

**MAINTAINING OPERATIONAL
STATUS OF
SLOVENIAN ARMED FORCES
RADIO-NAVIGATION
COMPONENTS & EQUIPMENT**

Services and Supply Contract

SCOPE OF WORK

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1 SCOPE OF THE WORK

1. The Slovenian Armed Forces (SAF) has in its inventory civil and military aircraft equipped with RADIO-NAVIGATION components and equipment manufactured by, but not limited to:
 - Rockwell Collins,
 - United Instruments,
 - David Clark,
 - Garmin International,
 - IFR,
 - Honeywell International,
 - Raytheon,
 - Aviation service,
 - Bendix King,
 - Bofors,
 - L3....

Slovenian Ministry of Defence (SMOD) requires contract for Services and Supply to maintain operational status of equipment installed on the Slovenian Armed Forces aircraft.

2. SAF military aircraft operate under military regulations and are registered in Slovenian Aircraft Military Register. Military aircraft, their components and equipment are maintained i.a.w. Slovenian Military Airworthiness Authority (SMAA) regulations and SAF Maintenance Program.
3. SAF civil aircraft operate under EASA regulations and are registered in Slovenian Civilian Register. Civil aircraft, their components and equipment are maintained i.a.w. Slovenian CAA regulations and approved Maintenance Program.
4. SMAA follows rules directed by the Original Equipment Manufacturer (OEM), Type Certificate (TC) Holder and civilian agencies European Aviation Safety Agency (EASA) and Federal Aviation Administration (FAA) for maintenance and airworthiness directives.
5. This document describes quality, logistic and technical requirements that the Contractor shall fulfil in this Framework Agreement.

2 AIRWORTHINES REQUIREMENTS

2.1 SERVICES

6. Inspection, repair, replace and overhaul of radio-navigation components and equipment shall be performed by the organisations that hold valid Maintenance Organisation Approval Certificate under Part 145 regulations issued by EASA or FAA.
7. Component and equipment inspection, repair, replace or overhaul can be performed only by maintenance organizations that have subject component listed in their current Maintenance Organization Approval (MOA) Capability List.
8. For military equipment the maintenance organisation shall be an OEM or shall hold an OEM approval for the maintenance or repair of the subject components or equipment.
9. All inspected, repaired, replace or overhauled items shall be returned with EASA Form 1 or FAA 8130-3 certificate.
10. For military items Certificate of Conformity (CoC) can be used as release to service certificate. CoC shall include as minimum following information:
 - CoC reference number,
 - CoC release date,
 - authorised person signature,
 - information about the component or equipment (part number, serial number...),
 - information about the work that has been performed on the component,
 - evidence of conformity traceable to the applicable OEM technical documentation reference,
 - release to service statement,
 - contract reference.

2.2 SUPPLY

11. All new components and equipment shall have EASA Form 1 or FAA 8130-3 certificate.
12. For military items Certificate of Conformity (CoC) can be used as release to service certificate. CoC shall include as minimum following information:
 - CoC reference number,
 - CoC release date,
 - authorised person signature,
 - information about the component or equipment (part number, serial number...),
 - evidence of conformity traceable to the applicable OEM production standard and documentation reference,
 - release to service statement,
 - contract reference.
13. All supplied components and equipment shall be new with 0 hours, unless contracting authority defines otherwise.
14. SAF accepts only OEM parts. SAF do not accept parts certified under US FAA Parts Manufacturing Approval (PMA).

3 QUALITY REQUIREMENTS

15. The Contractor shall be responsible for tracking component configuration and status to include incorporation/accomplishment of all technical directives, modifications and inspections. Technical Directives (TDs) consist of OEM commercial maintenance inspections and modifications to include changes, interim changes, modifications, SBs, service instructions, letters, and/or notices.
16. 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.
17. 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.
18. The Contractor shall be responsible for performing Quality Control (QC) for the work performed under this contract.
19. 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.
20. Inspection, 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.
21. 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.
22. The Contractor shall ensure that all work shall be carried out by duly qualified and authorized persons.
23. Any maintenance or repair carried out on the component shall be recorded in the technical log of the equipment, if there is any, in accordance with applicable

aeronautical standards. Entries in the technical documentation shall be written in English by inerasable ink.

24. The Contractor shall perform incoming inspection of the component in order to analyse component 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)
25. If 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 component is shipped back to SAF.

4 TECHNICAL REQUIREMENTS

26. Components shall be serviced, maintained, repaired and overhauled in compliance with:
- OEM maintenance system, including OEM technical documentation;
 - the instructions on service, maintenance, repair and overhaul issued by the respective manufacturers of other components;
 - OEM technical directives (Service Bulletin) and airworthiness directives issued by the competent aviation authorities (SMAA or CAA).
27. All parts or components that needs to be 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 installation. However, the Contractor might quote for used parts in case of none availability of new parts. Replacement of the parts or components shall be done only after Contracting Authority approval.
28. Unless otherwise specified components and equipment shall be returned to SAF in the same configuration as received, with the same type of subcomponents, accessories, and special equipment installed except as maintained, repaired, removed, or added by the requirements of each case.
29. The Contractor shall be responsible for all the spares, raw materials, consumables and POL required for the inspections, repair or overhaul as indicated in the relevant technical documentation.
30. 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.
31. Any additional work identified after component hand-over to the Contractor and not covered by RFQ shall be treated as over and above work via Repair Order Sheet (ROS) procedure (see Agreement Article 6).
32. 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.

33. 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.
34. No work on the specific equipment shall be done until ROS is approved by SAF.
35. 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 than requested life cycle and it is not requested for replacement in the SAF RFQ, then Contractor shall report this to SAF.

5 TRANSPORTATION, PACKAGING AND STORAGE

36. 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.
37. 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
38. Component storage shall be done in accordance with OEM documentation.
39. 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

CAA	Civil Aviation Authority
CoC	Certificate of Conformity
EASA	European Union Aviation Safety Agency
FAA	Federal Aviation Administration
LL	Life Limited
MOA	Maintenance Organisation Approval
MSDS	Material Specification Data Sheet
OEM	Original Equipment Manufacturer
OTL	Operational Time Limited
QC	Quality Control
PMA	Parts Manufacturing Approval
POL	Petroleum, Oil and Lubricants
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
TAT	Turnaround Time
TC	Type Certificate
TD	Technical Directive