



REQUEST FOR PROPOSAL (RFP)

***NAME OF SERVICES PACKAGE: MRO SELECTION FOR PROVIDING REPAIR &
OVEHAUL SERVICES OF B787 GROUP C ENGINES OF VIETNAM AIRLINES
DURING PERIOD 2024-2027***

VIETNAM AIRLINES JSC

Jan 2024

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INVITATION FOR PROPOSAL

Project: **GENx ENGINES REPAIR & OVERHAUL DURING 2024-2027**

To: **MROs**

Vietnam Airlines JSC (Inviting Party) would like to invite MROs to join the bidding for GENx Engines' Repair & Overhaul on B787 leased aircraft (that VNA lease from AirLease) during 2024-2027. Details are as follows:

Request for Proposal (RFP) to be issued from date 23/01/2024 (Hanoi time) to at:

Vietnam Airlines JSC

200 Nguyen Son, Long Bien District, Ha Noi, Viet Nam

Attention: Mr. Hoang Hai Ho

Supply & Material Director

GENx Engines' Repair & Overhaul During 2024-2027 - Team Leader

E-MAIL: hohh@vietnamairlines.com

dangnh@vietnamairlines.com ;

hoangvx@vietnamairlines.com; phuocnh@vietnamairlines.com

Details of the requirements on technical, commercial terms and related services are specified in the RFP attached hereinafter.

Deadline for Proposal Submission: 16h00, Date: 16/02/2024 Hanoi Time

Please contact above address for further detailed information if needed.

Hanoi, Date 23 Month 01 Year 2024

On behalf of Vietnam Airlines JSC

Supply & Material Director

Project Team Leader



Hoang Hai Ho



Abbreviation and Definition:

VNA: Vietnam Airlines JSC

CAAV: Civil Aviation Authority of Vietnam

EASA: European Aviation Safety Agency

FAA: Federal Aviation Administration

MRO: Maintenance Repair Organization

USD: United State Dollar

RFP: Request for Proposal

SV: Shop Visit

Current Catalogue Price” or “Manufacturer’s Latest List Price: means the last published catalogue price of the original Manufacturer or authorized distributor of the concerned Component or material.

Component: means the part designated by part number and serial number that may be removed/installed from/on an Aircraft system and be tested/repaired/overhauled/modified/exchanged Rotable or Repairable)

Consumable: means a Part which can only be used once and is replaced irrespective of apparent condition during the course of removal, maintenance, repair, overhaul or inspection

Expendable: means any item which no authorized repair procedure exists and for which cost of repair would normally exceed that of replacement

Engine: means bare engine assembly or, as applicable, Engine module, which is the subject of this Agreement and identified in point 1 of RFP (including all its modules, assemblies and sub-assemblies, mounted controls, accessories, Parts and QEC as applicable).

LLP: means a part with an approved limitation on use in cumulative flight hours or flight cycles, established by the OEM or the aviation authority.

LRU: Lines Replacement Unit – means A major control or accessory that is mounted on the external portion of an Engine, which can be replaced while the Engine is On-wing

Materials: means Part, assemblies, subassemblies, data, accessories, raw stock, packing, tools and ground support equipment.

Part: means Components, Expendable or Consumable

Repairable: means Part of an Engine which may be economical to repair to a serviceable condition.

Rotable: means a Part for an Engine which may be economically repaired to a serviceable condition and which in the normal course of operations is repeatedly rehabilitated to a serviceable condition except when it is Beyond Economical Repair (BER).

The OEMs means the Engine Manufacturers (GE Aerospace - GE) certified by BOEING for the B787-9 aircraft and B787-10 aircraft.

NTE: Not To Exceed pricing

Group C Engines: 08 engines list in Point 1 of RFP.

Chapter I: Instruction to MROs

A. General

Point 1. Proposal Content

1. VNA invites prospective MROs to participate in selection transaction for providing Time and Material (T&M) repair services for B787 Group C engines of VNA's Leased aircraft from 2024 to 2027.

2. Scope of services:

MRO shall repair and overhaul B787 Group C engines of VNA's Leased aircraft during the period of 2024-2027 with the status and removal schedule as below:

- Group C Engines B787 removal schedule as stipulated below is established for the purpose of planning consideration only. The actual repair and overhaul requests will be on condition and decided by VNA. VNA is exempted from all liabilities arising from a case of not sending enough repairable engines due to the change of number aircrafts.

Engine Removal Schedule:

No.	ESN	Removal Date	TSN	CSN	Workscope
1	958537	Feb/2024	7430.70	3625	1st PRSV – Hot Section Restoration
2	958398	March//2024	8844.45	3998	1st PRSV – Hot Section Restoration
3	958438	March/2024	8129.02	3699	1st PRSV – Hot Section Restoration
4	958373	Apr//2024	9215.20	3997	1st PRSV – Hot Section Restoration
5	958435	May/2024	8526.83	3879	1st PRSV – Hot Section Restoration
6	958395	June /2024	8693.79	3856	1st PRSV – Hot Section Restoration
7	958541	August/2024	8920.37	4301	1st PRSV – Hot Section Restoration
8	958374	July/2025	19381.98	4035	1st PRSV – Hot Section Restoration

Note:

- Information of these engines is estimated at time of engine removal for shop visit.
- During contract negotiation, VNA may request MROs to provide additional options for Workscope.

Point 2. Source of Funding

The source of funding for the implementation of the Proposal package is provided by VNA.

Point 3. Eligibility of MROs

1. The MROs shall participate in One set of Proposal.
2. The MROs have to be approved by FAA and EASA as being a Maintenance organization for repair and overhaul B787 GENx-1B engines. Before entering into a contract with VNA, the MRO or MRO's Designated Facilities have to be approved by CAAV for GENx-1B engines.
3. The MROs shall meet VNA's requirements as stipulated in Request for Proposal (RFP).

Point 4. The Cost

MROs shall bear all costs associated with their preparation and submission of their

Proposal, and VNA will in no case be responsible or liable for that costs.

Point 5. The Request for Proposal and Clarification

The MROs are expected to examine all instructions, forms, other terms and conditions required by VNA, other provisions and specifications in the RFP documents. Failure to furnish and acknowledge all information and terms and conditions required in the RFP documents or any submission of Proposal not substantial to the RFP documents, in every aspect, will be at the MROs' risk.

If MROs require any clarification of the RFP documents, they will send emails to VNA's selection team no later than 05 calendar days prior to the Closing Date of the Proposal at following address:

Mr. Hoang Hai Ho

Team Leader, MRO Selection Team for Repair & Overhaul of B787 Group C engines

Fax: (84-24) 38732754, Phone: (84-24) 38273774

Email: hohh@vietnamairlines.com

Copy to VNA's selection Team: dangnh@vietnamairlines.com

Phuocnh@vietnamairlines.com

hoangvx@vietnamairlines.com

VNA will send feedbacks to all MROs for any request for clarification.

Point 6: Modification of the Request for Proposal

In case of necessity or by request of MROs, VNA may modify or amend contents of the RFP documents (including extension of the Proposal submission deadline). The amendment will be notified in writing by emails to all MROs, at least 02 calendar days prior to the Closing Date. The MROs have to acknowledge in writing to VNA.

B. Preparation of Proposal

Point 7. Language

The Proposals as well as all correspondences between VNA and MROs regarding to the Proposals shall be in English.

Point 8. Content

The Proposals prepared by the MROs shall include the following contents:

1. Application form: In form as stipulated in Point 10 of this Chapter.
2. Proposal prices schedule in forms as stipulated in Points 11 of this Chapter.
3. Proof documents for eligibility, and capacity of MROs as provided in Point 13 of this Chapter.
4. Draft Contract, detailed commercial proposal (if any).

Point 9. Change the name of prospective MROs: Not applicable

Point 10. Application form

Proposal Application must be made in the VNA's form as provided in chapter III (Form 1) and be signed by a legal representative of MROs or its authorized persons. In case, an authorized person signs the Proposal, such authorization shall be authenticated by a written power of attorney as provided chapter III (Form 2).

Point 11. Price quotation and detailed proposal: MROs are kindly requested to offer proposal with Prices, rates and its terms & conditions as required in Forms provided in chapter III.

Point 12. Currency of Proposal.

The currency in the Proposal must be quoted in United States Dollar (USD).

Point 13. Documents Establishing MRO's Eligibility and Qualification

MRO shall furnish, as part of its Proposal, the following documents establishing the MRO's eligibility to the Proposal and its qualification to perform the Agreements if its Proposal is accepted:

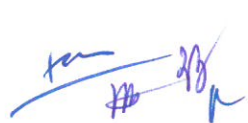
- Copy of Certificate of Business Registration or document proving the lawful establishment issued by authorized office of the State of Participant's Nationality;
- Valid Approval by EASA and FAA for maintenance organization which repair and overhaul GENx-1B engine.
- Approval by CAAV for maintenance organization which repair and overhaul GENx-1B engine (if applicable). In case MRO has not been approved by CAAV, MRO have to confirm by writing to acquire CAAV certificate before entering the contract with VNA.
- Approval by Safety & Quality Dept of VNA (SQD) for maintenance organization which repair and overhaul GENx-1B engine. In case MRO has not been approved by SQD, MRO have to confirm by writing to acquire SQD approval before entering the contract with VNA.

For further instructions, the prospective MROs should contact directly to the B787 engine selection team as mentioned above.

Point 14. Effective time of Proposal

1. All Proposal shall remain valid for at least **60 days** after the deadline for submission of Proposal.
2. VNA may request MROs to extend the validity period of their Proposals, if necessary. If any prospective MRO refuses this request, the MRO's Proposal shall be not considered accordingly.

Request and response to this issue must be in writing and sent directly by email.

A handwritten signature in blue ink, located in the bottom right corner of the page. The signature is stylized and appears to be a combination of letters and numbers.

C. Submission of Proposal

Point 15. Submission of Proposal

The Proposal should be sent by express mail; by hand directly in a sealed envelope or by email (provided that full set of the proposal must be scanned from the original proposal in line with all requirements in the RFP) to the address mentioned in the Invitation letter of this RFP.

The sealed envelope shall include the original Proposal and the soft document files (scanned full set of the original Proposal and save files in a USB), duly marking the envelope as "ORIGINAL PROPOSAL". The outer of the envelope shall be:

- Name of the Proposal: Proposal for REPAIR & OVERHAUL FOR GENx-1B engine DURING 2024-2027
- Name and address of the MRO.
- Addressed to VNA in accordance with this RFP.
- Marked "DO NOT OPEN BEFORE 16h00, Date: 16/02/2024 (Hanoi time)".

Point 16. Deadline for submitting the Proposal

"Deadline" means 16h00, Date: 16/02/2024 (Hanoi time) or other date to be announced by VNA by email.

Proposal must be received by VNA at the address mentioned in the Invitation Letter of this RFP before the Deadline. Any Proposal received by VNA after the Deadline may be rejected. However, for the benefit of VNA, VNA may, at its discretion, extend the deadline for submission Proposal. This extension shall be informed in writing to all MROs by email.

Point 17. Late submission of Proposal

Any Proposal, which submitted by express mail or by hand, is received after the Proposal closing time shall be considered illegitimate and returned to the MRO as its original condition.

Point 18. Modification or withdrawal of Proposal

If MROs want to modify or withdraw their Proposals, they should request in writing to VNA before the Proposal closing time. Such written requests shall be sent separately from Proposal.

D. Proposal opening and evaluation of the Proposal

Point 19. Proposal opening.

The Proposal will be opened and evaluated right after the submission deadline at VNA's head-quarter.

Point 20. Clarification of Proposal

During the process of evaluating the Proposal, VNA may request MROs to clarify some of the contents in the Proposal.

Point 21. Evaluation of Proposal

VNA shall evaluate Proposals based on evaluation criteria as stated in Chapter II.

VNA will select up to 03 MRO having the lowest evaluated prices for further negotiation and signing the Non-Exclusive Contract.

E. Contract Award

Point 22. Conditions for successful MRO

The MRO shall be awarded and selected for contract negotiation if meeting the following conditions:

1. Having legitimate and appropriate Proposal;
2. The MRO shall be awarded and selected based on the evaluation results as stipulated in Chapter II";
3. Having proposed price not exceed the approved budget planned by VNA.

Point 23. Rights to reject any or all Proposal

VNA reserves the rights to reject any Proposal, or cancel the Selection transaction at any time before entering into agreement without any responsibility and obligation to the MROs or without any responsibility to explain the reason why, while complying with provisions of the Statute on Procurement regulated by Government Authorities. Then, VNA shall notify in writing to all MROs in the case of cancellation of the transaction.

Point 24. Announcement of the selection

VNA shall send the notification in writing to the successful MROs, including a plan for negotiation to finalize the contract.

Point 25. Contract negotiation and signing

1. The contract negotiation shall be conducted based on the following:
 - The MRO's Proposal and their clarifications, if applicable;
 - Other requirements are stipulated in the RFP;
 - Other conditions and terms need to be negotiated between VNA and MROs, if applicable.
2. Upon receiving Proposal award notification, the MROs must send an acceptance letter for contract negotiation within 05 working days. If VNA does not receive the letter within such period, or if any MRO refuses to negotiate the contract, VNA may invite next ranked MRO for contract negotiation.

Chapter II Evaluation

I. Main principles for evaluating Proposal submitted by prospective MRO:

All documents enclosed in set of MRO's Proposal, are integral parts of MRO's Proposal. In case there is any discrepancy of one factor (relating to the same criteria) between two or more documents enclosed in MRO's set of Proposal, VNA shall take into calculation and evaluation the highest prices/rates (for cost elements), or the worst/disadvantage conditions for VNA, in order to avoid risk for VNA.

II. Evaluation on Proposal

The Proposal shall be evaluated in the following 03 major steps:

Step 1: Evaluation on Eligibility Requirement

Step 2: Evaluation on Technical and Commercial Compliance

Step 3: Evaluation on Financial and Commercial

During evaluation, if proposal is unclear or fails to meet any requirement, VNA shall clarify or request MRO to confirm its acceptance. Any prospective MRO refuses this request, the MRO's Proposal shall be not considered accordingly.

1. Evaluation on Eligibility Requirement

MROs will nominate either "C" for Comply fully or "NC" for Non-Comply for all criteria provided in Table 5 –Eligibility Matrix. VNA requires MROs to comply with all mandatory criteria (M). Any (M) items not complied with the requirement will eliminate the MROs from the Technical and Finance evaluation step

Table 5 – Eligibility Matrix

No	Criteria	Status (C/NC)	Comment
1	Having Letter of Proposal Submission signed by a legal representative or an authorized person of the MRO. (M)		
2	Proposal Submission time meets deadline and Validity of Proposal meets requirement of at least 60 days from the deadline of submission (M)		
3	Copy of Certificate of Business Registration or document proving the lawful establishment issued by authorized office of the State of Participant's Nationality;		
4	Power of Attorney - if any (M)		
5	Price schedule form must comply to VNA requirement detailed at Table 1 to Table 3.2 of chapter III. (M)		
6	Having valid Documents Establishing MRO's eligibility and qualification as requested in point 13, chapter I of this RFP as bellowing :		
	Have full overhaul capability of maintenance for GENx-1B engines.		
	Valid EASA and FAA Certificate for GENx-1B (M)		
	Valid CAAV Certificate for GENx-1B prior contract signing (M)		

Approval by Safety & Quality Dept of VNA for maintenance organization which repair and overhaul GENx-1B engine before entering the contract with VNA.		
(*) Guideline of Supplier Acceptance Procedures and submission form to VNA's Safety & Quality Dept are as per Form VNA-MNT-F05-01 attached.		

2. Evaluation on Technical and Commercial Compliance

MROs will nominate either “C” for Comply fully or “NC” for Non-Comply for all criteria which is detailed in Part II: Price Schedule Form and provided in Table 6 – Technical and Commercial Compliance Matrix below. VNA requires MROs to comply with all mandatory criteria (M). Any (M) items not complied with the requirement will eliminate the MROs from the Financial evaluation phase.

Table 6 – Technical and Commercial Compliance Matrix

No	RFP	Criteria	Status (C/NC)	Comment
		Shop experience provided by number of GENx-1B repaired and overhauled in last 3 years.		
	Table 1	Guarantee induction slot base on VNA removal schedule		
	Table 2	Fixed Price Labor Schedule (M)		
	Table 3.1	Test Cell Usage Fees (M)		
	Table 3.1	NTE Price (M)		
	Table 3.1	Man-hour rate (M)		
	Table 1	Parts replacement policy (M)		
	Table 1	New Material replacement (M)		
	Table 1	Used Serviceable Material (M)		
	Table 1	LLP replacement (M)		
	Table 1	Repair parts (M)		
	Table 1	Subcontractor (M)		
	Table 1	Warranty (M)		
	Table 3.1	TAT (M)		
	Table 3.1	TAT Guarantee excluding excusable delay (M)		
		Tax		
	Table 3.1	Shipping term		
	Table 3.1	Payment term and payment schedule		
		Supply of Lease engine		

3. Evaluation on Financial and Commercial

Table 7 – Financial and Commercial Assessment Matrix

VNA will review and evaluate in details all terms and conditions as proposed, and take into Price Evaluation the following elements:

No	RFP	Criteria
Gnte		NTE pricing (Inclusions & Exclusions agreed/accepted)
Go&a		Price outside of the scope of the NTE price (Over / Above cost)
Gct1		Payment term and payment schedule
Gct2		Shipping
Gct3		Other commercial support (if any) which can be evaluated.

VNA shall evaluate all financial and commercial conditions by establishing evaluation price which is offered by MRO after correction of any errors (including arithmetical and typing errors), adjustment of discrepancies (if any). The financial and commercial conditions are taken to the same level of evaluation before making comparison.

Correction of errors: if there are any arithmetical or typing errors in the Proposal, the errors will be rectified by VNA.

Adjustment of discrepancies means the adjustment of insufficient or excess contents in terms of the requirements as stated in VNA's RFP. Accordingly, the insufficient content price shall be added or the excess content price shall be deducted in accordance with the principle that, VNA shall take one of the following data (whichever the higher) into calculation: (i) the highest offering price of same content from other MRO; or (ii) the referenced price of same content from the current VNA's contract for Repair/Overhaul on GENx-1B engines, subject to annual escalation 5%/year starting from contract signing year.

VNA will convert the following terms and conditions into evaluation price. Evaluated price (Gdg) will be the collective price and determined as follows:

$Gdg = Gnte + Go\&a + Gtc1 + Gtc2 \pm Gtc3$. Where:

a. Gnte: is total NTE price provided by MRO in chapter III, Table 3.2

$Gnte = S * NTE$ price (NTE price of each engine PRSV1 subject escalation base year 2024)

S: The number of shop visit during the term of the contract in accordance with each year removal schedule

b. Go&a: is total addition cost outside of the scope of the NTE price (Over / Above cost)

$Go\&a = Glabor + Gnewparts + Grepair$

Glabor is Evaluated the Over/ Above labor cost

$Glabor = (S * 400) * \text{Man-hour rate}$

S: number engines PR shop visit during the term of the contract in accordance with each year removal schedule.

The estimate average Over / Above labor for each PRSV1 = 400 man-hours.

Man=hour rate: offer by MRO in chapter III, Table 3.1

Gnewpart is Evaluated for new parts replacement of Over / Above cost

$Gnewpart = S * 73.7\% * G * m$

S: number engines PR shop visit during the term of the contract in accordance with each year removal schedule

Percentage of estimated cost for new parts replacement (VNA's estimated 73.7% of G (total over & above cost).

G: Total amount estimated of Over and Above cost (VNA's estimated G=2.750.000 USD for each engine PRSV1 for evaluation)

m: the factor evaluated support from MRO if MRO offer reduce MLP (Manufacturer's List Price) for parts replacement for example $m=0.9$ if MRO can offer to reduce 10% MLP for new part replacement .

Grepair is Evaluated cost for repair parts of Over / Above cost

Grepair: $S \times 24.5\% \times G \times n$

S: number engines PR shop visit during the term of the contract in accordance with each year removal schedule

Percentage of estimated repair parts cost (VNA's estimated total repair cost = 24.5% of G – total Over /Above cost).

G: Total amount estimated of Over and Above cost (VNA's estimated $G=2.750.000$ USD for each engine PRSV1 for evaluation)

n: the factor evaluated support from MRO if MRO offer reduce MRO's Repair catalogue price (RCP) for parts repair for example $n=0.9$ if MRO can offer to reduce 10% of RCP.

Gtc1: Opportunity cost in connection with payment terms:

Gtc1 = Collective of Opportunity cost of $S \times (A \times B \times I + F)$. Where:

S: The number of shop visit during the term of the contract in accordance with each year removal schedule

A: Total amount is requested by MRO to pay in advance or amount is requested for opening LC before the services completion date (redelivery date).

$A = n \times D$

n: Percentage of estimated invoice is requested by MRO to pay in advance or for opening LP before the services completion date (redelivery date).

D: Total amount estimated by VNA for each engine PRSV1 shop visit.

VNA request A lower than 7.600.000 USD/Engine/PRSV1.

B: Number of days to be calculated for advanced payment (Bank guarantee required) or letter of credit (LC) withdrawing after the services completion/redelivery. If LC required LC confirmation, MRO shall be required to cover the confirmation fee).

$B = 40$ days if LC applied or $B = (TAT - T1 + 45)$ applied for advanced payment, T1 number days from induction date to the date of advanced payment requirement. If payment term is TTR30 (30 days since VNA receive the Engine and final invoice), then $B = 0$.

I: USD short-term loan rate to be estimated 5%/year (365 days per year, prorated basic).

F: LC fee applied for MRO requested for opening LC,

$F = F1 + F2 + F3$

F1: LC issuing fee ($0.4\% \times A$, min: 50\$ and max: 2000\$).

F2: LC commission fee ($0.2\% \times A$, min: 20\$ and max: 500\$) for each LC requirement.

F3: LC confirming fee: $= A \cdot (30 + TAT + 45) \cdot 2\% / 365$

Where as L/C confirming rate is 2%/year

Note: VNA will evaluate the opportunity payment cost for the final invoice base on default short term rate is 5%/year compare to the default payment term TTR30.

Gtc2: evaluated price of engine transportation both way applied for the engine to be repaired.

The transportation price will be calculated by Vietnam Airlines's public transportation rate to the repair facility multiple by gross weight/volume weight (which applicable) of the engine for both way and the number of engine visit shop during the term of the contract.

If MROs offer Free of charge for engine transportation (both way for each engine repair) the Gtc3 shall be zero.

If MROs offer Free of charge for one-way engine transportation the Gtc3 will be calculated for one way remaining.

If MRO owner many Designated Facilities location, MRO need to advise VNA the Designated Facilities location selected for VNA, if not VNA shall apply the highest transportation cost for engine shipment

$Gtc3 = S \cdot (Q1 + Q2)$

S: number engines PR shop visit during the term of the contract in accordance with each year removal schedule

Q1: estimate transportation cost for engine ship from SGN to MRO's facility.

Q2: estimate transportation cost for engine ship from MRO's facility location to SGN. Bellowing the estimate by VNA for engine transportation

SGN-AMS: 77.000USD

AMS-SGN: 30.000USD

SGN-TPE: 63.000USD

TPE-SGN : 44.000 USD

If MRO offer the credit support for engine transportation Gtc2 will be deduct the credit.

Note if MRO shop in other location outside AMS/TPE VNA shall check the estimate shipment cost from/to SGN to this location and calculate the Gtc2

Gtc3: Add or reduce for any cost elements if offered by MRO in principle to ensure highest possible certainty for VNA, and any additional credits and supports which VNA is able to control and evaluate the associated costs.

In case MRO has other credits and/or supports, MRO is kindly requested to recalculate and revert all these exceeded credits/supports by adjusting directly to the fixed prices in Tables or by a direct cash credit amount (in form of a fix discount amount or percentage) to each engine shop visit.

III. General evaluation and Grading Proposal:

- VNA will select up to 03 MRO having the lowest evaluated prices to negotiate and sign the Non-Exclusive Contract under the main terms and conditions stipulated in the draft Contract attached to the Proposal.
- In any case, VNA reserves its right to make final decision.

Handwritten signature and initials in blue ink, located in the bottom right corner of the page. The signature appears to be "H. B." with a large "H" and "B" connected by a horizontal line. Below the line, there are smaller initials, possibly "HB" or "H.B.", and a stylized "K" or "C" to the right.

Chapter III. FORMS

Form 1: APPLICATION FORM

To: Vietnam Airlines JSC

Attn: Mr. Hoang Hai Ho – Team Leader

Team Leader, MRO Selection Team for Repair & Overhaul of B787 Group C engines

After studying your Request for Proposal dated 2024, We, “The MRO name”, have understood clearly the RFP and we would like to submit our Proposal attached in complying with all terms, conditions, instructions and requirements stipulated in RFP.

If our Proposal being accepted, we undertake to execute the Agreement with obligation to provide high quality services and other duties in accordance with our Proposal.

We agree that our Proposal shall be valid for **60 days** from Proposal opening date and shall be accepted at any time during the above period.

We understand that VNA shall not be responsible to explain why the best comparative or our Proposal has not been accepted.

For and on behalf of

(Signed)

Name:.....

Title:.....

(Duly authorized to sign Proposal)



Form 2
Power of Attorney

Today, dd ____ mm ____ yy ____, at ____

I am *[name and title of legal representative of MRO]*, is a legal representative of *[MRO's name, registered at [address of MRO], by this letter to authorize to [name and title of person authorized] performing the followings during Proposal participant of the package "Repair and overhaul services for GENx-1B engines of Vietnam Airlines's B787 fleet for the duration from 2024-2027" organized by Vietnam Airlines JSC:*

- *To sign Proposal application form*
- *To sign all document and corespondent to communicate with VNA during time of Proposal participate including but not limited toreques for clarification of the Request for Proposal and letter for clarification of the Proposal*
- *To attend to the proccess of contract negotiation and compelting*
- *To sign request/recommendation letter in the case the MRO desire to request/recommend on Proposal*

The authorized person mentioned above only undertake duties that are in authorization scope as a legal representative of (name of the MRO). We (name of MRO) are responsible for such kind of duties undertaken by (name of authorized person) in the scope of authorization

This power of attorney is valid from dd _____ to dd _____.

Form 3
PRICES SCHEDULE FORMS PREPARED BY MRO

1. Fixed proposal contemplated by VNA:

Table 1: Price, rate condition quote by MRO

- All Prices, rates, conditions quoted by MRO in this Table 1 shall be firmed and fixed during the term of the contract and not subject to variation on any provision for any reason. If MRO quote adjustable prices/rates/conditions in this Table, then it shall be considered non conformity and refused.

Item	Description	The MRO proposal (...% discount of CLP, Handling fee ..%,...)	The MRO proposal Acceptance		Remark
			Yes	No	
1	Material to be replaced, supplied by MRO				
1.1	New parts	MLP (Manufacturer's List Price) plus Handling Fee of 8% of MLP with Cap at: USD 18.000 per line item or USD 9.000 per single item.			
1.2	Used and Serviceable parts	70% of MLP (Manufacturer's List Price) plus Handling Fee of 8% of MLP with Cap at: USD 18.000 per line item or USD 9.000 per single item			
1.3	LLP to be replaced, supplied by MRO				
1.3.1	New LLP replacement	MLP (Manufacturer's List Price) plus Handling Fee of 8% of MLP with Cap at 9.000 USD/LLP item.			
1.3.2	Used LLP replacement	Value of use LLP plus Handling fee of 8% of MLP with Cap at 9.000 USD/LLP item The Value LLP shall be follow: Value = 95% * MLP * (remaining cycle /maximum cycle)			
2	Material to be supplied by VNA	MRO only charge the handling fee for Material supplied by VNA			
2.1	Handling fee for Material supplied by VNA	8%, of MLP with Cap at: USD 18.000 per line item or USD 9.000 per single item			
3	Exchange	Only apply one handling fee (exchange fee or subcontract fee) when parts exchange in sub-contract.			
3.1	Exchange of Non LLP				

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3.1.1	Exchange fee (...%) + Repair cost of original part	Repair cost of original part plus the Exchange fee of 8% of MLP with Cap at: USD 18.000 per line item or USD 9.000 per single item A fixed price is published in MRO's Repair Catalogue Price (RCP) for parts removed In case no fixed price published for such repair in MRO's RCP the repair cost will be based on actual labor and material basis. No handling fee for in-house repair			
3.1.2	Exchange the used part with new part	Exchange fee of 8% of MLP with Cap at: USD 18.000 per line item or USD 9.000 per single item plus Compensation Value which compensates for the difference in value between the use part removal and new part installed			Compens ation Value shall be case by case basis
3.2	Exchange LLPs	Repair cost of original LLP plus the Exchange fee of 8 % MPL with cap USD 9.000 per item plus/minus the Compensation value LLP Value shall be based on an expected utilization of Cycles according to the following formula: LLP Value= $95\% * MLP * (\text{remaining cycle} / \text{Maximum cycle})$. Compensation value = LLP Value on – LLP Value off.			
4	Repair cost for parts removed				
4.1	In-house repair	A fixed price is published in MRO's Repair catalogue price (RCP) on the date of issue purchase order. In case no fixed price published for such repair in MRO's RCP the repair cost will be based on actual labor and material basis.			MRO provide RCP attached with RFP

4.2	Subcontract repair	Subcontract invoice plus handling fee of 10% on the total invoice with cap at 18.000USD/ vendor invoice. Only apply one handling fee (exchange fee or subcontract fee) when parts exchange in subcontract. Only 01 vendor invoice for the line items			
5	Warranty term for engine repair (MRO warrants the work carried out by MRO or MRO's Designated Facilities and MRO's subcontractor/vendor)	18 months after the engine redelivery to VNA or 12 months from installation of the engine or 4.500 Engine flight hours after VNA operates, whichever first occurs.			
6	Induction slot	Each engine removal, VNA inform MRO the engine removal schedule before 30-45 days of date engine removal and MRO guarantees to provide the slot induction for such engine			
7	Part replacement policy	+ New Part must enclosed with FAA8130-3 or EASA Form 1 certificate + Used Part must enclosed with FAA8130-3 or EASA Form 1 certificate; Non-Incidents statement; the same or higher modification; have a value and utility at least equal to the Part replaced. PMA is not allowed. Repair without OEM approval is not allowed unless approved by VNA. Used LLP Part must have full back to birth document.			

Note:

- ⇒ Line item shall mean a group of parts installed on the engine with the same description and functionality such as vanes or blades of the same stage.
- Fix proposal contemplated by VNA. The MRO fill up in “yes” or “no” column for its acceptance or not acceptance. The PROPOSAL will be rejected if MRO choose “No”.
 - The MRO may offer better proposal (i.e. For fees: offer lower fee lower cap, for Warranty: offer longer duration, etc...). In this case MRO have to put “yes” in relevant item and provide specific information of their offer. VNA shall be considered advantage proposal
 - For MRO who offer higher fee/cap for any item and shorter duration of warranty, then their PROPOSAL will be rejected and refused.
 - Proposals will also be rejected if MRO put “yes” into any items (or even offer lower

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fee/rate or offer longer warranty duration) in this Table BUT put additional conditions which VNA is not able to control and evaluate the associated costs.

2. Pricing Policy and other terms and condition provided by MROs

Table 2: FIXED PRICE LABOR SCHEDULE (“FPLS”) – ROUTINE LABOR ONLY provide by MRO

FPLS consists of standard labor practices carried out at the MRO (disassembly, cleaning, visual and dimensional inspection, non-destructive testing, reassembly, test and ship). Prices do not cover detailed analytical investigation, evaluating or recording. Prices are stated in Base Year dollars and are subject to escalation.

GENX Fixed Price Labor Schedule				
		Workscope Level Fixed Price (2024\$)		
		Minimum	Performance	Full
FULL ENGINE LEVEL (57000600) LEVEL (EL)				
72-00-00	Standard Incoming Inspection			
71-XX-XX	Remove/Reinstall 738L1XX Engine Build-Up (EBU) Kits			
72-00-01	Remove/Reinstall 2305M15 Fan Stator Module Assy, fan spinner, aft support ring, retainers, fan blades, fan platforms, booster splitter & booster acoustic panels			
72-00-01	Remove/Reinstall 2305M80 Lower Bifurcation Assembly			
72-00-00	Incoming Test Cell Run			
72-00-00	Outgoing Test Cell Run			
N/A	Prep for Ship			
72-00-00	Dispatch Inspection			
PROPULSOR (57000617) LEVEL (PL)				
72-00-00	Remove/Reinstall Propulsor external configs (brackets/tubes/harnesses)			
72-00-00	Remove/Reinstall partial Propulsor external config (brackets/pipes/harnesses) - when M40 (Fan Hub Frame(M31) & HP Compressor(M53)) remain joined.			
72-00-00	Remove/Reinstall Mounts and thrust links			
72-00-05	Remove/Reinstall 2305M70 Accessory Gearbox (AGB) Assembly including tubes/ducts			
72-00-04	Remove/Reinstall LPT/TRF Major Module (includes LP Mid Shaft Module)			
72-00-22	Remove/Reinstall 2305M21 Fan Booster Assembly			
72-00-23	Remove/Reinstall 2305M23 #1R Bearing Assembly			
72-00-24	Remove/Reinstall 2305M24 #2B Bearing Assembly			
SUPERCORE (2202M50) LEVEL (SL)				
72-00-02	Remove/Reinstall CDN thru TCF Major Module from Fan Hub/HPC Major Module			

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72-00-02	Remove / Install HPC thru TCF			
72-00-02	Remove/Reinstall 2305M53 HP Compressor Module Assembly from 2305M30 Fan Hub Module Assembly			
MAJOR MODULE (MM)				
2202M31 Fan Hub Frame Major Module (FMM)				
72-00-62	Remove/Reinstall 2305M33 Transfer Gearbox (TGB) Assembly only			
72-00-61	Remove/Reinstall All 2305M30 Fan Hub Shop Module Assemblies			
2202M53 High Pressure Compressor Major Module (CMM)				
72-30-00	Remove/Reinstall 2302M67 Forward Compressor Stator Case			
72-30-00	Remove/Reinstall 2305M51 Compressor Rotor Assembly from 2305M52 Compressor Stator Assembly			
2202M59 CDN - TCF Major Module (TMM)				
72-00-54	Remove/Reinstall 2305M58 Turbine Center Frame Assembly			
72-00-54	Remove/Reinstall 2305M56 HPT Stage 2 Nozzle Assembly			
72-00-54	Remove/Reinstall 2305M57 HPT Rotor Assembly and 2305M45 CDN Module			
72-00-51	Remove/Reinstall 2305M54 Combustor Diffuser Assembly and 2305M55 HPT Stage 1 Nozzle Assembly			
5700612 LPT/TEC Major Module (LMM)				
72-00-04	Remove/Reinstall 2305M64 LPT Mid Fan Shaft Module			
72-00-04	Remove/Reinstall All LPT/TRF Shop Modules			
72-00-04	Balance Only 2305M61 LPT Rotor/Stator Assembly			
KITTING / CONFORMANCE & DOCUMENTATION				
KITTING	Kitting			
CONFORMANCE	Conformance			
DOCUMENTATION	Documentation			
SHOP MODULE (SM)				
72-21-00	2305M15 Fan Stator Module Assy, fan spinner, aft support ring, retainers, fan blades, fan platforms, booster splitter & booster acoustic panels			
72-00-03	2305M80 Lower Bifurcation Assembly n			
72-22-00	2305M21 Fan Booster Assembly			
72-23-00	2305M23 #1R Bearing Assembly			
72-24-00	2305M24 #2B Bearing Assembly			
72-26-00	2305M31 Fan Hub Frame Assembly			
72-61-00	2305M32 No3 Brg/IGB Assembly			
72-62-00	2305M33 Transfer Gearbox Assembly			
72-31-00	2305M51 HPC Rotor Assembly			
72-32-00	2305M52 HPC Fwd Stator Assembly			
Various	2305M52 HPC AFT Stator Assembly			

Various	High Pressure Compressor blisk removal, inspection, refit			
Various	HPC Rotor Assembly (Aft cases in situ)			
Various	HPC Rotor Assembly (Aft cases removed)			
Various	HPC Fwd Stator Assy (Visual Insp & descab only)			
Various	HPC Aft Stator Assy (Visual Insp as removed for access only)			
72-41-00	2305M54 Combustor Diffuser Assembly			
72-51-00	2305M55 HPT Stage 1 Nozzle Assembly			
72-52-00	2305M56 HPT Stage 2 Nozzle Assembly			
72-53-00	2305M57 HPT Rotor Assembly			
72-54-00	2305M58 Turbine Center Frame Assembly			
72-54-00	TCF - S1N			
72-54-00	TCF - External config			
72-54-00	TCF - No4 Brg remove & re-install			
72-54-00	TCF - Air tube adaptors and Tubes			
72-56-00	2305M61 LPT Rotor/Stator Assembly			
72-57-00	2305M63 Turbine Rear Frame Assembly			
72-58-00	2305M64 LPT Mid Fan Shaft			
72-64-00	2305M70 Accessory Gearbox Assembly			
72-64-01	2305M70 Accessory Gearbox Assembly – Cleaning & Inspection			
72-09-XX	Propulsor external config clean & inspect / continuity & resistance checks (brackets/tubes/harnesses)			
72-09-XX	Mounts and thrust links			
Visual Inspection: Full Engine and Major Modules				
72-00-00	5700600 Full Engine (includes External config parts)			
72-00-02	5700617 Propulsor (includes External config parts)			
72-00-02	2202M50 Supercore (comprises LPC, FHF, HPC, HPT or FHF, HPC, HPT)			
72-00-25	2305M30 Fan Hub Module Assembly (MM)			
72-00-30	2305M53 HP Compressor Module Assembly (MM)			
72-00-30	CDN thru TCF Major Module (MM)			
72-00-40	2305M45 CDN Module Assembly			
72-00-04	LPT/TRF Major Module (MM)			
Visual Inspection: Shop Modules				
72-00-01	2305M15 Fan Stator Module Assy, fan spinner, aft support ring, retainers, fan blades, fan platforms, booster splitter & booster acoustic panels			
72-00-03	2305M80 Lower Bifurcation Assembly			
72-00-22	2305M21 Fan Booster Assembly			
72-00-23	2305M23 #1R Bearing Assembly			
72-00-24	2305M24 #2B Bearing Assembly			
72-00-26	2305M31 Fan Hub Frame Assembly			
72-00-27	2305M32 No3 Brg/IGB Assembly			
72-00-62	2305M33 Transfer Gearbox Assembly			
72-00-31	2305M51 HPC Rotor Assembly (Aft cases in situ)			
72-00-32	2305M52 HPC Forward Stator Assembly			

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72-00-41	2305M54 Combustor Diffuser Assembly			
72-00-51	2305M55 HPT Stage 1 Nozzle Assembly			
72-00-52	2305M56 HPT Stage 2 Nozzle Assembly			
72-00-53	2305M57 HPT Rotor Assembly			
72-00-54	2305M58 Turbine Center Frame Assembly			
72-00-56	2305M61 LPT Rotor/Stator Assembly			
72-00-57	2305M63 Turbine Rear Frame Assembly			
72-00-58	2305M64 LPT Mid Fan Shaft			
72-00-05	2305M70 Accessory Gearbox Assembly			
72-00-06	Mounts and thrust links			
72-09-XX	Propulsor external config (electrical harnesses, connectors)			
72-09-XX	Propulsor external config (brackets, pipes, misc externals)			

3. Other terms and conditions provided by MROs

Table 3.1. Other terms and conditions provided by MROs

Item	Description	MRO proposal	Remark
1	Normal Man-hour rate (only applied for non-routine work and parts/component repair that without on repair catalog price issued by MRO)	USD per Hour	
2	Test Cell Usage Fees	USD per test (labor, fuel, oil, material additional)	
2	Turn around time (from the date of engine induction MRO shop to the date the engine serviceable and ready for shipment)		Calendar day
3	Warranty term for engine repair (MRO warrants the work carried out by MRO or MRO's subcontractor/vendor)		MRO can offer the better Warranty term in Table 1 (18 months from delivery/ 12 months from installation/ 4500 engine flight hours)
4	Payment terms		
4.1	1 st payment : By Irrevocable Letter of Credit and amount of LC. If a confirmed LC is required by MRO, the MRO shall bear the confirmation fee of L/C.		VNA to provide a default cap value for LC lower than 7,600,000.00\$ (2024) Engine/PRSV1.

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4.2	Final payment: Payment for final invoice each shop-visit will be made after redelivery in form of wire transfer net 30 days from the date of receiving invoice.		
5	NTE PRSV1 Workscope 1 ((NTE price for year 2024))		NTE structure proposed by VNA in table 3.2 & 3.3 & 3.4 bellowing
5.1	Escalation term : from 2025 to 2027, NTE price shall be adjusted base on the escalation with cap provided by MRO.		
6	Guarantee TAT (excluding non-excusable delay)		
6.1	Guarantee TAT value (days)		
6.2	Remedy per day	... USD per day	VNA proposed \$10,000.00 USD per day
6.2	Remedy cap per engine PRSV	... USD per engine PRSV1	VNA proposed \$180,000.00 per engine PRSV1
7	Spare engine availability for lease support		
8	DELIVERY AND REDELIVERY (For engine send to MRO for repair and return) incoterm 2010		
8.1	Delivery Term		
8.2	Redelivery Term		

Table 3.2 NTE Structure proposal contemplated by VNA

The NTE price shall apply in respect of the labor and material (excluding LLP material) required to implement the following specified workscope Workscope Definition	NTE PRSV1 Workscope 1
72-00 Engine	OVHL
72-21 Fan Stator	MIN
72-22a Fan Rotor	MIN
72-22b Booster	MIN
72-23 No 1 BRG Assy	MIN
72-24 No.2 Bearing Assy	MIN
72-26 Fan Frame	MIN
72-31 HPC Rotor	MIN
72-32 HPC Fwd Stator case Assy	MIN
72-41 Combustor / Diffuser	OVHL
72-42 Combustion Chamber	OVHL
72-51 Stg 1 HPT Nozzle	OVHL
72-52 Stg 2 HPT Nozzle	OVHL

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72-53 HPT Rotor	OVHL
72-54 TCF	MIN
72-56 LPT Rotor/Stator	MIN
72-57 TRF	MIN
72-58 Fan Mid Shaft	MIN
72-61 IGB	MIN
72-62 TGB	MIN
72-64 AGB	PERF
LRU	Excluded
NTE pricing (2024 USD) USD

NTE Condition

Inclusions

- 3.1 NTE price shall only apply to shop visits caused by performance deterioration resulting from normal prolonged on-wing operation.
- 3.2 NTE price shall only apply to Services performed in accordance with the above specified workscope. Any additional services required in relation to the Engine beyond the specified workscope are outside of the scope of the NTE price and will be charged on an additional basis or requested.
- 3.3 NTE price includes embodiment of the AD and SBs listed below, to the extent that all the parts concerned by the relevant SB are removed pursuant to the applicable workscope above, plus any Incidental SB Embodiment. "Incidental SB Embodiment" means the replacement of Parts (excluding LLP) associated with an SB that are required to be removed pursuant to the NTE workscope and scrapped for condition

Included all AD and all SBs which are Categories 1 through 2.

Limitation/Exclusions

Workscope (including Labor and Material) beyond or workscope upgrades from preliminary workscope set forth Module Workscope Table 3.2

All SBs Categories not mentioned in 3.3.

LRU/QEC: Repair, Overhaul and Replacement of LRU, QEC & EBU, including handling charge.

LLP replacement cost including charge

- 3.4 Certain part replacements or repairs as detailed in (a) to (f) of this Section 3.4 are excluded from the NTE price. and shall be chargeable fully on an Over and Above basis. Such exclusions shall be applied in the following descending order as applicable:
- part replacement or repair due to a finding that parts are missing or damaged at the DRS's inbound inspection part of the delivery process.
 - part replacement or repair due to prior use of Non-OEM Parts or Non-OEM Repairs (i.e. PMA/DER)

- c. part replacement or repair due to damage as a result of Major FOD (for the avoidance of doubt, the Major FOD referred to in this Section 3.4 is not Major FOD which caused the shop visit. If Major FOD causes the shop visit, the NTE price shall not apply).
- d. part replacement or repair in excess of the scrap rates specified in the table 3.3 below: (including any excess which is fractional).

Table 3.3 the scrap rates

Part Nomenclature/Type	Excluded	NTE PRSVI Workscope1
BLADE – HPT STG 1	Scrap	See note 3.4 point f
BLADE – HPT STG 2	Scrap	See note 3.4 point f
HANGER – HPT SHROUD STG 1	Scrap	40.00%
HANGER – HPT SHROUD STG 2	Scrap	10.00%
NOZZLE – HPT STG 1	Scrap	35.00%
NOZZLE – HPT STG 2	Scrap	35.00%
ASSY – COMBUSTION CHAMBER	Scrap	0.00%
ASSY – DOME	Scrap	See note 3.4 point f
DIFFUSER	Scrap	0.00%
LINER, INNER – COMBUSTOR	Scrap	0.00%
LINER, OUTER – COMBUSTOR	Scrap	0.00%
RING – HPT, IMPINGEMENT	Scrap	0.00%
SEAL – OUTER FWD	Scrap	0.00%
SUPPORT – HPT FWD INNER NOZZLE	Scrap	0.00%
VANE – HPC OGV STG 10	Scrap	0.00%
BLADE - HPC STG 10	Scrap	0.00%
BLADE - HPC STG 3	Scrap	0.00%
BLADE - HPC STG 4	Scrap	0.00%
BLADE - HPC STG 6	Scrap	0.00%
BLADE - HPC STG 7	Scrap	0.00%
BLADE - HPC STG 8	Scrap	0.00%
BLADE - HPC STG 9	Scrap	0.00%
RING, TUBE SUPPORT	Scrap	0.00%
CASE - HPC AFT INNER - STG 5	Scrap	0.00%
CASE - HPC AFT INNER - STG 5-6	Scrap	0.00%
CASE - HPC AFT INNER - STG 6-7	Scrap	0.00%
CASE - HPC AFT INNER - STG 7-8	Scrap	0.00%
CASE - HPC AFT INNER - STG 8-9	Scrap	0.00%
CASE - HPC AFT INNER - STG 9-10	Scrap	0.00%
SEAL - HPC STG 1	Scrap	0.00%
SEAL - HPC STG 2	Scrap	0.00%
SEAL - HPC STG 3	Scrap	0.00%
SEAL - HPC STG 4	Scrap	0.00%
SHROUD, COMP STATOR - STG 1	Scrap	0.00%
SHROUD, COMP STATOR - STG 2	Scrap	0.00%
SHROUD, COMP STATOR - STG 3	Scrap	0.00%
SHROUD, COMP STATOR - STG 4	Scrap	0.00%
VANE - HPC STG 1	Scrap	0.00%

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VANE - HPC STG 2	Scrap	0.00%
VANE - HPC STG 3	Scrap	0.00%
VANE - HPC STG 4	Scrap	0.00%
VANE - HPC STG 5	Scrap	0.00%
VANE - HPC STG 6	Scrap	0.00%
VANE - HPC STG 7	Scrap	0.00%
VANE - HPC STG 8	Scrap	0.00%
VANE - HPC STG 9	Scrap	0.00%
HANGER, REAR - TRANS DUCT	Scrap	0.00%
HOUSING - BEARING NO 4	Scrap	0.00%
LINER, INNER - TCF	Scrap	0.00%
LINER, OUTER - TCF	Scrap	0.00%
NOZZLE - LPT STG 1	Scrap	0.00%
SCREW, EXPANDABLE	Scrap	0.00%
SEAL - BRUSH AFT INNER	Scrap	0.00%
BEARING NO. 3 - BALL	Scrap	0.00%
BEARING NO. 3 - ROLLER	Scrap	0.00%
BEARING, ROLLER - IGB	Scrap	0.00%
GEARSHAFT, VERTICAL BEVEL	Scrap	0.00%
NUT, PLAIN RND - #3 BRG	Scrap	0.00%

- e. part replacement (whether with new or used replacement) of parts with an individual CLP greater than \$100,000.
- f. part replacement per below table that are covered by CML Subject: GENx-1B Durability Improvement Hardware – Group C Engines, Code: D-1894-HVN-4GR-R5, signed on 20th July 2023 .

Table 3.4 GENx-1B Durability Improvement Hardware – Group C Engines

Keyword	Part Number	Required Quantity
BLADE, HPT STG 1	2706M85G08	62 ea.
BLADE, HPT STG 2	2305M35G12	62 ea.
COMBUSTOR DOME	2744M00G05	1 ea.

Table 4: List of parts to be sent out for Sub-contract work

Items	Description	Part No	Content of work	Remark
1				
2				
....				

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Appendix 1 – Workscope

a. Engine Workscope description for 1st Performance Restoration Shop Visit (PRSV1)

Workscope Definition	PRSV1 Workscope 1
72-00-00 Engine	Hot section restoration
72-21-00 Fan Stator	II
72-22-25 Fan Rotor	II
72-22-00 Booster	II
72-23-00 No 1 BRG Assy	II
72-24-00 No.2 Bearing Assy	II
72-25-00 Fan Hub Frame Module	II
72-26-00 Fan Hub Frame	II
72-30-00 HPC Module/Stator	II
72-31-00 HPC Rotor	II
72-32-00 HPC Stator	II
72-40-00 CDN Module	IV
72-41-00 CDN	IV
72-42-00 Combustor	IV
72-51-00 Stg 1 HPT Nozzle	IV
72-52-00 Stg 2 HPT Nozzle	IV
72-53-00 HPT Rotor	IV
72-54-00 TCF	II
72-56-00 LPT Rotor/Stator	II
72-57-00 TRF	II
72-58-00 Fan Mid Shaft	II
72-61-00 IGB	II
72-62-00 TGB	II
72-64-00 AGB	III
LRU	Excluded

Level of Work

I: Assembled Engine Workscope – Quick Turn (Q/T) or Continued Time

II: Shop Visit Minimum Module Workscope

III: Performance or Preventative Maintenance Workscope

IV: Shop Visit Module Overhaul Workscope

b. LLP Replacement workscope

ESN	LLP CHANGE			REMARK
	LLP CHANGE	Part number	Serial number	
958398	SEAL, CDP*	2383M82P03	GFF5KF2G	SB72-0484 Limit 6100 / AD2022-20-12
958435	HPT Fwd Outer Seal	2417M60P03	VOLF5612	SB72-0515 Next shop visit / AD2023-17-08

c. LRU Workscope

No.	DESCRIPTION	WORKSCOPE	REMARK
1	Ignitor plug	Replace with new	
2	Electrical harnesses	Inspect per CMM	
2	EGT Probes	visual inspection	
3	EGT Harness	Test per CMM	
3	VSV actuators	visual inspection	
4	VBV actuators	visual inspection	
4	Main fuel pump	Overhaul	overhaul if soft time > 14000 hours
5	EEC/FADEC	visual inspection	
5	Fuel Metering Unit (FMU)	visual inspection	SB73-0065 for FMUs TSN/TSO > 18,000 hr
6	CCC valve	visual inspection	
6	HPT & LPT ACC valve	visual inspection	
7	Lube & scavenge pump	visual inspection	
7	DMS sensor	visual inspection	
8	DMS signal conditioner	visual inspection	
8	N1 Sensor	visual inspection	
9	#1 Brg Accelerometer	visual inspection	
9	N2 Sensor	visual inspection	
10	TCF Accelerometer	visual inspection	
10	Fuel Filter Assy.	visual inspection	
11	Fuel filter delta P sensor	visual inspection	
12	Fuel Pump Strainer Delta-P Sensor	visual inspection	
13	Oil pressure sensor	visual inspection	
14	Oil Temp sensors	visual inspection	
15	Fuel/VFSG oil HX	visual inspection	
16	Fuel Flow Transmitter	visual inspection	
17	Oil filter delta P sensor	visual inspection	
18	Fuel Filter	visual inspection	
19	Fuel nozzles	Clean, and test per CMM	
20	Fuel Manifold Pressure Sensor	visual inspection	
21	Fuel Manifold Temp. Sensor	visual inspection	
22	Flow Split Valve Accumulator	visual inspection	
23	Rating Plug	visual inspection	
24	Engine configuration box (ECB)	visual inspection	
25	Engine Monitoring Unit (EMU)	visual inspection	
26	Alternator Rotor/Stator	visual inspection	
27	Ignition Exciter	visual inspection	
28	Ignition Lead	Test per CMM	
29	Transient Bleed Valve	visual inspection	
30	VFSG Power Feed Cables	visual inspection	
31	T12 Sensor	visual inspection	
32	Edutor Valve	visual inspection	
33	Booster Anti Ice Valve	visual inspection	
34	BAI Sensors	visual inspection	
35	T25 Sensor	visual inspection	
36	T3 Sensor	visual inspection	
37	Tcore Sensor	visual inspection	
38	EBU Harnesses	Inspect per CMM	

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Appendix 2
Application Form for VNA's approval

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Chapter IV. Contract provided by MRO

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