

**MAINTAINING OPERATIONAL
STATUS OF SLOVENIAN ARMED
FORCES
FALCON F2000EX (PW308C)**

Contract for Goods and Services

SCOPE OF WORK



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1 SCOPE OF THE WORK

1.1 BACKGROUND

1. The Slovenian Armed Forces (SAF) has in its inventory Dassault Falcon F2000EX aircraft serial number (S/N 015); registration L1-01 with Pratt&Whitney Canada PW308C engines. Slovenian MOD requires contract for services and procurement of parts to maintain operational status of Slovenian Armed Forces (SAF) F2000EX (PW308C) aircraft.
2. An aircraft operates under military regulations and is registered in Slovenian Aircraft Military Register. Aircraft is maintained i.a.w. Slovenian Military Airworthiness Authority (SMAA) regulations and SAF Maintenance Program.
3. This document describes airworthiness, quality, technical and logistic requirements that the Contractor shall fulfil in this Contract.

1.2 CONSTRAINTS

4. Induction of the F2000EX (PW308C) aircraft for 3C-check shall be done no later than 4. 2. 2022.
5. Due to nature of the requested services it is required that that Contractor has capabilities and holds approvals for maintenance of aviation products as described in paragraph 2.2 of this SOW.
6. Maintenance management of the Slovenian F2000EX (PW308C) is performed by Computerized Aircraft Maintenance Program (CAMP).

2 AIRWORTHINES REQUIREMENTS

2.1 GENERAL

7. SMAA accepts instructions issued by the Original Equipment Manufacturer (OEM), Type Certificate (TC) Holder and rules issued by civilian aviation agencies (CAA) European Union Aviation Safety Agency (EASA) and Federal Aviation Administration (FAA) for initial, continued and continuing airworthiness.
8. Prior to issuing the SMAA certificate for maintenance and design organization, SMAA may carry out on site audit of the organisation (Contractor - selected bidder). The Contractor shall provide access to the maintenance facilities and any documentation SMAA will require. SMAA will submit a request for an audit at least seven (7) days before start of the audit.
9. The Contractor shall hold valid all required Approvals and Certificates as specified in this SOW for the duration of this Contract.
10. The Contractor shall notify the Contracting Authority of any changes in the Approvals and Certificates not later than three days after the Contractor was informed of the change.
11. The Contractor shall ensure that any subcontractor and maintenance organisation providing the services under this Contract on behalf of the Contractor shall hold the same level of airworthiness requirements as the main Contractor (Appendix I).

2.2 MAINTENANCE

12. Maintenance shall be performed by the organisations that hold Maintenance Organisation Approval (MOA) Certificate for maintenance of F2000EX (PW308C) aircraft issued by SMAA. The SMAA MOA Certificate will not be required if the service provider is a TC (Type Certificate) Holder for the F2000EX (PW308C) aircraft.
13. Where a maintenance organisation is an OEM or holds TC, it shall submit the EASA Part 145 Approval Certificate issued by its respective national CAA.
14. In case that maintenance organisation does not hold the valid SMAA MOA

Certificate, it shall obtain this certificate. In that case, the Bid shall include all documentation required by SMAA for issue of the MOA Certificate.

15. For issue of the SMAA MOA Certificate, SMAA requires the following:
 - EASA Part 145 Approval Certificate issued by the national CAA proving that the maintenance organisation is an approved maintenance organisation for requested work (Appendix I).
 - Approval issued by a TC Holder for the aircraft, engine or equipment that the maintenance organisation is an authorized service centre – where such an approval is issued for the subject of maintenance in question (Appendix I).
 - Proof that maintenance organization has sufficient experience with the maintaining F2000EX (PW308C) aircraft. Under sufficient experience, it is understood that the maintenance organization has successfully performed at least two (2) C-check in the last three (3) years.
16. The Contractor shall be responsible for tracking aircraft, engine or component configuration and status to include incorporation/accomplishment of all technical directives, modifications and inspections. Technical Directives (TDs) consist of SMAA and OEM commercial maintenance inspections and modifications to include changes, interim changes, modifications, special instructions for safety of flight, grounding of aircraft, Airworthiness Directives (AD's), Contractor generated directives, OEM SBs, service instructions, letters, and/or notices.
17. New components should be traceable to the Original Equipment Manufacturer (OEM) as specified in the TC holders Parts Catalogue and be in a satisfactory condition for fitment.
18. All delivered new parts / components shall be accompanied with required documents and release certificate:
 - EASA Form 1.
19. Material including Raw material and Consumables (liquids, compounds, oil, and grease) shall be accompanied with the Certificate of Conformity (CoC). CoC shall include evidence of conformity traceable to the applicable specifications, including life limitation and material specification data sheet (MSDS) when applicable.

A valid CoC shall include:

- Reference to the particular Part referenced in parts catalogue (IPC) as standard or
- Evidence of conformity traceable to the applicable Establish Specifications or Standards*.
- Manufacturing source / Supplier Source.
- Manufacturing Batch or Lot Number (if applicable).

* Establish Standards as National Aerospace Standard (NAS), Army-Navy Aeronautical Standard (AN), Society of Automotive Engineers (SAE), American national Standard Institute (ANSI), EN Specifications, Joint Electron Device Engineering Council, etc.

20. All inspected, repaired, overhauled or replaced items shall be returned with EASA Form 1.
21. SAF do not accept parts certified under US FAA PMA (Parts Manufacturing Approval) holder.
22. Unless otherwise stated work under this Contract shall comply with the provisions of Commission Regulation (EU) No. 1321/2014 dated 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks with amendments thereto (hereinafter: Regulation). During the term of the Contract, the Contractor shall comply with the provisions of the Regulation and hold all valid permits prescribed by the Regulation.

3 QUALITY REQUIREMENTS

23. The Contractor shall be responsible for performing Quality Control (QC) for the work performed on the aircraft, engine and components under this contract.
24. The Contracting Authority may supervise the work of the Contractor, or the service provider performing the services subject hereto on behalf thereof, and may conduct quality control in all stages of the implementation of an order. For this purpose, the Contractor shall facilitate the Contracting Authority's entry into and access to the required facilities, and ensure that supervision may be conducted.
25. The Contractor shall ensure that the Contracting Authority or SMAA team has suitable working office within facility where supervision or audit will take place with internet connection and outside telephone line.
26. Maintenance, repair or overhaul shall be performed in accordance with the applicable aeronautical standards, manufacturer's technical documentation, and the Contracting Authority's requirements. The same shall apply to services, goods, tools and technical documentation.
27. The Contractor, or the maintenance organisation performing the service, undertakes that the OEM's spare parts shall be installed and the OEM's norms shall be applied. Where an OEM spare part is no longer available on the market, the service provider can install an appropriate equivalent material upon prior written authorization from the Contracting Authority.
28. The Contractor shall ensure that all interventions shall be carried out by duly qualified and authorized persons.
29. Any intervention carried out on an aircraft, engine and its equipment shall be recorded in the technical documentation of the aircraft/engine/equipment by the authorized service provider in accordance with applicable aeronautical standards and the instructions given by the Contracting Authority. Entries in the technical documentation shall be written in English by inerasable ink.
30. The Contractor shall send all applicable aircraft maintenance data to CAMP system no later than three (3) working days after CRS has been issued.

31. SAF will accept components, parts, material and consumables from the Contractor under following acceptance criteria:
- No external damage to the package.
 - Appropriate package protection in respect to (see item **Error! Reference source not found.** of this SOW).
 - General condition (dust, plugs, caps appropriately installed to prevent damage or contamination).
 - Conformity to Purchase Order specification, quantity and quality.
 - Proper and valid accompanying documentation (e.g. Log Cards) and Certificates (see item 18 and 19 of this SOW).
 - Appropriate information in Block remarks (Modification, AD status, next inspection, life limitation).

3.1 COMPONENT AND TOOLS INSPECTIONS AND TEST

32. The Contractor shall perform incoming inspection of the component/tool in order to analyse component/tool status and identify discrepancies. The incoming inspection report shall be sent to SAF and shall include, but it is not limited to:
- Component/tool information (part number, serial number, component hours, etc.)
 - Technical documentation reference
 - Results of the incoming inspection
 - Identification of the additional work (ROS procedure shall apply)
33. If engine/component/tool requires bench test or any other test to be performed after repair or overhaul, the Contractor shall send test report to SAF at least 7 days before the item is installed in aircraft or shipped back to SAF.

3.2 AIRCRAFT INSPECTIONS AND TEST

34. Joint Inventory Assessment shall be performed by SAF together with the Contractor at Contractor's facility at the time of aircraft hand-over to the Contractor. The Contractor shall provide aircraft inventory list signed by authorized personnel.
35. If the Contractor will request aircraft test flight prior to aircraft hand-over, the test shall be done by SAF pilot acting as pilot in command and Contractor's pilot and technical personnel.

36. SAF can, with prior announcement of five (5) working days, conduct the Contracting Authority or government inspection of the aircraft during inspection, repair or overhaul at Contractor's facilities. The Contractor shall support these inspections with its technical personnel, and provide all necessary data related to the maintenance progress. The Contractor shall grant SAF team access to the facility where the maintenance of the aircraft is taking place.
37. The Contractor's pilots and maintenance personnel shall be responsible for performing ground and flight test after the upgrade, modification or maintenance. The Contractor's pilots shall be validated by SMAA before the start of the flight test.
38. Aircraft acceptance ground and test flight shall be performed by Contractors' pilots acting as pilot in command and SAF pilot and / or technical personnel. The Contractors' test pilots must be validated by SMAA.
39. On order to renew airworthiness of the aircraft the Contractor shall perform avionics test, ground test and flight tests according to Dassault F2000EX (PW308C) Maintenance Program procedures and SAF additional requirements.
40. After ground test that are performed by the Contractor and prior to flight test, the Contractor shall allow Service for the Investigation of Aircraft Accidents and Military Aircraft Incidents (SIAAMAI) representative to perform data transfer and test of CVFDR system. The Contractor shall assist SIAAMAI representative with required ground support equipment, avionics test equipment and technical personnel (maintenance technician, avionics specialist).
41. The SIAAMAI can authorize Contractor to perform data transfer and test of CVFDR system.
42. Aircraft acceptance inspection will be done in conjunction with SAF and SMAA team. The Contractor shall support acceptance inspection with following personnel, but not limited to pilot, maintenance engineer and program manager.

4 TECHNICAL REQUIREMENTS

4.1 MAINTENANCE

43. Aircraft, engine and its components shall be serviced, maintained, repaired and overhauled in compliance with:
- the TC holder/OEM maintenance system, including the TC holder/OEM technical documentation;
 - the instructions on service, maintenance, repair and overhaul issued by the respective manufacturers of other components;
 - valid Aircraft Maintenance Programme as approved by SMAA;
 - scheduled aircraft maintenance checks and acquisition of required spare parts;
 - TC holder/OEM technical directives (Service Bulletin) and airworthiness directives issued by the competent aviation authorities (EASA and SMAA).
44. Aircraft inspections shall be performed in accordance with the CAMP system that is based on the Dassault F2000EX (PW308C) Maintenance Program.
45. The Contractor shall perform engine inspection as part of the aircraft inspections. The Contractor can subcontract engine inspection, repair or overhaul activities to another maintenance organization. In this case the Contractor shall be responsible that sub-contractor holds the same airworthiness requirements as described in the paragraph 2.2 and Appendix I of this SOW.
46. The Contractor shall perform component (including APU) inspection as part of the aircraft inspections. The Contractor can subcontract engine or component (including APU) inspection, repair or overhaul activities to another maintenance organization. In this case the Contractor shall be responsible that sub-contractor holds the same airworthiness requirements as described in the paragraph 2.2 and Appendix I of this SOW.
47. The Contractor can lease the engine or component (including APU) through the ROS procedure from another supplier or maintenance organization for the time needed to ensure temporary aircraft airworthiness and upon prior written authorization from the Contracting Authority. In this case the Contractor shall be responsible that sub-contractor holds the same airworthiness requirements as described in the paragraph 2.2 and Appendix I of this SOW.
48. Annual Avionics Check, Aircraft Weighing, Ground Run and Test Flight shall be

performed in accordance with the CAMP system.

49. Unless otherwise specified aircraft or components shall be returned to SAF in the same configuration as received, with the same type components, accessories, and special equipment installed except as maintained, repaired, removed, or added by the requirements of each case.
50. The Contractor shall furnish and maintain all parts and components. All ordered parts or components that needs to be delivered or replaced shall be NEW with zero (0) hours. If part or component has calendar limit, minimum three quarters (3/4) of the total calendar limit has to be available upon delivery or installation on the aircraft or component. However, the Contractor might quote for used parts in case of none availability of new parts. Delivery or replacement of the parts or components shall be done only after Contracting Authority approval.
51. The Contractor shall be responsible for all the spares, materials, and petroleum oil & lubricants required for the inspections, repair or overhaul as indicated in the relevant technical documentation.
52. The Contractor shall furnish and maintain all tools and equipment. Tools and test equipment shall be calibrated i.a.w. applicable OEM procedures. Further, configuration of test equipment shall be performed i.a.w. the latest OEM technical documentation and shall be consistent with the configuration of the item being tested. Evidence of certification shall be made available to SAF and SMAA upon request.
53. Lubricants, fluids and liquids to be filled up in aircraft shall be in accordance with OEM approved lubricants, fluids and liquids. If SAF requirements are specified the Contractor shall use lubricants, fluids and liquids as required.

4.2 REPLACEMENT OF TIME LIMIT PARTS

54. During maintenance or repair process the Contractor shall perform the analysis of the installed OTL, SLL, LL parts in order to ensure that these items have a minimum remaining life of at least 1 year or 400 hours of its remaining life cycle after delivery to the SAF. If Contractor determines that item has remaining time less then requested life cycle and it is not requested for replacement in the RFQ, then Contractor shall report this to the Contracting Authority.

55. During overhaul process the Contractor shall perform the analysis of the installed OTL, SLL, LL parts in order to ensure that these items have a minimum remaining life of at least TBO (Time Between Overhaul) interval after delivery to the SAF. If Contractor determines that item has remaining time less than one TBO and it is not requested for replacement in the SAF RFQ, then Contractor shall report this to Contracting Authority.
56. Replacement of time limited parts that are not defined as standard replacement parts in the scope of requested work shall be treated as over and above work via ROS procedure.

4.3 SERVICE BULLETIN APPLICATION

57. The Contractor shall perform requested SB as part of the maintenance, repair or overhaul.
58. OEM applicable mandatory or alert SB and SMAA technical directives shall be performed during aircraft or component maintenance, repair or overhaul. Non-Mandatory OEM SBs shall be implemented as required/requested by SAF.
59. The Contractor shall provide the material required to implement the approved SBs.

4.4 OVER AND ABOVE WORK

60. SBs that are not in the initial RFQ shall be treated as over and above work via ROS procedure.
61. Any additional work identified after aircraft, engine or component hand-over to the Contractor and not covered by RFQ shall be treated as over and above work via ROS procedure (see Contract Article 6).
62. The ROS procedure identifies all findings, parts, man hours, influence of TAT and costs related to an identified finding. The Contractor is responsible to fill out ROS document with all relevant data. Contracting Authority has the right to reject ROS in case relevant data is missing in the document.
63. Over and above quotation via ROS shall include (as a minimum) ROS number,

discrepancy description, reference to technical documentation, cost breakdown of the spares required and labour. Furthermore, any impact on the overall TAT shall be indicated. In a case of high price material or extensive labour costs the Contractor shall provide together with ROS also pictures of the discrepancy.

64. No work on the specific equipment shall be done until ROS is approved by Contracting Authority.

5 TRANSPORTATION, PACKAGING AND STORAGE

- 65. Overflight of the aircraft to and from the Contractor's facility will be responsibility of the SAF.
- 66. Transportation of the components, other goods and technical documentation to and from the Contractor's facility will be responsibility of the Contractor as specified in the Contract Article 4.
- 67. Packaging shall be in accordance with OEM packaging requirements or guidelines. If OEM did not define packaging requirements than the material and components shall be packed in order to ensure full protection against mechanical, chemical and other damage during the transport
- 68. Aircraft, engine and component storage shall be in accordance with OEM documentation.
- 69. Packaging shall ensure that goods are protected from mechanical, chemical and other damage during transport. Individual sets of goods must be packaged uniformly (all components and the corresponding documentation per set). The Contracting Authority shall be entitled to refuse to accept goods due to unsuitable packaging.

APPENDIX I – F2000EX (PW308C) AIRWORTHINESS REQUIREMENTS

1. AIRCRAFT F2000EX

The Contractor shall hold a valid EASA PART-145 approval for F2000EX aircraft line and base maintenance.

The Contractor shall hold an OEM valid authorized repair centre approval for F2000EX aircraft base maintenance.

2. ENGINE PW308C

The Contractor or SubContractor shall hold a valid EASA PART-145 approval for PW 308C engine maintenance.

The Contractor or SubContractor shall hold an OEM valid authorized repair center approval for PW 308C engine maintenance.

3. COMPONENTS (INCLUDING APU)

The Contractor or SubContractor shall hold a valid EASA PART-145 approval for components (including APU) maintenance, repair and / or overhaul.

The Contractor or SubContractor shall hold an OEM valid authorized overhaul center approval for components (including APU) overhaul.