

**MAINTAINING OPERATIONAL STATUS OF SLOVENIAN ARMED FORCES
ENGINES for Bell 412 & Bell 206**

Contract for Services and Supply

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: ten (10) PWC and four (4) RR engines.
 - a. PWC engines:
 - one (1) PT6-3B engine,
 - nine (9) PT6-3D engines.
 - b. RR engines:
 - five (5) Rolls-Royce (Allison) 250-C20R/4 engines.

Slovenian MOD requires Services and Supply contract to maintain serviceable status of PWC and RR engines.

2. All PWC engines are used on Bell 412 helicopters that operate under military regulations and are registered in Slovenian Military Aircraft Register (military helicopter). Helicopters including engines are maintained i.a.w. Slovenian Military Airworthiness Authority (SMAA) regulations and SAF Maintenance Program.
3. Three (3) RR engines are used on Bell 206 helicopters that operate under civil regulations and are registered in Slovenian Civil Aircraft Register (civilian helicopter). Helicopters including engines are maintained i.a.w. Slovenian Civil Airworthiness Authority (CAA) regulations and Approved Maintenance Program.
4. One (1) RR engine is used on Bell 206 helicopter that operates under military regulations and is registered in Slovenian Military Aircraft Register (military helicopter). Helicopter including engine is maintained i.a.w. SMAA regulations and SAF Maintenance Program.
5. SMAA follows recommendations and rules directed by the Original Equipment Manufacturer (OEM), Type Certificate (TC) Holder and civilian agencies European Union Aviation Safety Agency (EASA) and Federal Aviation Administration (FAA) for continuing airworthiness.
6. This document describes airworthiness, quality, logistic and technical requirements that the Contractor shall fulfil in this Framework Agreement.

1.2 CONSTRAINS

7. Due to nature of the requested services, it is required that Contractor has capabilities and holds approvals for maintenance of engines and its components as described in paragraph 2 of this SOW.

1.3 DEFINITIONS

8. For the purpose of this SOW the following definitions are applied:
 - Military helicopter is a helicopter that is registered in the Military Aircraft Register of the Republic Slovenia Ministry of Defence.
 - Civilian helicopter is a helicopter that is registered in the Aircraft Register of the Republic of Slovenia.
 - Contractor is maintenance organization that is responsible to perform the majority of the required maintenance and issues aircraft, engine or component release to service.
 - Sub-contractor is maintenance organization that performs certain maintenance tasks on behalf of the Contractor. The Contractor retains overall responsibility for the final maintenance service.

2 AIRWORTHINES REQUIREMENTS

2.1 ENGINES FOR CIVILIAN HELICOPTERS

9. Airworthiness of civilian registered Bell 206 including engines is maintained i.a.w. EASA rules for Continuing Airworthiness (Commission Regulation EU No. 1321/2014 and its amendments)

2.2 ENGINES FOR MILITARY HELICOPTERS

10. Airworthiness of military registered Bell 412 and Bell 206 including engines is maintained i.a.w. SAF Rules on Registration, Markings, Airworthiness, and Military Aircraft Records and Books.
11. 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 continuing airworthiness.
12. Prior to issuing the SMAA certificate for maintenance organization, SMAA may carry out on site audit of the maintenance organisation. The Contractor shall provide access to 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.
13. The Contractor shall hold valid all required Approvals and Certificates as specified in this SOW for the duration of this Contract.
14. The Contractor shall notify the Contracting Authority and SMAA of any changes in the Approvals and Certificates not later than three (3) days after the Contractor was informed of the change.
15. The Contractor shall ensure that any 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).
16. In case of occurrences related to technical conditions, maintenance and repair of the

aircraft or component the Contractor shall ensure immediate occurrence reporting in accordance with Operational Technical Requirement OTZ 001-24 "THE REPORTING OF TECHNICAL OCCURRENCES, ACCIDENTS AND INCIDENTS INVOLVING MILITARY AIRCRAFT". OTZ 001-24 and its attachments OTZ 001-24 are attached to the tender documentation.

2.3 ENGINE MAINTENANCE FOR CIVILIAN HELICOPTERS

17. Maintenance of engine shall be performed in accordance with Commission Regulation (EU) No. 1321/2014 dated 26 November 2014 and its corresponding amendments 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.

2.4 ENGINE MAINTENANCE FOR MILITARY HELICOPTERS

18. The organisation shall hold Maintenance Organisation Approval (MOA) Certificate for maintenance of the engines issued by SMAA. The SMAA MOA Certificate will not be required if the maintenance organisation is a part of OEM organisation (i.e. organisation that holds Type Certificate for relevant product).
19. Maintenance shall be performed by the organisation that hold EASA Part 145 Approval Certificate for the maintenance of engines issued by its respective national CAA.
20. Where a maintenance organisation is an OEM, it shall submit the EASA Part 145 Approval Certificate for the engines issued by its respective national CAA.
21. 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.
22. 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 on the engines (see Appendix I).
- Approval issued by a TC Holder for the 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 (see Appendix I).
 - Proof that maintenance organization has sufficient experience with the maintaining PWC and RR engines. Under sufficient experience, it is understood that the maintenance organization has successfully performed at least one (1) overhaul on each type of engine in the last year.
23. The Contractor shall be responsible for tracking engine or components configuration and status to include incorporation/accomplishment of all technical directives, modifications and inspections. Technical Directives (TDs) consist of SMAA, EASA/FAA 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 Service Bulletins (SB), service instructions, letters, and/or notices.
24. Component maintenance, repair or overhaul can be performed only by maintenance organizations that have subject component listed in their current Maintenance Organisation Exposition (MOE) Capability List.
25. 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.
26. All delivered new parts / components shall be accompanied with required documents and release certificate EASA Form 1 or equivalent.
27. All inspected/tested, repaired, overhauled, modified or replaced components / parts shall be returned with EASA Form 1 or equivalent.
28. 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.

29. A valid CoC for raw material 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.

30. SAF accepts only OEM parts to be installed on the engine and its components. SAF do not accept parts certified under US FAA Parts Manufacturing Approval (PMA) holder.

31. Unless otherwise stated work under this Contract shall comply with the provisions of Commission Regulation (EU) No. 1321/2014 dated 26 November 2014 and its corresponding amendments 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

32. The Contractor shall be responsible for performing Quality Control (QC) for the work performed on the engine and components under this contract.
33. SAF 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 SAF entry into and access to the required facilities, and ensure that supervision may be conducted.
34. The Contractor shall ensure that the SAF (SMAA) team has suitable working office within facility where supervision or audit will take place with internet connection and outside telephone line.
35. Maintenance, repair or overhaul shall be performed in accordance with the applicable aeronautical standards, OEM's technical documentation, and the SAF requirements. The same shall apply to services, goods, tools and technical documentation.
36. 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 SAF.
37. The Contractor shall ensure that all interventions shall be carried out by duly qualified and authorized persons.
38. Any intervention carried out on the engine and its components shall be recorded in the technical documentation of the engine/component 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.
39. The contractor shall perform evaluation of a supplier's quality system to ensure that components and material is supplied in satisfactory condition.

40. SAF will accept components, parts, material and consumables from the Contractor under following acceptance criteria:
- No external damage to the package.
 - Appropriate package protection (point 65 and 67).
 - 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, History record) and Certificates (point 28, 29 and 30).
 - Appropriate information in Block remarks (Modification, AD status, next inspection, life limitation).

3.1 COMPONENT AND TOOLS INSPECTIONS AND TEST

41. 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 (Repair Order Sheet - ROS procedure shall apply).
42. 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.

4 TECHNICAL REQUIREMENTS

4.1 MAINTENANCE OF ENGINES AND ITS COMPONENTS

43. Engines 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;
 - TC holder/OEM technical directives (Service Bulletin) and airworthiness directives issued by the competent aviation authorities (EASA/FAA and SMAA).
44. The Contractor can subcontract part of engine maintenance, repair or overhaul activities to another maintenance organization. In this case, the Contractor shall be responsible that the maintenance organization providing the maintenance holds the same airworthiness requirements as described in the paragraph 2 and Appendix I of this SOW.
45. The Contractor shall perform engine component maintenance. The Contractor can subcontract part of component maintenance, repair or overhaul activities to another maintenance organization. In this case, the Contractor shall be responsible that the maintenance organization providing the maintenance holds the same airworthiness requirements as described in the paragraph 2 and Appendix I of this SOW.
46. Unless otherwise specified engine and its 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.
47. 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, engine 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 SAF approval.

48. 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.
49. 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.
50. Lubricants, fluids and liquids to be filled up in engine 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 LIMITED PARTS

51. 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 Request for Quotation (RFQ), then Contractor shall report this to SAF.
52. 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

53. The Contractor shall perform requested SB as part of the maintenance, repair or overhaul.
54. OEM applicable mandatory or alert SB and SMAA/EASA/FAA technical directives shall be performed during engine or component maintenance, repair or overhaul. In case mandatory or alert SB where not request to be implemented by SAF it is Contractor's responsibility to notify SAF if such SB were issued by OEM. Non-Mandatory OEM SBs shall be implemented as required/requested by SAF.

55. The Contractor shall provide the material required to implement the approved SBs.

4.4 OVER AND ABOVE WORK

56. SBs that are not in the initial RFQ shall be treated as over and above work via ROS procedure (see Contract, Article 6).
57. Any additional work identified after 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).
58. 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.
59. 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.
60. No work on the specific equipment shall be done until ROS is approved by SAF.

5 TRANSPORTATION, PACKAGING AND STORAGE

61. Transportation of the engines, components, other goods and technical documentation to the Contractor's facility will be responsibility of the Contractor as specified in the Contract Article 4.
62. 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.
63. Component storage shall be done in accordance with OEM documentation.
64. 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.

LIST OF ABBREVIATIONS

AAIIB	Aircraft Accident and Incident Investigation Board
AMM	Aircraft Maintenance Manual
AD	Airworthiness Directive
APU	Auxiliary Power Unit
COC	Certificate of Conformity
CVR	Cockpit Voice Recorder
DBU	Data Base Unit
EASA	European Union Aviation Safety Agency
EMM	Engine Maintenance Manual
EU	European Union
FAA	Federal Aviation Administration
FDR	Flight Data Recorder
FH	Flight hours
LL	Life Limited
M	Months
MOA	Maintenance Organisation Approval
OEM	Original Equipment Manufacturer
OTL	Operational Time Limited
PMA	Parts Manufacturing Approval
QC	Quality Control
RFQ	Request for Quotation
ROS	Repair Order Sheet
SAF	Slovenian Armed Forces
SB	Service Bulletins
SLL	Service Life Limited
SMAA	Slovenian Military Aviation authority
SMOD	Slovenian Ministry of Defence
SOW	Scope of Work
STC	Supplemental Type Certificate
TAT	Turnaround Time
TBO	Time Between Overhaul
TC	Type Certificate
TD	Technical Directive
TI	Technical Information
UK	United Kingdom

APPENDIX I –AIRWORTHINESS REQUIREMENTS

ENGINE PWC PT6T-3B/D

The Contractor or Subcontractor shall hold a valid EASA PART-145 approval for PWC PT6T-3B/D engine maintenance.

The Contractor or Subcontractor shall hold an OEM valid authorized repair centre approval for PWC PT6T-3B/D engine maintenance.

ENGINE RR 250-C20R

The Contractor or Subcontractor shall hold a valid EASA PART-145 approval for RR 250-C20R engine maintenance.

The Contractor or Subcontractor shall hold an OEM valid authorized repair centre approval for RR 250-C20R engine maintenance.

COMPONENTS

The Contractor or maintenance organisation providing the maintenance shall hold a valid EASA PART-145 approval for components maintenance, repair and / or overhaul.

The Contractor or maintenance organisation providing the maintenance shall hold an OEM valid authorized overhaul centre approval for components overhaul.