

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

Contract for 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: eight (8) Bell 412 and four (4) Bell 206 helicopters.
 - a. Bell 412 fleet:
 - one (1) Bell 412 SP (PT6-3B engine)
 - two (2) Bell 412 HP (PT6-3D engine)
 - five (5) Bell 412 EP (PT6-3D engine)
 - b. Bell 206 fleet:
 - four (4) Bell 206B-3 (Allison 250-C20R/4 engine)

Slovenian MOD (SMOD) requires Services contract to maintain operational status of Slovenian Armed Forces Bell 412 and Bell 206 fleet.

2. Bell 412 helicopters operate under military regulations and are registered in Slovenian Military Aircraft Register (military helicopter). Helicopters are maintained i.a.w. Slovenian Military Airworthiness Authority (SMAA) regulations and SAF Maintenance Program.
3. Three (3) Bell 206 helicopters operate under civil regulations and are registered in Slovenian Civil Aircraft Register (civilian helicopter). Helicopters are maintained i.a.w. Slovenian Civil Airworthiness Authority (CAA) regulations and Approved Maintenance Program.
4. One (1) Bell 206 helicopter operates under military regulations and is registered in Slovenian Military Aircraft Register (military helicopter). Helicopter 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 initial and continuing airworthiness.
6. This document describes airworthiness, quality, logistic and technical requirements that the Contractor shall fulfil in this Framework Agreement.

1.2 CONSTRAINTS

7. Maintenance facility where the helicopter maintenance will be performed shall be located in the geographical area of Europe (including UK).
8. Due to nature of the requested services it is required that Contractor has capabilities and holds approvals for maintenance of aviation products as described in paragraph 2 of this SOW.

1.3 DEFINITIONS

9. **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 CIVILIAN HELICOPTERS

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

2.2 MILITARY HELICOPTERS

11. Airworthiness of military registered Bell 412 and Bell 206 is maintained i.a.w. SAF Rules on Registration, Markings, Airworthiness, and Military Aircraft Records and Books.
12. 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.
13. Prior to issuing the SMAA maintenance organization approval certificate, 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.
14. The Contractor shall hold valid all required Approvals and Certificates as specified in this SOW for the duration of this Contract.
15. 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.
16. 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).
17. 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.

18. The Contractor undertakes to immediately report any extraordinary event (incident or accident) related to military registered aircraft. Detailed procedure for incident reporting is described in the 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 CIVILIAN HELICOPTERS MAINTENANCE

19. Maintenance of civilian helicopters 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 MILITARY HELICOPTERS MAINTENANCE

20. Maintenance shall be performed by the organisation that hold Maintenance Organisation Approval (MOA) Certificate for maintenance of Bell 412 and/or Bell 206 helicopter issued by SMAA. The SMAA MOA Certificate may not be required if the maintenance organisation is a part of OEM organisation (i.e. organisation that holds Type Certificate for relevant product).
21. Maintenance shall be performed by the organisation that hold EASA Part 145 Approval Certificate for the maintenance of Bell 412 and/or Bell 206 helicopter issued by its respective national CAA.
22. Where a maintenance organisation is an OEM, it shall submit the EASA Part 145 Approval Certificate for Bell 412/206 helicopter issued by its respective national CAA.

23. 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.
24. 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 (see 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 (see Appendix I).
 - Proof that maintenance organization has sufficient experience with the maintaining Bell 412 and/or Bell 206 helicopter. Under sufficient Bell 412 experience, it is understood that the maintenance organization has successfully performed at least two (2) 300HRS/1Y inspections in the last year and one (1) 5000HRS/5Y inspection in the last two (2) years. Sufficient Bell-206 experience means at least two (2) 100HRS/1Y inspections performed in the last year.
25. 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, 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.
26. 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.
27. 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.
28. All delivered new parts / components shall be accompanied with required documents and release certificate EASA Form 1 or equivalent. In case of military equipment, the Certificate of Conformity (CoC) from the manufacturer is acceptable.

29. All inspected/tested, repaired, overhauled, modified or replaced components / parts shall be returned with EASA Form 1 or equivalent.
30. Material including Raw material and Consumables (liquids, compounds, oil, and grease) shall be accompanied with the CoC. CoC shall include evidence of conformity traceable to the applicable specifications, including life limitation and material specification data sheet (MSDS) when applicable.
31. 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.
32. SAF accepts only OEM parts to be installed on aircraft and its components. SAF do not accept parts certified under US FAA Parts Manufacturing Approval (PMA) holder.
33. 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

34. The Contractor shall be responsible for performing Quality Control (QC) for the work performed on the aircraft, engine and components under this contract.
35. 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.
36. 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.
37. 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.
38. 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.
39. The Contractor shall ensure that all interventions shall be carried out by duly qualified and authorized persons.
40. 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.
41. The contractor shall perform evaluation of a supplier's quality system to ensure that components and material is supplied in satisfactory condition.

42. 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 78 and 80).
 - 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 29, 30 and 31).
 - Appropriate information in Block remarks (Modification, AD status, next inspection, life limitation).

3.1 COMPONENT AND TOOLS INSPECTIONS AND TEST

43. 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).
44. 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

45. 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. Inventory list shall include, but is not limited to:
- Aircraft configuration;
 - List of all tools and loose equipment that arrived with the aircraft;
 - List of all aircraft documentation;

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- Known defects;
 - Aircraft hours and landings at the time of the delivery;
 - Contractor and SAF representative signature.
46. If the Contractor will request aircraft test flight prior to aircraft hand-over, the test will be done by SAF crew. Contractor's technical personnel may be present in the aircraft during this flight.
47. SAF can, with prior announcement of five (5) working days, conduct the Contracting Authority 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.
48. The Contractor's pilots and maintenance personnel shall be responsible for performing ground and flight test after the maintenance, upgrade or modification. The Contractor's pilots shall be validated by SMAA before the start of the flight test. However, SAF crew can perform ground and flight test, if there will be mutually agreement between the Contractor and SAF.
49. 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. However, SAF crew can perform acceptance ground and test flight, if there will be mutually agreement between the Contractor and SAF.
50. On order to renew airworthiness of the aircraft the Contractor shall perform avionics test, ground test and flight tests according to Bell 412/206 Maintenance Program procedures and SAF additional requirements.
51. After ground test that are performed by the Contractor and prior to flight test, the Contractor shall allow AAIB representative to perform data transfer and test of the CVR and FDR system. The Contractor shall assist AAIB representative with required ground support equipment, avionics test equipment and technical personnel (maintenance technician, avionics specialist).
52. The AAIB can authorize Contractor to perform data transfer and test of the CVFDR

system.

53. Aircraft acceptance inspection will be done by SAF. 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 OF MILITARY HELICOPTERS AND THEIR COMPONENTS

54. 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 / CAA;
 - 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 / FAA and SMAA).
55. Aircraft maintenance shall be performed in accordance with the SAF Bell 412/206 Maintenance Program and applicable AMM.
56. The Contractor shall perform engine maintenance as part of the aircraft inspections. The Contractor can subcontract 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 **Error! Reference source not found.** and Appendix I of this SOW.
57. The Contractor shall perform component maintenance as part of the aircraft maintenance. The Contractor can subcontract component inspection, 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 2.2 and Appendix I of this SOW.
58. Annual Avionics Check, Aircraft Weighing, Ground Run and Test Flight shall be performed in accordance with the SAF approved Bell 412/206 Maintenance Program.
59. 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.

60. 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 SAF approval.
61. 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.
62. 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.
63. 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 LIMITED PARTS

64. 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 300 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 Request for Quotation (RFQ), then the Contractor shall report this to the SAF.
65. 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 SAF.

66. 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

67. The Contractor shall perform requested SB as part of the maintenance, repair or overhaul.
68. OEM applicable mandatory or alert SB and SMAA / EASA / FAA technical directives shall be performed during aircraft or component maintenance, repair or overhaul. In case mandatory or alert SB where not request to be implemented by SAF it is Contractors responsibility to notify SAF if such SB were issued by OEM. Non-Mandatory OEM SBs shall be implemented as required/requested by SAF.
69. The Contractor shall provide the material required to implement the approved SBs.

4.4 OVER AND ABOVE WORK

70. SBs that are not in the initial RFQ shall be treated as over and above work via ROS procedure (see maintenance Contract, Article 6).
71. 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 maintenance Contract, Article 6).
72. 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.
73. Over and above quotation via ROS shall include (as a minimum) ROS number, discrepancy

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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.

74. No work on the specific equipment shall be done until ROS is approved by SAF.

5 TRANSPORTATION, PACKAGING AND STORAGE

75. Transportation of the components, other goods and technical documentation to the Contractor's facility will be responsibility of the Contractor as specified in the Contract Article 4.
76. 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.
77. Component storage shall be done in accordance with OEM documentation.
78. 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 |
| CVFDR | Cockpit Voice and Flight Data Recorder |
| 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 – BELL 412&206 MILITARY AIRWORTHINESS REQUIREMENTS

HELICOPTER Bell 412/206

The Contractor shall hold a valid EASA PART-145 approval for Bell 412 or Bell 206 helicopter line and base maintenance.

The Contractor shall hold an OEM valid authorized repair centre approval for Bell 412 or Bell 206 aircraft base maintenance.

ENGINE PWC PT6T-3B/D

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

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

ENGINE RR 250-C20R

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

The Contractor or maintenance organisation providing the maintenance 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.

APPENDIX II – BELL 412&206 MAINTENANCE

SCHEDULED MAINTENANCE

I. Schedule Maintenance is performed according Bell 412/206 technical documentation:

- Bell 412/206 MM last revision & appendix;
- PWC EMM – Engine Maintenance Manual last revision;
- RR EMM - Engine Maintenance Manual last revision;

II. Planed scheduled maintenance in contraction period for SAF Bell 412:

2024:

- 2x 300HRS/1Y Inspection

2025:

- 300HRS/1Y Inspection
- 2x 5000HRS/5Y Inspection

2026:

- 300HRS/1Y Inspection
- 2x 5000HRS/5Y Inspection

2027:

- 2x 300HRS/1Y Inspection
- 5000HRS/5Y Inspection

2028:

- 300HRS/1Y Inspection
- 2x 5000HRS/5Y Inspection

UNSCHEDULED MAINTENANCE

Unscheduled Maintenance shall cover:

- On-call AOG Team services in the field;
- Troubleshooting, maintenance rectification, major component repairs, structural repairs, modifications;
- Service Bulletins implementation;
- AD issued by Civilian and / or Military Aviation Authorities;
- Other work according to SAF needs and priorities.