or delivery date.

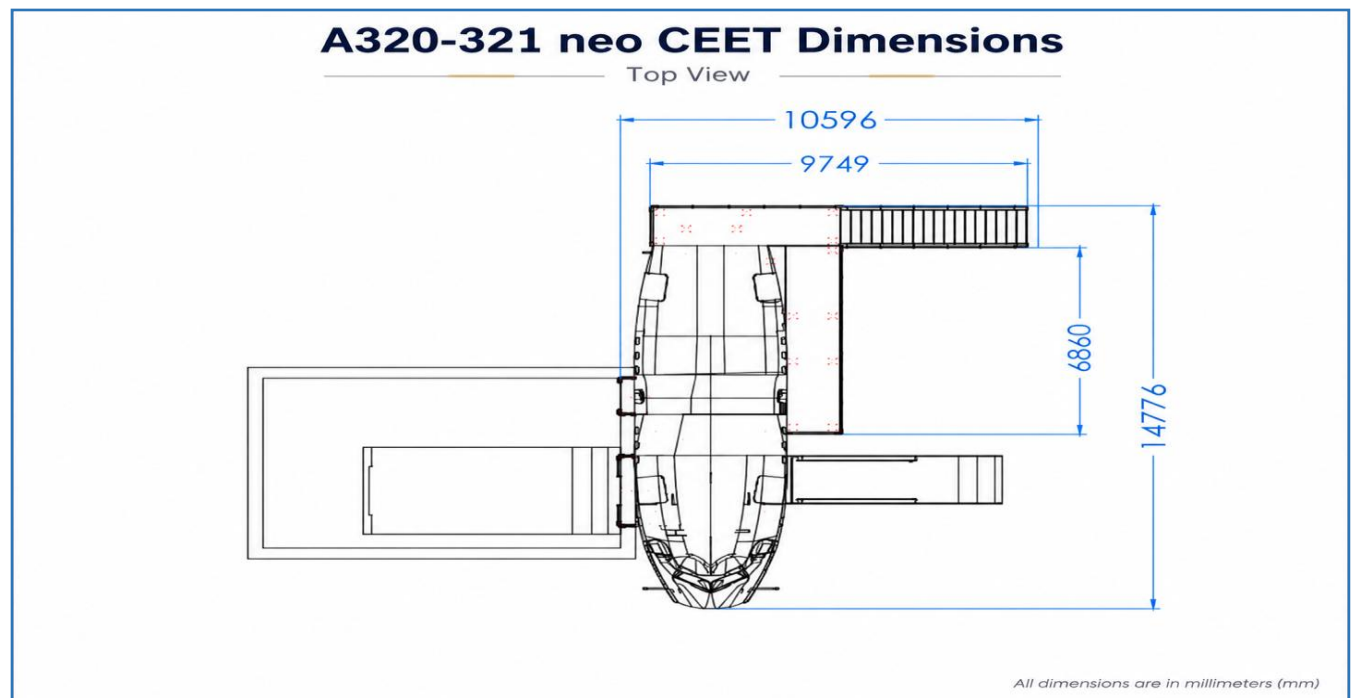
Any period during which the equipment is unavailable for its intended training purpose due to a Supplier-responsible defect shall be treated in accordance with the agreed warranty terms.

D.2.26.11 Supplier Responsibility

Completion or approval of FAT, SAT or FOSA shall not relieve the Supplier of any contractual obligation, warranty responsibility or requirement to correct defects subsequently identified that are attributable to the Supplier's design, workmanship, software, equipment or failure to comply with this RFP.

The Supplier shall remain fully responsible for ensuring that the delivered A320 CEET and B787-9 Door Trainer comply with all requirements of this RFP throughout the warranty period.

D.2.27 CEET Dimensions



D3 Functional Requirement for Boeing 787 L1 DOOR TRAINER

D.3.1 OVERVIEW

1. The L1 Door Trainer shall simulate the Royal Jordanian aircraft door
2. The supplier shall identify the Boeing licences and costs required for their proposal
3. The L1 Door Trainer shall include a representative aircraft door that correlates with the simulated, normal and non-normal scenarios to provide an integrated SEP and CRM environment. A representative Cabin Attendant Station with applicable safety equipment shall be included. A functioning CAP shall be located as part of the DT; in addition, 2 rows of representative passenger seats shall also be included. (6 seats capacity)
4. The L1 Door Trainer shall include a realistic simulation of the aircraft communications system and be capable of simulating interphone calls and PA's.
5. The L1 Door Trainer shall include a visual system in the door window and exterior area that is realistic and correlates with the training scenarios in all events.

D.3.2 GENERAL

1. The Supplier will specify in its detailed proposal, fully supported by necessary diagrams, floor-plans, drawings, photographs and other enhancements, how JATSs requirements within this specification will be achieved.
2. Master schedule is submitted with this proposal.
3. Visual Specification is submitted with this proposal.
4. The Door Trainer will be built to meet ICAO / EASA / GAA standards/guidelines
5. The Door Trainer will be built, operate and perform to Boeing Aircraft data.
6. The seat layout at the door shall be four rows of three seats.

D.3.3 INTERIOR AND FURNISHINGS

1. The Door Trainer visible interior contours will conform to dimensions of the simulated aircraft Boeing B787-9. If applicable the door area shall contain correct Dedicated Assist Space.
2. The Door Trainer interior liners shall match the JATS colour scheme.
3. The Door Trainer will have replica flight attendant seats with correct seat belts/buckles and shoulder harnesses located in the correct positions.
4. The Door Trainer will have all signs and placards in English and Arabic or picture graphs as per the Royal Jordanian Aircraft Boeing B787-9
5. The Door Trainer interior components including wall and window liners, bulkheads, ceiling panels, hat racks, door panels and liners shall have the same rendered textures, patterns and same or tougher durable finishes as found on the JATS B787-9 OEM aircraft.
6. The Door Trainer interior including wall and window liners, bulkheads, lavatory walls etc. shall have the same stainless-steel mouldings and trim on corners and edges as found on the Boeing B787-9 OEM aircraft.
7. The Door Trainer fuselage cabin area will be suitably illuminated to represent the aircraft.
8. The Door area will have the Royal Jordanian Aircraft floor coverings fitted.
9. Simulated PSU's (Passenger Service Units) ASU (Attendant Service Unit) with oxygen mask containers will be provided above all pax seats, crew seats as per the JATS Boeing B787-9 aircraft. PSU's must be actual or replica of the aircraft PSU. And functional overhead bins.

D.3.4 DOOR TRAINER STRUCTURE

1. The main structure of the Door Trainer shall be a simulated part cabin of an JATS B787-9 aircraft.
2. Cabin shall have four rows of economy class; Passenger seating can be Real Aircraft or Replica seats.
3. The Door Trainer will have a correct partial cross sectional interior profile of the JATS B787-9 aircraft.
4. The exterior colour/livery of the Door Trainer should match that of JATS B787-9 aircraft and include JATS colours and logo
5. The Door Trainer trim and decal information relating to exits should match that of the Royal Jordanian Aircraft exterior.
6. The Door Trainer shall be designed and built to be fire retardant, contain smoke and heat detection and reporting to the Prince Sultan University system through zero potential relay contacts.

D.3.5 FUNCTIONAL L1 DOOR

1. L1 Door will be fully functional.
2. The Door Trainer will be equipped with a B787-9 aircraft door. The Supplier will indicate if the door is a real B787 aircraft door or replica B787 aircraft door.
3. The functional L1 door shall be capable of normal and emergency modes of operation.

4. Under Normal and Emergency modes of operation the functional L1 door shall have:
5. Door blocked
6. handle blocked
7. EPAS failure
8. Auto slide failure
9. Total slide failure
10. Emergency Stop push button shall be provided near the functional door, IOS.
11. L1 door station will have:
12. Functional door/slide mode selector armed /disarmed.
13. Functional assist handles.
14. Functional door safety strap.
15. Functional gust lock.
16. Functional main door control handle.
17. Functional exit locator lights
18. Functional exit lights
19. Functional door observation window
20. All covers and placards (English and Arabic or pictographs)
21. Using the manual inflation handle will result in slide inflation with appropriate sound effects.
22. L1 door shall have an LCD type visual display at the observation window interfaced to the IOS and Instructor selectable animated images of the following.
23. Fire (animated)
24. Smoke (animated)
25. Water (Ditching)
26. Obstacle (animated)
27. Apron
28. 1X single jump seat with functional ASP.

D.3.6 CABIN LIGHTING

1. All cabin and signs lighting will be LED lighting.
2. Cabin Lighting will be installed which is controllable by L1 CAP, IOS. Brightness levels as per Boeing B787-9 aircraft required
3. Functional simulated aircraft type lighting will be installed in the Door Trainer with replica aircraft type diffusers.
4. Exit Signs, Exit Lights and Exit Locator Lights will be installed and functional as per the Boeing B787-9 aircraft L1 door.

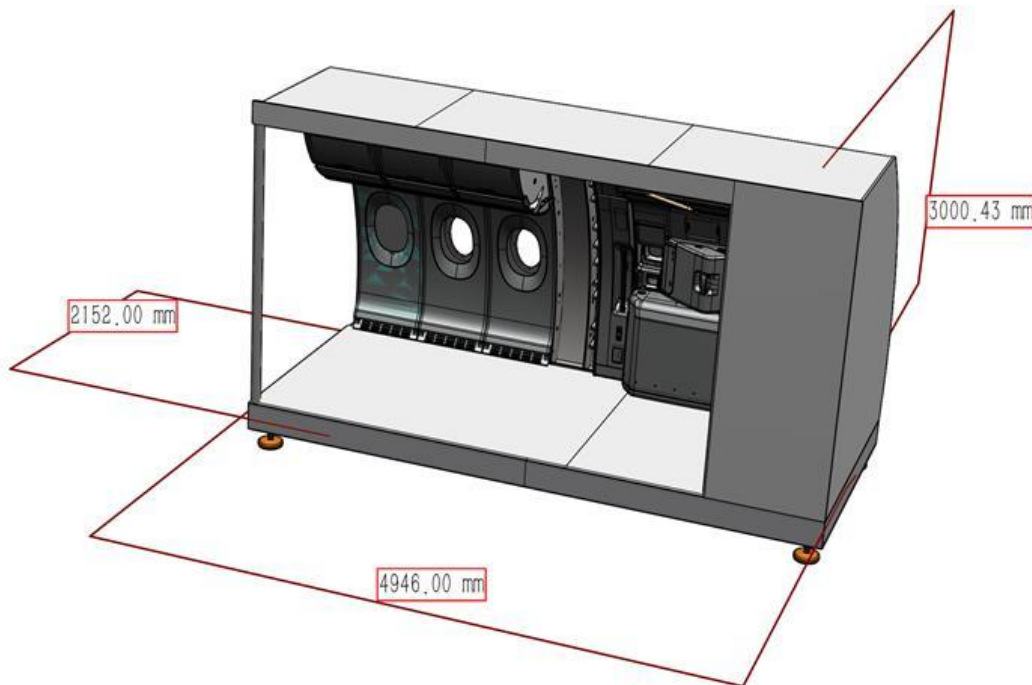
D.3.7 DECALS, PLACARDS AND LOGOS

1. All Decals, Placards and Logos will be installed as on the original Boeing B787-9 Royal Jordanian Aircraft. (English and Arabic or Pictographs) the L1 doors for interior cabin and external fuselage.

D.3.8 INSTRUCTOR OPERATING STATION

2. Instructor Operator Station (IOS) shall consist of a mounted touch screen and hardware controls located in a suitable location. Supplier to suggest
3. All IOS pages will be made available to run on 1 independent wireless Tablet with docking stations
4. The instructor shall operate the Door Trainer via the wireless touch screen tablets
5. IOS Features will include:
6. Emergency stop button
7. Door Handle Jam
8. Door Blocked
9. Door Power Assist Failure
10. Slide/raft Auto Inflation Failure
11. Total Slide/raft Inflation Failure

D.3.9 Dimensions



D.3 Proposal Requirement

Participant must submit proposal in sealed envelopes, containing:

D.3.1 Sealed Technical Offer:

A. Company profile & qualifications

Tab	Section/Title
1	Company/ Individual Profile
2	Cover / Transmittal Letter
3	Executive Summary
4	Qualifications and Relevant Experience
5	Draft of Agreement
6	Reference List (no page limit)

Table of Contents

List elements of Part One (listed above) and identify any additional materials included, e.g., promotional brochures, CDs, samples etc.

1. Company Profile

The cover letter must include the Participant's name, address, telephone number, facsimile number, email address, and any pertinent facts or details of the proposal the Participant desires to emphasize, subject to the page limitation. The name, position, address, telephone number, facsimile number and email address of the primary and secondary contacts for the purposes of the proposal process should also be listed.

2. Cover/Transmittal Letter (2-page maximum)

The cover letter must include the Proposer's name, address, telephone number, facsimile number, email address, and any pertinent facts or details of the proposal the Proposer desires to emphasize, subject to the page limitation. The name, position, address, telephone number, facsimile number and email address of the primary and secondary contacts for the purposes of the proposal process should also be listed.

Clear ratification that the proposals are submitted in accordance with terms & condition of RFP # **JATS.CEET.01.2026**

3. Executive Summary (5-page maximum)

The Executive Summary should highlight features of the proposal and explain the rationale for the proposal as per the needed scope illustrated in D2 above.

4. Draft of Agreement:

Draft of Agreement signed by the company Authorized Signatory reflecting the purpose of this RFP.

Disqualified:

- Bank Details on Company Letter Head (Bank Signature Authentication)
- Company Profile

B. Technical Offer

- related to JATS requirement as per Required & Specifications D.2 above at will be the base to evaluate the technical Offers; the Technical Offer Weight is 60% of the Total Evaluation.

To ensure a fair and efficient evaluation process, within Technical offer the following should be submitted and will be reflected into stages to be evaluated:

1. Participants are required to submit a comprehensive proposal including their company profile and qualifications.
2. Participants are required to mention some locations that already have the same screen that they are offering and JATS has the right to examine this screens in sight if needed.

D.3.2 Sealed Financial Offer:

In the Financial offer, please do indicate the related cost for this project. Offers must include:

- Analysis Cost
- Time to deliver
- Any Special requirement – If any-.

D.4 Evaluation Criteria

A	Technical Criteria	60%
1	Functional & Training Fidelity	20%
2	Instructor System & Training Capability	15%
3	Safety, design & Technical Integrity	15%
4	Maintenance, warranty & Support	15%
5	Delivery & Project Execution	10%
6	Vendor Experience	10%
7	Technical Training & Knowledge Transfer	15%
B	Financial Criteria	40%
1	spare parts prices	40%
2	Maintenance cost for the holding period including maintenance schedule	
3	Power consumption per hour	
4	Training for RJ crew	

5	Installation and commissioning	
6	Yearly license	
7	Yearly software upgrade	
8	Facility Cost (what are the needed amendments in the facility to accommodate the devices)	
9	Availability and downtime	

Interviews and Short Listing

RJ reserves the right to conduct interviews or to proceed without conducting interviews. The purpose of interviews, if conducted, would be to allow Participant the opportunity to clarify and expand upon aspects of their proposal. They also present an opportunity to evaluate key personnel and discuss issues of experience, performance, schedules, financial proposal, qualifications and quality. Participant(s) (either all or a short list) may be subsequently re-interviewed for final evaluation. Participant may bring presentation boards or use on-screen PowerPoint presentations, however, no food or beverages or gifts may be brought to interviews.

D.5 PENALTY NOT MEETING PERFORMANCE LEVEL

The winner bidder will be under follow up regarding the delivery dates, where JATS has the right to enforce a penalty for delay, which should be 1% of the deal value for every 1 Week delay from agreed delivery date.