

SECTION 1. GENERAL INFORMATION

Subsection 1.1 Name
Overhaul of landing gear for two Boeing 767-300ERs
Subsection 1.2 Purpose of acquiring works (services)
Maintaining the airworthiness of UK67003 and UK67004 aircraft
Subsection 1.3 Main technical indicators
1 set of landing gear consists of: 1.SHOCK STRUT ASSY NLG (nose landing gear) - PN: 162T1136-071 2.SHOCK STRUT ASSY LH MLG (main landing gear, left side) - PN: 161T1100-507 3.SHOCK STRUT ASSY RH MLG (main chassis, right side) - PN: 161T1100-508 4.COMPONENT ASSY-MLG LH P/N 161T1100-511 5.COMPONENT ASSY-MLG RH P/N 161T1100-512 6.COMPONENT ASSY - NOSE LANDING GEAR P/N 162T1136-072
Subsection 1.4 HS code and other international codes if applicable
8803200000

SECTION 2. PLACE OF PERFORMANCE

On the premises of the service provider
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SECTION 3. TERMS AND CONDITIONS OF WORK

Subsection 3.1 Instructions for carrying out the work
According to the Boeing 767 Aircraft Repair Manual by Boeing CMM, including Chapter 32-Chassis
Subsection 3.2 Term of performance
The period of capital repairs should not exceed 90 calendar days from the date of receipt of the chassis by the repair organization

SECTION 4. DESCRIPTION OF WORK

Subsection 4.1. Detailed description of the work to be procured
Overhaul 2 sets of landing gear in accordance with the requirements (Boeing 767 Aircraft Repair Manual) of Boeing CMM, including Chapter 32 - Landing gear
Subsection 4.2. Plan-schedule of work performance
1st set of chassis not more than 90 calendar days 2nd set of chassis not more than 90 calendar days
Subsection 4.3 Supply of replacement chassis (loan) as part of the work
Overhaul Service Provider shall provide a replacement landing gear for aircraft No. UK67003 and No. UK67004 during the entire period of overhaul of the landing gear to avoid downtime of the said aircraft. Substitute landing gear must be capable of carrying 186,880.00 lbs (MTOW - 413,000 lbs).
Subsection 4.4 Basic technical requirements for swap landing gear
The characteristics of the replacement landing gear must meet the specifications of the operating landing gear for Boeing 767-300 ER No. UK67003 and No. UK67004, as well as the

FAA or EASA
Subsection 4.5 Reliability requirements
Service provider must be an acrid copa for overhauling Boeing 767-300 ER landing gear as well as FAA or EASA
Subsection 4.6 Requirements for materials
All repair parts and required components must be "OEM".

SECTION 5. SAFETY REQUIREMENTS FOR THE PERFORMANCE OF WORK AND SERVICES

According to the latest revision of the Boeing CMM, FAA or EASA requirements

SECTION 6. REQUIREMENTS FOR THE RULES OF DELIVERY AND ACCEPTANCE

Subsection 6.1 Packaging requirements
The landing gears must be transported in its original packaging/container.
Subsection 6.1 Transportation
Customer delivers landing gear to the specified point of the Service Provider on DAP terms After that the customer picks up the repaired landing gear from the Supplier under EXW conditions
Subsection 6.2 Requirements for the transfer of technical, executive and other documentation to the customer
The originals of the following documents must be provided:
<ul style="list-style-type: none"> - Invoice or Proforma Invoice - Shipping list - Export Declaration - EASA or FAA certificates - Certificate of Completion

SECTION 7. REQUIREMENTS FOR QUALITY ASSURANCE FOR THE RESULTS OF WORKS AND SERVICES

The warranty on the chassis must be at least 36 months from the date of installation of the landing gear on aircraft №67003 and aircraft №67004 after overhaul

SECTION 8. Procedure for delivery and acceptance of services performed

Certificate of Completion with detailed lists of work performed in accordance with the regulations of Boeing CMM

SECTION 9. SAFETY REQUIREMENTS

Not available

SECTION 10. QUALITY REQUIREMENTS

FAA 8130-3 dual certification mandatory or EASA form 1

SECTION 11. ADDITIONAL (OTHER) REQUIREMENTS

All required materials and components must be new and certified by the manufacturer. All applicable mandatory modifications/inspections according to airworthiness

**directives with deadline at the time of landing gear release from repair must be carried out.
The level of modifications to the undercarriage after repair must not be lower than
before the repair (modifications carried out during manufacture/operation).**

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