«APPROVED»

First Deputy Chairman of the Board

Khusanov U. A.

«31» 03 2023 year.

Technical task for purchase order

Repair of CFM56B-5B4/3 engines

<table>
<tr><th>№</th><th>Basic data and requirements list</th><th>Description</th></tr>
<tr><td>1</td><td>GOODS, WORKS AND SERVICES NAME</td><td>Performing periodic (overhaul engines) and unscheduled repairs of CFM56B-5B4/3</td></tr>
<tr><td>2</td><td>PURCHASE BASIS</td><td>Protocol of the Supervisory Board of Uzbekistan Airways JSC No. 9 dated December 28, 2022 (for 6 pieces)
Report No. 2.5-1648 dated 03/29/2023 with the permissive resolution of the Chairman of the Board of Uzbekistan Airways JSC. (for 14 pieces)</td></tr>
<tr><td>3</td><td>GENERAL INFORMATION</td><td>A320-214 (CEO) AIRCRAFT ENGINES</td></tr>
<tr><td>4</td><td>TURN AROUND TIME (TAT)</td><td>Not exceed 60-90 day from the date of transfer of the engines to the MRO</td></tr>
<tr><td>5</td><td>VOLUMES OF PURCHASED GOODS AND SERVICES</td><td>
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<tr><td>1</td><td>699970</td><td>10.06.11</td><td>11</td><td>643405</td><td>22.02.11</td></tr>
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<tr><td>10</td><td>643215</td><td>30.09.10</td><td>20</td><td>699947</td><td>12.06.10</td></tr>
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<tr><td>6</td><td>PLACE OF WORK</td><td>Engines overhaul is carried out on the territory of the MRO. The customer delivers the engines to the specified point of the MRO on DAP delivery terms (Incoterms 2020)
After that, the customer takes the repaired engines from the MRO on the terms of delivery EXW (Incoterms 2020)</td></tr>
<tr><td>7</td><td>CONDITION OF PERFORMANCE OF WORK</td><td>Overhaul of engines is carried out in accordance with the following documents:
1. CFM International Workscope Planinig Guide in current revision
2. CFM International Engine Manual in the current revision</td></tr>
</table>

		The procedure and list of ongoing overhaul of engines is specified in the above regulatory documents. The final cost of the accepted works/services will be determined based on the actual scope of work performed, considering the requirements of the above regulatory documents
	CUSTOMER	JSC «Uzbekistan Airways»
	REQUIREMENT FOR MRO	The MRO must have the following documents (certificates, licenses, permits) authorizing the overhaul of CFM56-5B engines of A320-214 aircraft (CEO): a) Reference to the company's EASA Part-145 Maintenance Organization Approval Certificate: CH. 145.0200 issued by FOCA, a member of EASA. b) Repairs developed by the company in accordance with EASA Part-21, subpart J, reference EASA 21J.358 c) Relevant current equipment manufacturer's manual and other relevant technical publications and data published by the appropriate manufacturer d) The current version of the company's Equipment Maintenance Organization Statement and related supplements thereto e) Current EASA rules and regulations
7	**REQUIREMENTS FOR THE PERFORMANCE OF WORK OF THEIR QUALITY AND WARRANTY, AS WELL AS THE PROCEDURE FOR DELIVERY AND ACCEPTANCE OF WORK PERFORMED**	REPAIR STANDARDS 1. Repair must be carried out in accordance with the repair technical documentation of the CFM engine manufacturer (CFM Manual) 2. The overhauled engine must meet ETOPS requirements. 3. When concluding an engine repair contract, the requirements of Uzbekistan Airways CFM56-5B4 / 3 Engine Maintenance RFP must be considered TECHNICAL, FUNCTIONAL AND QUALITY CHARACTERISTICS OF ENGINE REPAIR AND SPARE PARTS 1. Repairs performed, components installed, and spare parts must be in accordance with the CFM engine and A320-214 (CEO) aircraft manufacturer's maintenance manual and service documentation. 2. In some cases, deviation from the manufacturer's technology is allowed if there are own repair methods approved by the aviation authorities. In this case, such cases must be agreed individually.

		RELIABILITY REQUIREMENTS 1. Compliance of the performed repair with the technological and operational requirements must be verified by testing the repaired engine (Test Cell) based on the repair documentation of the CFM engine manufacturer. 2. The allowable range of parameter values determined by the test will be specified separately in the contract. In this case, the minimum value of EGT Margin after repair should be at least 70 degrees. (or equal to eighty percent (80%) of the factory value EGT is the margin shown on the CFM engine test report for a specific engine serial number, whichever is less. REQUIREMENTS FOR COMPONENT PARTS, INITIAL AND OPERATING MATERIALS 1. Spare parts and assemblies installed during repairs must comply with the technical documentation (IPC, CMM) of the CFM engine manufacturer and the aircraft manufacturer A320-214 (CEO) and (OEM components). 2. In case of emergency, the installation of a PMA component must be agreed individually. However, such a setting should not affect the ETOPS status of the engine. 3. Each component to be installed must have an FAA and EASA Health Certificate. 4. Refurbished components may be used subject to agreement. 5. The replacement of each LLP component must be agreed upon individually and accompanied by the prior sending to the Customer of the documents of this component (Certificate, BBR). PROCEDURE FOR DELIVERY AND ACCEPTANCE 1. The delivery of the engine for repair will be carried out after agreeing on the scope of a specific repair (Work Scope) and transferring the necessary engine documents to the repair organization. The list of documents required for sending will be agreed separately in the contract. At the stage of disassembly and fault detection of the engine, a direct inspection by a representative of the customer can be carried out. 2. Acceptance of the engine after repair will be carried out by analyzing the provided online post-repair documentation package with the test result.

		During the engine testing phase, a direct inspection by a customer representative can be carried out. Upon completion of the repair, the corresponding Act of Completion is signed with detailed lists of work performed in accordance with the regulations of CFM International. 3. The MRO engine repair company will organize access to the facility and provide an equipped office at the main Service Center for technical representatives of UZBEKISTAN AIRWAYS for the entire duration of the engine repair. 4. In the latter case, when UZBEKISTAN AIRWAYS is not present on site, MRO will still report weekly to UZBEKISTAN AIRWAYS via e-mail on the actual status of engine repair progress. REQUIREMENTS FOR THE TRANSFER OF TECHNICAL AND OTHER DOCUMENTS TO THE CUSTOMER AFTER REPAIR The composition of the post-repair package of documentation is specified in the contract and should contain at least: - FAA and EASA Engine Health Certificate. - Information about the performed storage method and ETOPS status of the engine. - Status of airworthiness directives (AD status). - Status of service bulletins (SB status). - List of strapping units; (Accessory List). - Status of units with a limited service life (LLP Status). - Fan Blades status. - Back to Birth Records for all established non-new LLPs (if any). - Test Cell Report. TRANSPORT REQUIREMENTS 1. Transportation is carried out in accordance with the requirements of the Engine Transportation Guide by organizations that have experience and approval of such operations. 2. Detailed requirements for transportation will be described in the contract. REQUIREMENTS FOR THE VOLUME AND/OR TERM OF GUARANTEES

		Repairs must be guaranteed for at least 12 months/3000 flight hours. SAFETY REQUIREMENTS 1. During repairs, all necessary Airworthiness Directives (AD) as agreed in the Work Scope are met. 2. If, after approval of the Work Scope, a directive is issued that applies to this engine, its implementation on this repair is agreed additionally. QUALITY REQUIREMENTS Repairs must be carried out in accordance with the repair technical documentation of the CFM engine manufacturer. Compliance with the repair is confirmed by the FAA and EASA Engine Health Certificate. Also, the overhauled engine must comply with ETOPS requirements.
8	**REQUIREMENTS FOR TRAINING BY THE CONTRACTOR OF THE CUSTOMER'S PERSONNEL**	Not required
9	**LIST OF ACCEPTED ABBREVIATIONS AND TERMS**	- FAA: US Aviation Administration; - EASA: European Union Aviation Administration; - CFM International: Manufacturer of engines type CFM56-5B; - LLP Life limit Part: parts with a limited service life; - Back to Birth Records: operating history of a limited life part; - ETOPS: long distance flight permits for twin-engine aircraft; - AD: aviation directive; - SB: service bulletin; - MRO: repair organization; - OEM: original equipment manufacturer; - IPC: illustrated parts catalog; - CMM: maintenance manual for units; - RMA: a part manufactured under the license of the product manufacturer; - BBR: part manufactured under license from the product manufacturer

Attachement #1
to the Technical Task

Uzbekistan Airways

CFM56-5B4/3 Engine Maintenance RFP

Date: _____

RECITAL

This RFP has the purpose to collect Proposals from CFM56-5B MROs in order to perform evaluation and select the best MRO or MROs for Performance Restoration, Overhaul and other maintenance on Uzbekistan Airways CFM56-5B4 engines fleet.

1.	GENERAL INFORMATION	Uzbekistan Airways determines the participants of this RFP at its sole discretion. Uzbekistan Airways has the right to reissue, cancel, extend the Proposals submission or otherwise amend this RFP. Uzbekistan Airways also has the right to negotiate the best terms and conditions with any of the participants, suspend or terminate such negotiations at any time and keep any such negotiations confidential. Uzbekistan Airways can choose one or more best MROs with which will enter into a **non-exclusive Agreement that will contain in full all commercial & technical conditions set forth hereunder in this RFP.** ***MROs in providing their offer must stick to all the commercial & technical conditions set forth hereunder and only provide prices, % offers, % of CLP and other conditions in cells and in text where specifically requested and highlighted in red. Commercial & technical conditions are set forth by Uzbekistan Airways and are same for all participants.*** ***If any of the successful MROs will later refuse from including any and all commercial conditions set forth in this RFP into a detailed Agreement, such MRO will be disqualified and Uzbekistan Airways will shift to a next following after such MRO offer.***
2.	PROPOSALS SUBMITTAL DUE DATE	_____
3.	QUANTITY OF RUNS	RFP will be held in one run. MROs must provide their true best offers.
4.	PROPOSALS SUBMITTAL	All bids to be submitted:
5.	PROPOSAL TYPE	Not to Exceed Price, and Time and Material
6.	SCOPE OF WORK	Scope of work for the services (the "Maintenance Services") is specified in section 1 hereto
7.	PRICING	Price for the Maintenance Services to be specified in Sections 2, 3 and 4
8.	PAYMENT TERMS	**MRO TO DESCRIBE PAYMENT TERMS HERE**
9.	TURN AROUND TIME (THE "TAT")	_____ **MROs to insert their offer** calendar days Measurement of TAT starts from Engine induction for the Maintenance Services and finishes on the date when Engine is delivered to the Customer EXW MRO Facility in accordance with Incoterms 2020.

		Contractual TAT is subject to Customer's acceptance of exchange material proposed by MRO when required. **MRO TO DESCRIBE TAT REMEDY & EXCUSABLE DELAYS.**
10	PERFORMANCE GUARANTEE	**Enter EGT Margin Guarantee** EGT margin after a performance test in the test cell, for an Engine after having undergone, at a minimum, a Core Performance Restoration workscope shall be a hot day EGT margin in degrees Celsius equal to or better than MRO to insert for CFM56-5B4 and MRO to insert for CFM56-5B3 or equal to eighty percent (80%) of the factory new EGT margin as stated upon the OEM Engine test statement for the specific engine serial number, whichever is lower: **MRO TO DESCRIBE HERE EGTM REMEDY** **MRO TO DESCRIBE ENGINE REINDUCTION REMEDY**
11	WARRANTY	_____ **(MRO to insert offer)** flight hours after first operation or _____ **(MRO to insert offer)** months from the date as stated upon the EASA Form 1, release to service certification
12	CERTIFICATION	EASA Form 1 FAA Form 8130
13	CONFIDENTIALITY	MROs that received this RFP should keep and request its employees engaged in the process of providing Proposal to keep the content of this RFP and all related communication by any means strictly confidential. Without the prior written approval by Uzbekistan Airways no any Media Release in regards to this RFP can be made by receiving MROs.
14	SPARE ENGINE LEASE SUPPORT	**MRO TO INDICATE POSSIBILITY OF PROVIDING A LEASE ENGINE**
15	TRANSPORTATION STAND	**MRO TO INDICATE POSSIBILITY AND CONDITIONS FOR PROVISION OF AN ENGINE TRANSPORTATION STAND**

1. SCOPE OF WORK

For evaluation of Proposals the following workscope summary and related expected scrap rates per stage are defined for the expected Engines condition. After choosing an MRO for its fleet, Uzbekistan Airways shall have the right to customise in any way the actual workscopes for its any and all particular engine.

1.1 GENERAL WORKSCOPE

MROs in Section 2 shall provide quotations for the following workscope in accordance with the WPG for the Not to Exceed Price as per clause 2.2 hereto

Module	ATA ref.	Core Performance Workscope	Core and LPT Workscope	SP-020 LPC Workscope
FAN MAJOR MODULE	**01x**	**Partial Disassembly**	**Partial Disassembly**	**Partial Disassembly – remove 21x, 22x**
Fan & Booster	21x	Min-Installed	Min-Installed	Full
No.1 & 2 Bearing Support	22x	Min-Installed	Min-Installed	Full
IGB & No.3 Bearing Support	61x	Min-Installed	Min-Installed	Min-Installed
Fan Frame	23x	Min-Installed	Min-Installed	Min-Installed
CORE MAJOR MODULE	**02x**	**Full disassembly**	**Full disassembly**	**Partial Disassembly**
HPC Rotor	31x	Full	Full	Inspection in according with ATA-72-00-02 SP-020
HPC Stator - Front	32x	Full	Full	
HPC Stator - Rear	33x	Full	Full	
Combustion Casing	41x	Full	Full	
Combustion Chamber	42x	Full	Full	
HPT Nozzle	51x	Full	Full	
HPT Rotor	52x	Full	Full	
HPT Shroud/Stg. 1 LPT Nozzle	53x	Performance	Performance	
LPT MAJOR MODULE	**03x**	**Partial Disassembly**	**Full disassembly**	**Partial Disassembly**
LPT Rotor/Stator	54x	Min-Installed	Full	Inspection in according with ATA-72-00-03 SP-020
LPT Shaft	55x	Min-Installed	Full	
LPT Frame	56x	Min-Removed	Performance	
TGB	62x	Min-Installed	Min-Installed	Min-Installed
AGB	63x	Min-Installed	Min-Installed	Min-Installed
Accessories		Visual inspection and function test in test cell	Visual inspection and function test in test cell	Visual inspection and function test in test cell

- Min-installed = Minimum Workscope, module is installed
- Performance = Performance Workscope
- MLI = Module Level (visual) Inspection
- ESM = Engine Shop Manual
- Min-removed = Minimum Workscope, module is removed
- Full = Full Overhaul Workscope
- SP10 = Special Procedure 10

1.2 AIRFOIL SCRAP RATES **MRO MUST ACCEPT THESE SCRAP RATES IN FULL AND WINNERS MUST INCORPORATE INTO AGREEMENT**

DESCRIPTION	Scrap Rate Core Performance Workscope	Scrap Rate Core and LPT Workscope	Scrap Rates LPC Workscope
Fan Blade	N/A	N/A	0 % (100 % standard repair)
Booster Stg 2 Blade	N/A	N/A	
Booster Stg 3 Blade			
Booster Stg 4 Blade			
Booster Stg 5 Blade			
Booster Stg 1 Vane			
Booster Stg 2Vane			
Booster Stg 3 Vane			
Booster Stg 4 Vane			
Booster Stg 5 Vane			
Fan OGV	N/A	N/A	N/A
HPC Blades 1	30 %	30 %	N/A
HPC Blades 2	30 %	30 %	
HPC Blades 3	30 %	30 %	
HPC Blades 4	30 %	30 %	
HPC Blades 5	30 %	30 %	
HPC Blades 6	30 %	30 %	
HPC Blades 7	30 %	30 %	
HPC Blades 8	30 %	30 %	
HPC Blades 9	30 %	30 %	
IGV	15 %	15 %	
HPC Stg 1 Variable Vane	15 %	15 %	
HPC Stg 2 Variable Vane	15 %	15 %	
HPC Stg 3 Variable Vane	15 %	15 %	
HPC Stg 4 Variable Vane	15 %	15 %	
HPC Stg 5 Variable Vane	15 %	15 %	
HPC Stg 6 Vane Sectors	15 %	15 %	
HPC Stg 7 Vane Sectors	15 %	15 %	
HPC Stg 8 Vane Sectors	15 %	15 %	
HPT Blade	60 % replacement with new HPT Blades 40%repair	60 % replacement with new HPT Blades 40%repair	
HPT Nozzle	15 % (85% standard repair)	15 % (85% standard repair)	
HPT Shroud Hanger (14 each)	21 %	21 %	
HPT Shroud Segment (42 each)	10 %	10 %	
LPT Stg1 NGV	15 %	15 %	
LPT Stg2 NGV	N/A	5 %	
LPT Stg3 NGV		5 %	
LPT Stg4 NGV		5 %	
LPT Stg1 Blade		30 %	
LPT Stg2 Blade		30 %	
LPT Stg3 Blade		30 %	
LPT Stg4 Blade		30 %	

Note: N/A = 0 % scrap, 0 % repair

2. RATES AND CHARGES

2.1 Price Basis

The rates and charges provided by MROs in the section below in this proposal must be based on the **2023 price level for MATERIAL** and **LABOR.**

2.2 NOT-TO-EXCEED PRICE

The Proposals must be Time and Material and the Not-to-Exceed (NTE) price per engine as stipulated in the inclusions & exclusions set forth in clause 2.2.1 for workscopes as per clause 1.1 and scrap rates as per clause 1.2

The prices proposed by the MROs below refer to the workscope as defined in clause 1.1 and shall be applicable if the Engine (i) is in normal wear and tear condition; (ii) has not suffered FOD, DOD, or titanium fire; (iii) was not operated in abnormal operational conditions (ie. sandstorm, volcanic ash) or outside of manual limits; (iv) has at all times been maintained as per manufacturer's instructions; (v) has been preserved properly and (vi) has not been damaged due to Customer's fault.

The price is based on the current Manufacturer Catalog on the time of publication of this Proposal, any addition to the manual release after the publication of this Proposal shall be considered an exclusion if applicable for the Engine.

Workscope	Not to Exceed Price in US Dollar MRO TO INSERT PRICE IN CELLS BELOW
Core Performance Workscope	
Core and LPT Workscope	
LPC Workscope	

For avoidance of doubt NTE price is given based on assumption of serviceable used materials usage for airfoils scrap replacement. If Uzbekistan Airways requires to use new materials for scrap replacement or upon market availability (except for HPT Blades already assumed new), MRO will charge value difference between new and serviceable used materials included into NTE Price as over and above.

2.2.1 Coverage of the Not to Exceed Price **MRO MUST ACCEPT THIS COVERAGE IN FULL AND WINNERS MUST INCORPORATE INTO AGREEMENT**

Included Services

The Not to Exceed Price as stated in clause 2.2 for the engines rework must include the following services:

Labor:

- Incoming and Outgoing inspection (incl. BSI) (incl. full front to back video BSI post shop visit)
- Preparation/de-preparation for test
- Routine labor for removal, inspection and reinstallation of QEC and Accessories, as required for specified work scope incorporation
- Routine labor for disassembly, inspection, cleaning and reassembly as required for specified work scope incorporation

Materials:

- Routine Material required for workscope incorporation and respective handling fees

  "Routine Material" shall mean parts (i.e. consumables or expendable items) that are used only once and not being re-used and/or parts without an inspection criterion as defined in the ESM, including 100% Kit required for Workscope incorporation
- Parts (non-Airfoils / non-LLPs) scrap replacement with value up to US$50,000 per item and respective handling fees for all Modules exposed per workscope Section 1.1 with PERFORMANCE AND FULL Workscopes
- Airfoils scrap replacement up to the scrap limitation as provided in Table 1.2 above and respective handling fees

Repairs:

- Labor for In-house back-shop repairs (where MRO has in-house capabilities) required for workscope incorporation and respective handling fees
- Subcontracting services required for Airfoils and non-Airfoil parts and respective handling fees for all Modules exposed per workscope Section 1.1 with PERFORMANCE AND FULL Workscopes, or for modules on minimum level, coverage up to the repair limitation as provided in Table 1.2

Others:

- Off-wing engineering support such as customized workscope, in shop required recommendations, AD/SB evaluation and recommendation
- Technical support by phone for Engine-related on-wing problems
- Failure analysis, including support for insurance claims against OEM
- All requirements and all tasks according to the respective workscope in accordance with CFM WSPG latest revision
- Dynamic balancing of all rotating Engine Parts
- Implementation of ADs and SBs, (category 1 through 3 iaw chapter 72) for workscope incorporation

  To avoid any doubt; incorporation of SB's shall be to the extent that all the parts concerned by the relevant SB are removed pursuant to the applicable workscope above. Any other SB not included within the scope of the preceding sentence embodied at Customer request (or with mutual agreement between the Parties) are not included in the NTE price and will be charged on an over and above basis.
- QEC & Accessories maintenance Visual inspection and Function Test in test cell

- Engine Test 002, 003 and 009 (preparation and performance of the test run and Engine Components operational check during test) including oil & fuel consumed
- Preservation 365 Days
- Preparation for shipment
- All transportation cost for Engine parts and accessories within Maintenance provider and its subcontractor
- Inbound and outbound transportation capped at US$ 10,000 for the round trip to be charged to Customer on final invoice
- Engine Storage for fourteen (14) days

Excluded Services

The Not to Exceed Price as stated above excludes all services not explicitly listed in above in particular the following shall be charged to Customer on a Time and Material basis in accordance with Section 3 and 4:

- Labor, Materials, Repairs and respective handling fees for workscope escalation (including inspection findings) and if not mentioned in the inclusions (with Customer's Approval)
- Any additional work or deviations of services required by the Customer
- Replacement of missing parts or not received with the Engine
- Scrap replacement of Cases, Frames and structural part of the Engine as defined below
- Scrap replacement of Engine Parts exceeding the CLP value of US$50,000 or scrap limitation
- Parts replaced or repaired due to FOD/DOD where the engine has been removed as a result of a FOD/DOD event
- LLPs Scrap replacement and respective handling fees
- Implementation of SBs if not mentioned above
- QEC and accessories. Bench Test, Repair, Overhaul and replacement if not mentioned above
- Exchange fees and Valuation Fees
- Inbound and outbound transportation

Further technical assumptions:

DER approved repairs and PMA parts: Not allowed Engine build-up configuration: Testable QEC

Cases, Frames and structural parts:

For the Fan: Containment Case; Fan Frame Shroud; and Strut Hub

For the Core: HPC Forward and Rear Case; Combustion Chamber Inner and Outer Liners; Combustion Case; HPT Inner and Outer Stationary Seals; HPT Nozzle Inner supports FW and AFT.

For the LPT: LPT Case; LPT Frame; LPT Shroud Nozzle Support; LPT Nozzle Front, Intermediate and Rear Flanges

Uzbekistan Airways assumes that Installing overhauled LPT Stg. 1 Nozzles without internal coating might lead to cracking and consequent replacement of nozzles after engine test or low time post shop visit. MRO must not install such LPT Stg. 1 Nozzles without Uzbekistan Airways approval and acceptance of possible consequences.

The Price is based on evaluation of the Engine Condition as per documents provided by Uzbekistan Airways, if incoming inspection of the Engine will reveal findings which were not reported in the documents provided by the Uzbekistan Airways, MRO shall have the right to re-evaluate Price and charge for additional work to be performed to rectify respective findings;

3. TIME AND MATERIAL

LABOR RATE, TEST FEES AND STORAGE	
Description	Price
Labour Rate	**US$_____(MRO to insert offer)** per hour
Engineering Rate	**US$_____(MRO to insert offer)** per hour
Engine Incoming Test	**US$_____(MRO to insert offer)** (included all charges for test cell labor, test cell usage, fuel and oil)
Engine Performance Test	**US$_____(MRO to insert offer)** (included all charges for test cell labor, test cell usage, fuel and oil)
Engine Storage	**US$_____(MRO to insert offer) per day from Engine Ex works date when in excess of thirty (30) Days. 30 days free of charge.**

MATERIAL MARK-UP FEES AND CAPS				
Item	**Base charge**	**Mark-up % of CLP** **MRO TO INSERT OFFER IN CELLs BELOW**	**Cap per item In US$** **MRO TO INSERT OFFER IN CELLs BELOW**	**Cap per line item in US$** **MRO TO INSERT OFFER IN CELLs BELOW**
New Material (non-LLP)	CLP			
Used Serviceable Material (non-LLP)	**_____% (MRO to insert offer)** CLP ***Excepted for:*** **HPT Blades CbC basis** **LPT Stg 1-2 Blades:_____(MRO to insert offer)% CLP**			
Life Limited Parts	CLP			**n/a**
Serviceable Life Limited Parts	**____ %(MRO to insert)** prorate of CLP			**n/a**
Exchange Parts	Repair or scrap replacement charge			
	Exchange of unserviceable non-Life Limited Part with a repaired part supplied by MRO Handling fees + the repair costs of the unserviceable part. **Exchange of an unserviceable non-Life Limited Part with a new part supplied by MRO** Handling fees + the repair costs of the unserviceable part. Plus valuation fee (compensation for the difference in value between the new part and the replaced part)			
Customer Furnished Material	**n/a**			
Subcontracted Services	Subcontractor invoice	**___ MRO to fill % of amount of subcontractor invoice**		

Note: CLP – catalogue list price

4. FIXED PRICE LABOR SCHEDULE

Labour associated with standard disassembly, cleaning, visual/dimensional inspection, non-destructive testing, reassembly, testing and shipping ("Routine Labour"), shall be invoiced on a fixed price basis as specified in the table below. (Note: Inspection of exposed areas is included in all workscopes involving disassembly.)

The fixed labour prices set forth in the table below to be expressed in year 2023 United States Dollars and are subject to escalation.

WORKSCOPE			PRICE US$ MRO TO INSERT OFFERS IN CELLS BELOW
ENGINE LEVEL			
	*	Incoming inspection Including BSI	
	*	Removal/Installation QEC & Accessories	
	*	Preparation for test run	
	*	Outgoing BSI & Preservation	
	*	Engine preparation for shipment	
		MPD tasks (C-Check item clearance)	
	*	Removal/Installation 72-00-03 LPT MM	
	*	Removal/Installation 72-00-02 Core MM	
		Removal/Installation 72-62 Transfer Gearbox	
		Removal/Installation 72-63 Accessory Gearbox	
FAN MAJOR MODULE LEVEL			
		Removal/Installation 72-21 Fan and Booster	
		Removal/Installation 72-22 1 & 2 Bearing Support	
		Removal/Installation 72-61 IGB and N3B	
CORE MAJOR MODULE LEVEL			
	*	Removal/Installation 72-32 HPC Front Stator	
	*	Removal/Installation 72-33 HPC Rear Stator	
	*	Removal/Installation 72-41 Combustion Case	
	*	Removal/Installation 72-42 Combustion Chamber	
	*	Removal/Installation 72-51 HPT Nozzle	
	*	Removal/Installation 72-52 HPT Rotor	
	*	Removal/Installation 72-53 HPT Shroud / LPT Stg 1 Nozzle	
LPT MAJOR MODULE LEVEL			
		Removal/Installation 72-55 LPT Shaft	
	*	Removal/Installation 72-56 LPT Frame	
* Activity normally carried out during Core Performance Restoration Workscope.			

SHOP MODULE PRICE IN US$ MRO TO INSERT OFFERS IN CELLS BELOW				
WORKSCOPE	**MINIMUM-INSTALLED WORKSCOPE**	**MINIMUM-REMOVED WORKSCOPE**	**PERFORMANCE WORKSCOPE**	**FULL WORKSCOPE**
72-21 Fan & Booster				
72-22 No. 1 & 2 Bearing Support				
72-23 Fan Frame				
72-61 IGB & No.3 B				
72-62 Transfer Gearbox				
72-63 Accessory Gearbox				
72-31 HPC Rotor				
72-32 HPC Front Stator				
72-33 HPC Rear Stator				
72-41 Combustion Case				
72-42 Combustion Chamber				
72-51 HPT Nozzle				
72-52 HPT Rotor				
72-53 HPT Shroud/LPT Stg 1 Nozzle				
72-54 LPT Rotor/Stator				
72-55 LPT Shaft				
72-53 LPT Frame				