

«APPROVED»

First Deputy Chairman of the Board

Khusanov U. A.

« » 07. 2023 y.

Technical task for purchase order

Repair of Honeywell GTCP131-9A APU's

(Name of goods, works and services)

For needs _____

« _____ »

(Subdivision

JSC «Uzbekistan Airways»)

№	Basic data and requirements list	Description
1	Goods, works and services name	Performing periodic and unscheduled repairs of Honeywell GTCP131-9A
2	Purchase Basis	Performing overhaul APU and unscheduled repairs of Honeywell GTCP131-9A in order to restore their performance and technical characteristics
3	General information	A320CEO / A320NEO / A321NEO aircraft APU Honeywell GTCP131-9A
4	Terms of service provision	2023-2028
5	Task base	Letter №2.5-1912 dated 01.05.2023r
6	Customer	JSC «Uzbekistan Airways»
7	Requirement for MRO	REPAIR STANDARDS 1. Repair must be carried out in accordance with the repair technical documentation of the Honeywell APU manufacturer. (Honeywell Manual) 2. The overhauled APU must meet ETOPS requirements. 3. When repairing the APU, the requirements of the Honeywell Engine Manual, as well as CMM, IPC in the current revision should be considered 4. Compliance of Aviation Directives (AD) and Mandatory Service Bulletins (SB) 5. Performing of service bulletins S(B) that affect to reliability. TECHNICAL, FUNCTIONAL AND QUALITY CHARACTERISTICS OF ENGINE REPAIR AND SPARE PARTS 1. Performed Repair, installed components and spare parts must comply with the repair and operational technical documentation of the APU manufacturer

Honeywell GTCP131-9A and the Airbus A320CEO / A320NEO / A321NEO aircraft. 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.

2. The MRO must be an approved MRO capable of in-house repair and overhaul of 131-9A APUs having Certificate of Approvals from both FAA and EASA as well as licensed by Honeywell including dedicated licenses for in-house repair and overhaul of 131-9A APU LRUs.
3. The minimum period of general experience of MRO in repair/ overhaul of 131-9A APU shall be 25 (twenty-five) consequent years
4. MRO should have the experience of Repair/Overhauling at least 150 (one hundred fifty) 131-9A APUs per year over the last 15 years.
5. MRO should have the experience of Repair/Overhauling of at least 10 (ten) 131-9A APUs for Uzbekistan Airways over the last 5 years.
6. MRO submitted by a Joint Venture, Consortium or Association is not acceptable.
7. MRO, capable to repair/ overhaul 131-9A APUs but without having in-house APU Test Cell with certified Test capability, shall not be considered as capable.
8. MRO should have full in-house repair capability licensed by Honeywell for repair/ overhaul of all Honeywell's repairable 131-9A APU detail parts and LRUs.

RELIABILITY REQUIREMENTS

1. Compliance of the repair performed with the technological and operational requirements must be verified by testing the repaired APU (Test Cell) based on the repair documentation of the APU manufacturer **Honeywell**
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 no less sixty-five percent (**65%**) of the factory value EGT is the margin shown on the **Honeywell** APU test report for a specific APU serial number.
3. Implementation of the program to ensure monitoring of the state of the APU (PTMD Trend monitoring software)

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 Honeywell APU manufacturer and the aircraft

manufacturer Airbus A320 CEO(NEO) A321NEO and (OEM components).

2, No PMA & DER is allowed. In case of emergency, the installation of a PMA component must be agreed individually with customer. However, such a setting should not affect the ETOPS status of the APU.

3. Each component to be installed must have an FAA and EASA Certificate.

4. Repaired components may be used subject to agreement but should be provided history of repaired component (Certificate, BBR)

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).

6. Repair of attached repairable LRUs as necessary acc. to technical manuals (IPC, CMM) of the Honeywell APU manufacturer.

7. Replacement of attached non-repairable LRUs as necessary acc. to technical manuals (IPC, CMM) of the Honeywell APU manufacturer.

8. Repair of Domestic damage DOD (Domestic Object Damage) according to the technical manuals (IPC, CMM, APU manual) of the APU manufacturer (Honeywell).

9. Repair of minor and soft FOD according to the technical manuals (IPC, CMM, APU manual) of the APU manufacturer (Honeywell).

PROCEDURE FOR DELIVERY AND ACCEPTANCE

1. The delivery of the APU for repair will be carried out after agreeing on the scope of a specific repair (Work Scope) and transferring the necessary APU documents to the repair site. The list of documents required for sending will be agreed separately in the contract.

At the stage of disassembly and fault detection of the , a Table inspection by a representative of the customer can be carried out. Duration of Table inspection is 5 business days.

For Engine table inspections, MRO shall organize and bear the cost for accommodation and local transport for the Customers' representative(s). MRO will organize and book the hotel and will bear the cost for such accommodation and local transport for Customer's representative(s) for up to a maximum of five (5) business days per each Shop Visit. MRO shall pay above mentioned costs of such representative(s), including travel from Tashkent to MRO return, for up to a maximum amount of USD 6,000 per shop visit. Such cost participation shall be deducted on the final invoice.

2. Acceptance of the APU after repair will be carried out by analyzing the provided online post-repair documentation package with the test result.

During the APU testing phase, a direct inspection by a customer representative can be carried out.

3. The MRO (APU 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 duration of the APU repair, and will also participate in paying the cost of the hotel, accommodation and provide transportation for two (2) person.

4. In the latter case, when UZBEKISTAN AIRWAYS is not present on site, the MRO will still report weekly to UZBEKISTAN AIRWAYS via email on the actual status of engine repair progress.

REQUIREMENTS FOR THE TRANSFER OF TECHNICAL AND OTHER DOCUMENTS TO THE CUSTOMER AFTER REPAIR

The content of the post-repair package of documentation is specified in the contract and should contain at least:

- FAA 8130 and EASA One certificate.
- Information about the performed storage method and ETOPS status of the engine.
- AD status
- SB status
- Accessory List.
- LLP Status.
- Fan Blades status.
- Back to Birth Records (BBR) for all installed used LLPs (if any).
- Test Cell Report.

TRANSPORT REQUIREMENTS

1. Transportation is carried out in accordance with the requirements of Honeywell by organizations that have experience and approval of such operations.

2. Detailed requirements for transportation will be described in the contract.

3. Shipping preparation and way back shipment is covered by MRO (MRO pays the costs of shipping the APU to the site and back to the customer.)

REQUIREMENTS FOR THE VOLUME AND/OR TERM OF GUARANTEES

Repairs must be guaranteed for at least 18 months/2500 hours, whichever occurs first. (but may be specified separately in the contract)

MRO will warrant that all Services performed at each shop visit will be performed in a workmanlike manner and will be free from defects in workmanship for a period of twenty-four (18) months, five thousand (2,500) engine flight hours after each engine shop visit, whichever occurs first.

Excluded from the warranty are such events caused by foreign object damage (FOD), improper maintenance or operating procedures and abuse. (but may be specified separately in the contract)

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 APU, its implementation on this repair is agreed additionally.

QUALITY REQUIREMENTS

Repairs must be carried out in accordance with the Honeywell APU manufacturer's repair specification. Compliance with the repair is confirmed by the FAA 8130 and EASA ONE Certificate. Also, the overhauled APU must comply with ETOPS requirements.

REQUIREMENTS FOR THE QUANTITY, PACKAGING, PLACE AND TERM (FREQUENCY) OF DELIVERY

1. 24 months of preservation should be included in contract. Storage of the product after repair must be up to 24 months at the request of the customer and the customer shall partially bear the costs of storage. (must be specified in the contract)
2. All costs of handling, scrap charges and exchange fees are paid by the repair organization, the customer does not bear the costs.
3. Receiving, incoming inspection, disassembly, cleaning, analytical, assembly, test, final inspection, and shipping preparation fees are paid by the repair organization, the customer does not bear the costs.

TURN AROUND TIME (TAT)

Not exceed 60-90 day

If the APU TAT specified in the contract is exceeded by more than 30 days due to non-delivery of components by the contractors of the repair organization, the repair organization pays for the APU leasing or provides the APU for the period of repair at the request of the customer or a fine is charged (should be specified in the contract)

8	Terms of payment, payment procedure and terms	Should be decided by the purchasing department and the finance department when concluding the contract
9	Volumes of purchased goods and services	The total cost of repairing APU's installed on the entire fleet of A320 CEO(NEO) A321NEO (20) aircraft is approximately US\$10,000,000 for a period of 5 years.
10	Standard amount (if necessary or if there is a single supplier	Must be agreed at the time of the contract
11	Special requirements	

Issued by

Engineer of CAWD

(position)

S Yakubov G.K

(signature and full name)

Согласовано:

MANAGER

(position)

de Lim P.

(signature and full name)

Director

(position)

Pyromb S.

(signature and full name)

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(position)

(signature and full name)