



**MINISTRY OF DEFENSE**  
**AERONAUTICAL COMMAND**

**DIRECTORATE OF AERONAUTICAL AND WARFARE MATERIAL**

**BASIC PROJECT PLAN (PB)**

**PB 001/SDFC/2018 BSC**

**1. PREAMBLE**

**1.1. BACKGROUND**

In the decade of the 1960's, the Brazilian Air Force began operating C-130 aircraft.

From the beginning of this operation, due to a deficiency in the domestic market, the Brazilian Air Force developed full capacity for the maintenance of this fleet.

Thus, FAB mechanics developed the ability to perform services ranging from the most basic sort, such as those carried out on the aircraft in the line of flight, to the most complex activities, which are the Depot-Level Scheduled Inspections (INPP), accounting for the most in-depth and complete maintenance performed on C-130.

At the fleet's operational peak within the Brazilian Air Force, the Force's inventory counted up to 22 aircraft. Prolonged use of the aircraft demanded that- over time- modernization services be rendered, to conform the technology with which these airplanes were initially built to more modern standards used in flight navigation throughout the world.

For this reason, the first modernization occurred in the 1990's and early 2000's. With each modernization, new technologies were incorporated, and maintenance services came to be performed outside of the Brazilian Air Force.

Therefore, today, several C-130 components and pieces of equipment are retrieved from hangars and maintenance shops outside of the FAB.

Additionally, due to the long operating life of the C-130 aircraft, which started out as 'A' versions, and have since been updated to 'J' versions, as well as to the vast number of Air Forces using this model in approximately 70 countries, several companies all around the world have become specialized in providing logistic support to this fleet.

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## 1.2. CONTRACT JUSTIFICATION

Taking into account that, due to operational necessity, the Brazilian Air Force, opted to incorporate the new model KC-390 into its fleet, the deactivation of C-130 aircraft has become a reality.

Due to the restrictions associated with decreasing the number of BAF technicians and mechanics, it has become necessary to reallocate C-130 specialists to undergo training and provide maintenance support to the new KC-390.

Thus, the redistribution of FAB mechanics, in connection with the existence of companies all around the world specializing in the maintenance of C-130 aircraft, has resulted in the FAB's reliance on such companies to perform logistic support and maintenance service on C-130, in this phase of fleet deactivation.

For the purpose of properly planning the deactivation and divestiture of the project, the Aeronautical Command issued AERONAUTICAL COMMAND DIRECTIVE (DCA) 400-83- PARTIAL DEACTIVATION OF THE BRAZILIAN AIR FORCE'S C-130 PROJECT, AND AERONAUTICAL COMMAND PLAN (PCA) 400-143, PARTIAL DEACTIVATION PLAN OF THE BRAZILIAN AIR FORCE'S C-130 PROJECT, as well as DCA 400-87- DEACTIVATION OF THE BRAZILIAN AIR FORCE'S C-130 PROJECT. Up until 2016, nine tail numbers were deactivated, whose units started the divestiture process in that same year. The most recent Directive entails the deactivation and divestiture of the aircraft as well as of spare parts which may still be in stock, as the document reflects the fact that today's operational units will be deactivated when they complete the last step of the maintenance cycle.

Given the high number of spares in stock, resulting from approximately 50 years of BAF operation, and from the BAF's use of 22 aircraft at the peak of its C-130 fleet, the COMGAP's strategy is to use existing assets of the C-130 project, currently in stock at PAMA-GL and ALA11, as an installment in the payment for the provision of logistic support services. This material, which has been identified by PAMAGL, the Central Depot for the Project, using SILOMS codes, and drawing from the records within the same System, shall be delivered insofar as proportional payments occur. The list of available parts to be delivered against payment consists of 36,639 Part Numbers and 4,269,822 items, for a total of R\$ [Brazilian Reais] 111,106,548.29 as per Attachment D.

The Administration's decision to use these Government assets, as a payment installment, before they turn to scrap, is based on the interpretation of the provisions in Decree n° 99,658/1990, which states that the divestiture of assets must be carried out with the purpose of gaining the greatest possible advantage for the Administration, thereby binding it to the form of divestiture best suited to the fulfillment of this goal.

Therefore, taking into consideration the need to keep maintenance levels consistent with the missions assigned to C-130 aircraft, and taking into account the Aeronautical Command's (COMAER) logistic structure for this fleet and the requirement to reallocate C-130 aircraft specialists to undergo training and provide maintenance support to the new KC-390, there follows the necessity of

contracting a company to perform the services described in this Basic Project Plan.

## 2. DEFINITIONS

2.1 In order to facilitate comprehension of terms in this Basic Project Plan (PB) and simplify the composition of the text, the following abbreviations and phrases were adopted, with the meanings provided beside them:

- a) ANAC: [Brazilian] National Civil Aviation Agency.
- b) BER: Beyond Economic Repair.
- c) CELOG: Aeronautical Logistic Center.
- d) COMAER: Aeronautical Command.
- e) CONTRACTING PARTY: the Federal Union, represented by Material Depot of Galeão (PAMAGL), military organization of the Brazilian Air Force (FAB) overseen by the Directorate of Aeronautical and Warfare Material (DIRMAB), which is responsible for logistic support to C-130 aircraft
- f) CONTRACTED PARTY: Company selected through the Bidding Process, to be performed in the technical and price-based modality, to which the future contract will be awarded.
- g) EASA: European Aviation Safety Agency
- h) FAA: Federal Aviation Agency.
- i) FINDINGS: Non-conformities found during the inspection of an aircraft - or equipment, requiring corrective measures which are not scheduled in routine inspection logs for said aircraft and equipment.
- j) CONFIDENTIAL INFORMATION: Any commercial data and information, whether of an industrial nature or pertaining to a technical project, associated with current tasks or others still under development by the parties, as well as any other data, texts, correspondence, information divulged orally or visually, regardless of how they were conveyed.
- k) INPP: Depot-Level Scheduled Inspections, equivalent to a PDM, or Maintenance Plan issued by the State Air Force (USAF).
- l) MAFFS: Modular Airborne Fire-Fighting system
- m) OBJECT- Purchase of a physical asset, provision of any type of service, or execution of work, in connection with the contract, when referenced generically or jointly. For this Basic Project Plan, the Object is set forth in Item 4- the OBJECT.
- n) PAMAGL – Galeão Aeronautical Material Depot.
- o) BIDDER- Company interested in providing services described in item 4 – the OBJECT.

- p) SCRAP: Equipment or component deemed scrap, due to the technical impossibility of recovery, or to its economic inviability.
- q) TPT: Third Party Transfer. Document for the transfer of property to third parties.

### 3. OBJECTIVE

- 3.1. The objective of this Basic Project Plan is to establish the set of necessary and sufficient elements, with the adequate degree of precision, to characterize the OBJECT sought by the Administration, which will be integrated in the Administrative Management Process (PAG) for the contracting of a company which specializes in the maintenance of C-130 aircraft, and the provision of logistic support services for 12 (twelve) aircraft, excluding their full T56A-15 engines, Aerial Refueling System (REVO) and Modular Airborne Fire Fighting System (MAFFS).
- 3.2. Upon executing this strategy, it will become possible to reallocate direct FAB labor, which will then undergo training to provide services to the new KC-390 model, without depriving the C-130 of adequate logistic support.

### 4. OBJECT

- 4.1. THE OBJECT of this Contract is to provide logistic support services for the following activities:
  - a) Module 1: Performance of ISOCHRONAL maintenance services and correction of non-conformities associated with natural wear and tear (findings), provision of specialized labor and supply of all repairable, consumable and workable material for FAB C-130 aircraft, including inspection logs for complete engines and REVO, as per Maintenance Plan established by USAF (United States Air Force). The performance of this module shall be assessed based on the execution time of each ISOCHRONAL maintenance service, compared to the time established in the maintenance manuals on which the USAF's maintenance plan is based.
  - b) Module 2: Supply of mandatory and prospective spare parts, and replacement of equipment and components, classified as repairable or workable, required per USAF Manuals for the maintenance of C-130 aircraft which may become necessary in scheduled pre-flight, inter-flight and post-flight maintenance and HSC, as well as unscheduled maintenance arising from normal wear and tear of the material, which will be performed by the FAB's operational teams, including the installation of full engines and REVO system on the aircraft, whereas specific material for the installation of full T56-15 engines, REVO and MAFFS system is excluded. The performance of this module shall be assessed based on

the supply time of mandatory and prospective spare parts, as well as on Turnaround Time (TAT), compared to the time advised in the Price Proposal.

- c) Module 3: Performance of scheduled PDM services, and unscheduled maintenance required by events beyond FAB's control, such as lightning strike, hard landing and bird strike, including structural repairs, and the provision of specialized labor, as well as all repairable, consumable and workable material for FAB C-130 aircraft, including inspection logs for full engines and REVO, as per Maintenance Plan established by USAF. This module shall be executed upon demand (Time & Material – T&M), further to a formal request from the CONTRACTING PARTY, submission of a budget and payment of the specific invoice for the approved service, taking into account that performance shall be assessed based on execution time of each maintenance activity compared to time advised in USAF Manual, for PDM, and in the Estimate, in case of unscheduled maintenance.
- d) Module 4: Supply of mandatory and prospective spare parts, and replacement of equipment and components, classified as repairable or workable, required per USAF Manuals for the maintenance of C-130 aircraft which may become necessary in scheduled pre-flight, inter-flight and post-flight maintenance and HSC, as well as in unscheduled maintenance arising from abnormal wear and tear of the material, which will be performed by the FAB teams and used by FAB's operational teams, including the installation of full engines and REVO systems on the aircraft, whereas specific material for the installation of full T56-15 engines, REVO and MAFFS system is excluded. This Module shall be performed upon demand (Time & Material – T&M), further to a formal request from the CONTRACTING PARTY, submission of a budget and payment of the specific invoice for the approved service, taking into account that performance shall be assessed based on supply time for mandatory and prospective spare parts, as well as on Turnaround Time (TAT), compared to the time advised in Estimate.

4.2. Services for Modules 1 and 2 shall be paid per Flight Hour (PHV) and services for Modules 3 and 4 shall be paid via specific invoices for budgets previously approved by the CONTRACTING PARTY.

4.2.1. Third-Level maintenance services, i.e. Depot-Level services for T56A-15 engines, are thus excluded from all modules.

4.2.2. Also excluded from all modules are all-level maintenance services for REVO and MAFFS systems.

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- 4.3. All costs associated with transportation, freight handling and other matters must be included in payments referenced under item 4.2.
- 4.4. Existing material in the CONTRACTING PARTY's stocks may be used for services, as a down payment on the installment for the material to be transferred in the following payment, as specified in the Payment clause.
- 4.4.1. The material to be supplied in this condition shall be delivered to the future CONTRACTED PARTY with the relevant Certificates of Conformity. No material lacking a document attesting its airworthiness shall be passed on to the future CONTRACTED PARTY, in order to avoid invalidating its technical warranty or the company's obligations before the CONTRACTING PARTY.
- 4.5. As set forth for the services to be provided to the FAB, ALL material to be exchanged as payment shall be delivered to the future CONTRACTED PARTY with the relevant Certificates of Conformity. No material lacking a document attesting its airworthiness shall be passed on the future CONTRACTED PARTY.

## 5. PARAMETERS FOR USE

- 5.1. For the purpose of preparing a Price Proposal, companies must take into consideration the following parameters:
- 5.1.1. The C-130 fleet is expected to operate in accordance with the following projection

Year (T0+month)	Aircraft/year Ratio	Flight Effort (Range)
T0+12	11 / 12	3100 / 3800
T0+24	9 / 10	3600 / 5300
T0+36	7 / 8	3100 / 4300
T0+48	5 / 6	2600 / 3800
T0+60	3 / 4	2100 / 3300

T0: Contract Commencement Date

Table 1: Operational Planning

- 5.1.2. Fleet operation shall probably occur at a rate of 3.5 hours/ flight cycle.
- 5.1.3. The above fleet shall be operated by two squadrons located at ALA 11, the former 'Base Aérea do Galeão' [Galeão Air Base], in the city of Rio de Janeiro – RJ, where aircraft shall be indifferently operated by the two Squadrons.

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5.1.4. Per projected fleet operation, 10% of planned activities in Table 1 shall take place in airports without preparation.

5.1.5. All spares for C-130 aircraft, including consumable and repairable items as well as ground support equipment (EAS) belonging to FAB's fleet, are warehoused at the 'Parque de Material Aeronáutico do Galeão' [Galeão Aeronautical Depot] and ALA 11, from which they will be removed to be exchanged in payment as an installment for owed amounts.

5.1.6. Minimal Annual Disponibility (DA) for the fleet must be greater than -or equal- to 60%. The formula to calculate the KPI (*Key Performance Indicator*) is:

$$DA = SDD \times 100 / (TDA \times TD) \geq 60\%, \text{ where:}$$

- a) SDD: Sum of Available Days, i.e. the sum of available flight days for each of the aircraft in the fleet during the timeframe covering the past 12 months.
- b) TDA: Number of Distributed Aircraft, as per the Aircraft Distribution Table defined by the EMAER.
- c) TD: Total Days within the same timeframe established for the verification of SDD.

5.1.6.1. The above indicator shall be assessed on a monthly basis, upon submission of the monthly invoice, and should the KPI not meet the established objective, the CONTRACTING PARTY shall apply an administrative sanction, as per ICA 12-23 – RECEIPT AND INSPECTION OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE FINES, dated 09/23/2014.

5.1.7. Minimum Operational Reliability (COP) for the fleet must be greater than -or equal- to 70%. The formula to calculate this KPI is:

$$COP = (TD - TMAV) \times 100 / (TD + TDAS + TDAPV) \geq 70\%, \text{ where:}$$

- a) TD: Total Number of Successful Mission Take-Offs during a 12-month peace period.
- b) TMAV: Total Number of Missions Aborted in Flight, during the last 12 months.
- c) TDAS: Total Number of Missions Aborted on Ground, during the last 12-month period.
- d) TDAPT: Total Number of Take-Offs aborted due to pre-flight, inter-flight, or post-flight malfunction, during the last 12-month period.

5.1.8. The above indicator shall be assessed monthly, upon submission of a monthly invoice, and -should the KPI not meet its established goal, the CONTRACTING PARTY shall apply the relevant administrative sanction, as per 12-23 – RECEIPT AND INSPECTION OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS, dated 09/23/2014.



## 6. MODULE BREAKDOWN

### 6.1. Module 1: Provision of Maintenance Services for C-130 Aircraft (Pay by The Hour – PBH)

6.1.1. The company must provide Base-Level, ISOCHRONAL, and Depot-Level, PDM maintenance service in its own hangars, using specialized labor and supplying material, hardware and equipment during ground support.

6.1.1.1. The aircraft shall be delivered to the CONTRACTED PARTY's premises by FAB crew and shall also be received, after completing the services, at the CONTRACTED PARTY's premises, by FAB crew.

6.1.1.2. The CONTRACTED PARTY'S hangars must be able to accommodate as many FAB C-130 aircrafts as necessary while delivering the service.

6.1.2. The hangars must be able to perform Base-level and Depot-Level inspections, as well as structural repairs which may require the removal of stabilizers, external wings or the central wing.

6.1.3. The services must be rendered with special hardware and with ground support equipment assigned by the C-130 aircraft manufacturer, and they must belong to the CONTRACTED PARTY or may alternatively be rented by it

6.1.4. The components and equipment removed from FAB aircraft must be adequately preserved in the CONTRACTED PARTY'S warehouses, while delivering the services.

6.1.5. The material to be supplied by the CONTRACTED PARTY is equivalent to all of the FAB's repairable, consumable workable material for the C-130, as set forth in USAF Manuals, including material for the installation of full T56A-15 engines and REVO systems, excluding specific items of T56A-15 engines, REVO systems and MAFFS.

6.1.6. Maintenance services must be overseen by a team of engineers who are able to:

6.1.6.1. Evaluate and identify structural repairs.

6.1.6.2. Manage FAB's maintenance plan and C-130 fleet configuration.

6.1.7. Maintenance services must be performed by properly qualified teams of mechanics, in accordance with the legislation of the country's Certification Agency, such as ANAC, FAA and EASA, or other equivalent agency, for the maintenance of C-130.



- 6.1.8. ISOCHRONAL Maintenance and the correction of non-conformities arising from any findings must comply with the Manuals and Maintenance Plan established by the USAF.
- 6.1.9. The CONTRACTED PARTY must have an active system and efficient supply chain which can obtain -preferably through the C-130 aircraft manufacturer- consumable, repairable and workable spares, for the all of the aircraft's systems and structure set forth in the catalogues of aircraft parts.
- 6.1.10. The CONTRACTED PARTY must possess a duly qualified team to manage the CONTRACTING PARTY'S existing stocks, in order to keep the CONTRACTED PARTY equipped with the necessary and sufficient number of items to support the flight line located at ALA 11, Pre-Flight, Inter-Flight and Post-Flight inspections as well as HSC inspections.
- 6.1.11. The price per flight hour must include the correction of the FINDINGS, providing labor up to the 50% limit set forth for ISOCHRONAL inspections, under which the FINDINGS fall, as well as for the supply of material up to 50% of the amount set forth for the ISOCHRONAL inspections, under which the FINDINGS fall
- 6.1.11.1. Labor in excess of the 50% limit set forth for ISOCHRONAL inspections or material in excess of the 50% limit set forth for ISOCHRONAL inspections, as both relate to the correction of FINDINGS, must be submitted for approval to the CONTRACT INSPECTOR, and may only be provided after due approval from the Inspector.
- 6.1.11.2. Labor and material amounts in excess of the 50% limits shall be invoiced separately, for services approved by the CONTRACT INSPECTOR, and shall be paid together with the following monthly invoice.
- 6.1.12. The CONTRACTED PARTY'S performance shall be assessed based on execution time for each maintenance activity, compared to the estimated time in the maintenance plans on which the USAF's maintenance is based. Should the CONTRACTED PARTY fail to comply with such time, penalties shall be applied as set forth in ICA 12-23- RECEIPT AND INSPECTION OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS, dated 09/23/2014.

6.2. Module 2: Supply of mandatory and prospective spare parts, and replacement of equipment and parts, classified as repairable or workable, as set forth in the USAF's maintenance manuals for C-130 Aircraft, except for the specific items pertaining to full T56A-15 engines and REVO and MAFFS systems.

6.2.1. The company must supply and stock FAB's warehouses with all consumable material, required by the USAF's Maintenance Plan and Manuals, which will be used by FAB's maintenance teams during Pre-flight, Inter-Flight and Post-Flight inspections, as well as HSC inspections, and for the correction of non-conformities (findings) associated with the aircraft's normal wear and tear.

6.2.2. The company must provide the corrective and preventive maintenance services for all repairable and workable aircraft components and equipment, except for the specific items associated with full T56-A-15 engines, and REVO and MAFFS systems, provided the malfunction is due to the item's normal wear and tear or the expiration of scheduled maintenance service.



6.2.2.1. The cell and propeller components and equipment must be removed and returned to the CONTRACTING PARTY's premises.

6.2.2.2. The responsibility for the material shall be transferred to the CONTRACTED PARTY when it takes possession of it, at the CONTRACTING PARTY's premises, at PAMAGL or ALA 11, formerly known as 'Base Aérea do Galeão', located in Rio de Janeiro – RJ, and said responsibility shall cease when it returns possession of the material to the CONTRACTING PARTY at the same location.

6.2.3. The CONTRACTED PARTY must own shops, recognized by the Aeronautical Authority of the country in which it is headquartered, for the maintenance of repairable and workable C-130 aircraft components and equipment, which may present defects due to the normal wear and tear of its parts; alternatively, it should possess an active and efficient supply chain system capable of providing maintenance for the aircraft components and equipment, in sub-contracted workshops which must also be recognized by an Aeronautical Authority.

6.2.4. The CONTRACTED PARTY must be in possession of the Components Maintenance Manuals (CMM) for the equipment used in the FAB's C-130 aircraft, except for the equipment and components exclusively used by FAB, provided it can perform maintenance at its own facilities.

6.2.4.1. To this effect, the company must own the relevant renewal/update contracts for the CMM.

- 6.2.5. The CONTRACTED PARTY must possess an active and efficient supply chain system capable of obtaining all equipment and component spares, whether consumable, repairable or workable, for the entire configuration of the FAB's C-130 aircraft, except for the specific items for full T56A-15 engines, REVO and MAFFS systems.
- 6.2.6. In the absence of workshops owned by the CONTRACTED PARTY, for the maintenance of components and equipment pertaining to the full configuration of FAB C-130 aircraft, except for the specific items pertaining to full T56A-15 engines, REVO and MAFFS systems, the CONTRACTED PARTY must have an active supply chain with the ability to obtain such items from workshops recognized by an Aeronautical Authority
- 6.2.6.1. To this effect, the CONTRACTED PARTY must have active contracts with subsuppliers which provide equipment and components maintenance services for the entire configuration of FAB C-130 aircraft, except for specific items pertaining to full T56A-15 engines, REVO and MAFFS systems, for which the CONTRACTED PARTY might not have workshops
- 6.2.6.2. Subsuppliers must be certified, by the competent authority of the country in which they are based, such as ANAC, FAA, EASA or other equivalent agency.
- 6.2.7. The CONTRACTED PARTY must provide transportation for all FAB C-130 components and equipment, except for specific items pertaining to full T56A-15 engines, REVO and MAFFS systems, in PAMAGL segments to the CONTRACTED PARTY'S premises, and from the CONTRACTED PARTY'S premises to PAMAGL.
- 6.2.8. The CONTRACTED PARTY is responsible for supplying all spare parts required for the performance of preventive, scheduled and corrective maintenance on all FAB C-130 components and equipment -except for specific items pertaining to full T56A-15 engines, REVO and MAFFS systems- contracted in this Module.
- 6.2.9. The CONTRACTED PARTY'S performance shall be evaluated based on the time it takes to supply mandatory and prospective spare parts, as well as Turnaround Time (TAT), compared to the time advised by the CONTRACTED PARTY itself upon submitting its Price Proposals. Should the CONTRACTED PARTY fail to comply with advised time, penalties shall be applied in accordance with ICA 12-23- RECEIPT AND INSPECTION OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS of 09/23/2014.
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6.3. Module 3: Performance of scheduled PDM maintenance services and unscheduled maintenance pertaining to events beyond the FAB's control.

6.3.1. Possibly, Third-level scheduled maintenance (PDM) services, established in the USAF's Maintenance Plan, or unscheduled maintenance services pertaining to events beyond the FAB's control, such as lightning strike, hard landing and bird strike, or due to inadequate aircraft operation, including structural repairs, both the provision of specialized labor and all repairable, consumable and workable FAB C-130 aircraft,, including the inspection logs for full engines and REVO, as per the Maintenance Manuals and Plans used by USAF, will be requested.

6.3.1.1. For scheduled maintenance services, these shall be performed at the CONTRACTED PARTY'S premises, as an example of what occurs in Module 1.

6.3.1.2. As regards unscheduled services, these shall be performed at the CONTRACTING PARTY's, at PAMAGL, located in Rio de Janeiro – RJ.

6.3.1.3. Under all circumstances contemplated by this module, the CONTRACTED PARTY must provide special hardware and Ground Support Equipment (GSE), required for the performance of the service required by the CONTRACTING PARTY.

6.3.2. The services detailed in this module may be required on an emergency basis (Aircraft on Ground- AOG) at any airport in Brazil, or the world, provided this presents no risk to the CONTRACTED PARTY's associates.

6.3.3. The services in this module shall be requested through a request for quotation. Only after carefully analyzing the CONTRACTED PARTY's proposal, and approval by the CONTRACT INSPECTOR, appointed by the CONTRACTING PARTY, the service shall be rendered and paid through a separate invoice.

6.3.3.1. The above approval shall be issued through business reply mail referencing quoted services and authorizing their performance.

6.3.4. The equipment and components removed by the FAB must be adequately warehoused. Should scheduled maintenance (PDM) of this kind be performed at the CONTRACTED PARTY's facilities, items will be stocked in its warehouses while services are being provided. In case of unscheduled maintenance, to be performed outside of the CONTRACTED PARTY's premises, items shall be stocked in the CONTRACTING PARTY'S or at third-party facilities, and the responsibility for identifying a warehousing location shall rest with the CONTRACTED PARTY.

- 6.3.5. The material to be supplied by the CONTRACTED PARTY is equivalent to all repairable, consumable and workable FAB C-130 aircraft material, established in USAF manuals, including material for the installation of full T56A-15 engines, REVO and MAFFS systems.
- 6.3.6. Maintenance services must be overseen by an engineering team with the ability to:
- 6.3.6.1. Evaluate and define structural repairs.
  - 6.3.6.2. Manage the maintenance plan and configuration of FAB's C-130 fleet.
- 6.3.7. Maintenance services must be performed by mechanic teams in possession of the legal qualification required by the Certification Agency in the relevant country, such as ANAC, FAA, EASA, or other equivalent agency for the maintenance of C-130 aircraft.
- 6.3.8. PDM-type scheduled maintenance services, as well as unscheduled maintenance services pertaining to events beyond FAB's control, such as lightning strike, hard landing and bird strike, including structural repairs, must comply with USAF Maintenance Manuals and Plan.
- 6.3.9. The CONTRACTED PARTY must have an active and efficient supply chain system with the ability to obtain, preferably through the C-130 aircraft manufacturer- consumable repairable and workable spare parts, pertaining to the structure and all aircraft systems required in aircraft parts catalogues.
- 6.3.10. The CONTRACTED PARTY'S performance shall be evaluated based on execution time for each maintenance activity, compared to the estimated time in USAF manual- for PDM, and the estimated time, for unscheduled maintenance. Should the CONTRACTED PARTY fail to comply with such times, penalties shall be applied as set forth in ICA 12-23- RECEIPT AND INSPECTION OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS, dated 09/23/2014
- 6.4. Module 4: Supply of mandatory and prospective spares, and replacement of equipment and parts, classified as repairable or workable, as set forth in the USAF's maintenance manuals for C-130 Aircraft, except for the specific items pertaining to T56A-15 full engines and REVO and MAFFS systems.



- 6.4.1. The CONTRACTED PARTY must supply, in this module, the services contemplated in Module 2 upon request, when the service is not related to the normal wear and tear of the aircraft and propeller's equipment and components.
- 6.4.1.1. Included in this condition is the maintenance performed in non-compliance with the operational and maintenance manuals. In order to identify this condition, the CONTRACTED PARTY shall issue an investigative technical report identifying the root cause.
- 6.4.2. The CONTRACTED PARTY must be able to supply Ground Support Equipment and special hardware used in First-Level Maintenance for C-130 aircraft when requested by the CONTRACTING PARTY.
- 6.4.3. Considering that BER and SCRAP in and of themselves already constitute an unnatural event, the CONTRACTED PARTY must replace items which fall under one of these conditions, at the CONTRACTING PARTY's request (Time & Material – T&M), through a formal request and payment of a specific invoice for the approved supply, in order to avoid compromising the fleet's logistic.
- 6.4.3.1. In the case of natural wear and tear, the CONTRACTED PARTY shall cover 65% of the item amount, while the CONTRACTING PARTY will cover 35%. The item may be 'Factory New', 'Overhauled' and 'Serviceable' provided its TSN and TSO match- or are lower than those of the condemned item, and that the configuration is equal or superior to that of the replaced item, while also compatible with FAB C-130.
- 6.4.3.2. In case of abnormal wear and tear, caused by inappropriate or improper operation, the CONTRACTING PARTY shall cover 100% of the cost of the item. The item may be 'Factory New', 'Overhauled' and 'Serviceable' provided its TSN and TSO match- or are lower than those of the condemned item, and that the configuration is equal or superior to that of the replaced item, while also compatible with FAB C-130.
- 6.4.4. The services in this module shall be requested through a request for quotation. Only after carefully analyzing the CONTRACTED PARTY's proposal, and approval by the CONTRACT INSPECTOR, appointed by the CONTRACTING PARTY, the service shall be rendered and paid through a separate invoice.
- 6.4.4.1. The above approval shall be issued through business reply mail referencing quoted services and authorizing their performance.
- 6.4.5. The CONTRACTED PARTY'S performance shall be evaluated based on execution time for each maintenance activity,

as well as for the supply of mandatory and prospective spares, as well as on Total Turnaround Time, compared to the time advised by the CONTRACTED PARTY upon submitting of its Price Proposals. Should the CONTRACTED PARTY fail to comply with such time, penalties shall be applied as set forth in ICA 12-23-RECEIPT AND INSPECTION OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS, of 09/23/2014.

## 7. PURCHASE AND PERFORMANCE REGIME

- 7.1. The performance regime for the services contemplated by this Basic Project Plan shall fall under the indirect execution, with the supply of material and labor, and under the unit price contract modality to the fact that the demand for different modules may occur at different times and in different quantities
- 7.2. Contracting for the Object of this Basic Project Plan must occur through a Bid- performed at an international level, to be awarded based on best technical offer and lowest price.
  - 7.2.1. The choice to award the object to the company that submits the best technical offer and lowest price is motivated by the fact that there are many companies, all around the world, with the ability to perform the required service, which- based on the legislation of the country where they are headquartered, offer different quality levels

## 8. TIMEFRAMES

### 8.1. VALIDITY TERM

- 8.1.1. The Contract's validity term shall be 60 (sixty) months starting on signature date.
- 8.1.2. Any extension must be issued through a duly documented Amendment signed by the CONTRACTING PARTY and CONTRACTED PARTY, with a minimum 90 (ninety)-day notice before the expiration of such timeframe, per Normative Guideline AGU n° 38, dated 11/13/2011.

### 8.2. EXECUTION TIME

- 8.2.1. The Contract's performance timeframe shall be 58 (fifty-eight) months, starting on the issue of the respective Service order, i.e. the document signed by the CONTRACTING PARTY's legal representative, authorizing the commencement of service provision.
- 8.2.2. The Service Order for the commencement of CONTRACT execution shall be issued in accordance with the Payment and Delivery Schedule and shall be subject to the submission of



financial guarantee for contractual performance by the CONTRACTED PARTY to the CONTRACTING PARTY.

### 8.3. RECEIPT AND ACCEPTANCE TIMEFRAME

8.3.1. The receipt and acceptance timeframe shall follow due procedure set forth in ICA 65-8 – DUTIES OF THE CONTRACT INSPECTOR AND OF THE GOODS AND SERVICES ACCEPTANCE COMMISSION- COMREC, dated 05/28/2009, and ICA 12-23 – RECEIPT AND INSPECTION OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS dated 09/23/2014, or other legislation which may in future revoke -in full or in part- the above ICA.

## 9. PERFORMANCE LOCATION

- 9.1. The services set forth in the Basic Project Plan shall be performed at the CONTRACTED PARTY's premises, when they pertain to Base-Level and Depot-Level Inspections, for modules 1 and 3, on at the CONTRACTED PARTY's premises or those of its subsuppliers for service on items within the aircraft (modules 2 and 4).
- 9.2. It is possible, if is the CONTRACTING PARTY's choice and in its interest, unscheduled maintenance services for Module 3 shall be performed at the CONTRACTING PARTY'S premises, upon request, if the aircraft cannot be moved the CONTRACTED PARTY's premises.
- 9.3. The location where services are performed must be adequate and comply with all the criteria established by this Basic Project Plan and with the technical specifications provided by the aircraft and component manufacturer, in order to satisfy aeronautical objectives and concepts, whether they pertain to functional, technical and economic functions.

## 10. TECHNICAL WARRANTY

- 10.1. The CONTRACTED PARTY must follow the norms established by Approval and Certification Authorities (ANAC, COMAER, EASA or FAA) in order to ensure compliance with the Quality Guarantee requirements which may apply both the supply and transportation of the GOODS as well as General Revision, Repair, Calibration, Inspection and Warehousing activities.
- 10.2. The CONTRACTED PARTY must guarantee the labor used in services rendered, performed by the CONTRACTED PARTY, or under its responsibility, pertaining to Modules 1, 2, 3 and 4, as well as spare parts, equipment and components of FAB aircraft, except for full T56A-15 engines, and REVO and MAFFS systems, supplied as new, without any additional onus to the CONTRACTING PARTY, regardless of the location in which they are performed, and must carry out the guarantee process together with the original supplier.

- 10.3. The TECHNICAL WARRANTY shall be in effect for 365 (three hundred and sixty-five) days or 500 HV (five hundred flight hours), for spare parts, equipment and components used in the FAB's aircraft layout, except for full T56A-15 engines, and for the REVO and MAFFS systems, supplied as new, or 180 (one hundred and eighty) days or 300 HV (three hundred flight hours) for equipment and components supplied as serviceable and objects used in maintenance services pertaining to any of the four modules, whichever happens first, starting from the date of receipt.
- 10.4. Material under warranty must be collected by the CONTRACTED PARTY, at the Project's Central Depot, in up to 05 (five) DAYS starting on the date of the formal complaint from the CONTRACTING PARTY and must be returned or replaced with an equivalent item to the CONTRACTING PARTY, in perfect working order within 90 (ninety) days of retrieval.
- 10.5. For all services performed, the CONTRACTED PARTY must issue a Certificate of Conformity, ensuring that all procedures performed are consistent with the provisions in USAF's current Maintenance Manual, as regards the aircraft, as well as the Original Equipment Manufacturer's (OEM) Manuals, as regards the equipment and components in the FAB aircraft layout.
- 10.6. The CONTRACTED PARTY must ensure the repair and replacement, at its own cost, of all parts presenting defects and any other functional abnormality, within the service warranty, as well as the necessary transportation for the remedy of the abnormalities.
- 10.7. The CONTRACTED PARTY is exempt from technical warranty responsibilities in the following cases:
- 10.7.1. Operation, maintenance and warehousing in violation of the dispositions set forth in USAF technical documentation, as regards the aircraft, as well as OEM, as regards the aircraft's spare parts, equipment and components.
- 10.7.2. Accidents, provided investigation proves that the services rendered by the CONTRACTED PARTY did not contribute to the occurrence of the event.

## 11. FINANCIAL GUARANTEE

- 11.1. The CONTRACTED PARTY, within 10 (ten) days of Contract signature, will issue a guarantee for 5% (five per cent) of the total Contract Amount, which will be release in accordance with the conditions set forth in the Bid Notice, as established in Art. 56 of 1993 Law N° 8.666,

## 12. DELIVERY, RECEIPT AND PAYMENT CONDITIONS

**DISCLAIMER:** The English version is a certified translation of the original in Portuguese for information purposes only. In case of a discrepancy, the Portuguese original will prevail.

## 12.1. DELIVERY

- 12.1.1. The FAB aircraft or aircraft components and equipment, except for full T56A-15 engines, and REVO and MAFFS systems, shall be delivered to the CONTRACTED PARTY with respective supporting documentation: Aircraft Handling Form (GMA) and Material Handling Form (GMM).
- 12.1.1.1. Aircraft shall be delivered to the CONTRACTED PARTY's premises by FAB crew, and shall also be received, after completing services, at the CONTRACTED PARTY's facilities by FAB crew (Module 1).
- 12.1.1.2. FAB aircraft components and equipment, except for full T56A-15 engines, and REVO and MAFFS systems, must be collected and returned to the CONTRACTING PARTY's premises (Modules 2 and 4).
- 12.1.1.3. The responsibility for the material shall be transferred to the CONTRACTED PARTY when it takes possession of it, at the CONTRACTING PARTY's premises, at ALA 11, formerly known as 'Base Aérea do Galeão', located in Rio de Janeiro – RJ, and said responsibility shall cease when the CONTRACTED PARTY returns possession of the material to the CONTRACTING PARTY at the same location.
- 12.1.2. Starting from date of receipt, the CONTRACTED PARTY shall have 10 (ten) consecutive days to advise- in writing- any discrepancies it may have encountered.

## 12.2. RECEIPT

- 12.2.1. Temporary acceptance, which shall be formally entered into a TEMPORARY ACCEPTANCE CERTIFICATE, falls to the Contract's COMREC, as soon as it receives an installment of the OBJECT.
- 12.2.2. After temporary acceptance, the CONTRACTING PARTY shall start the final acceptance of services by performing an inspection, within 10 (ten) days, for the purpose of evaluating physical condition, quality certificates and maintenance logs for FAB aircraft or for the spare parts, equipment and components used in the layout of FAB
- 12.2.3. Non-conformities encountered by the CONTRACTING PARTY during final acceptance procedures must be notified to the CONTRACTED PARTY within 10 (ten) days of the final acceptance deadline, and must be resolved by the CONTRACTED PARTY in an equal amount of time, further to notification. Should a grave DISCREPANCY be encountered, this timeframe may be extended, provided it is duly justified in writing.
- 12.2.4. The inspection of the services rendered on an aircraft shall be completed at the location in which the CONTRACTED PARTY

performs the service, and the inspection of spare parts, equipment and components used in FAB aircraft, except for full T56A-15 engines, REVO and MAFFS systems shall be performed at final destination, i.e. at ALA 11, Rio de Janeiro – Brazil.

- 12.2.5. Final receipt will be formally recorded in a FINAL ACCEPTANCE CERTIFICATE, to be issued within 10 (ten) days of inspection date.

### 12.3. PAYMENT

- 12.3.1. For the purposes of paying contracted services, the FAB's assets pertaining to C-130 aircraft must be taken into account, as per initial listing in Attachment D, equivalent to approximately USD 111 million, which will be reviewed annually by the CONTRACTING PARTY and CONTRACTED PARTY, based on consumption and possible condemnation of repairables.

- 12.3.2. For every flight hour owed by the CONTRACTING PARTY, it will transfer all usable material to the CONTRACTED PARTY, with the relevant Certificate of Conformity, equivalent to USD 1,640.23 (one thousand six hundred-forty US dollars and twenty-three cents) or 25% of flight hour price, whichever is lower.

- 12.3.3. For invoices unrelated to the payment of flight hours, pertaining to the provision of complete logistic support service for the C-130 fleet, the relevant payment installment for the transfer of Brazilian Air Force assets to the CONTRACTED PARTY must be limited to 25% of the price for each service. The assets in question are the usable pieces of C-130 equipment, accompanied by the relevant Certificates of Conformity, as per Attachment D.

- 12.3.4. Immobilized assets in the Brazilian Air Force's usable and repairable stock become the company's managerial responsibility after Contract Signature.

- 12.3.4.1. The possession of usable assets, with Certificate of Conformity, for up to 25% of the amount owed for each payment on demand, or equivalent to USD 1,640.23 per flight hour, or to 25% of the flight hour price, if this is lower than USD 1.640,23 per flight hour, shall be transferred to the company on a monthly basis.

- 12.3.5. In the first six months of Contract performance, the material to be permanently transferred to the CONTRACTED PARTY shall be selected by the CONTRACTING PARTY.
- 12.3.6. From the seventh to the thirtieth month, the material to be permanently transferred to the CONTRACTED PARTY shall be chosen by the CONTRACTED PARTY, which must submit the list of selected items to the CONTRACTING PARTY with a 90-day notice, so that the CONTRACTING PARTY may carry out divestiture of the material.
- 12.3.7. During the last twenty-eight months of the Contract, the material to be permanently transferred to the CONTRACTED PARTY shall be selected by the CONTRACTING PARTY.
- 12.3.8. All material to be supplied as a payment installment must be delivered to the future CONTRACTED PARTY with the relevant Certificates of Conformity. No material without the relevant document proving airworthiness shall be passed on to the future CONTRACTED PARTY, to avoid compromising the technical warranty or the obligations undertaken by the company before the CONTRACTING PARTY.

### 13. SUBCONTRACTING

- 13.1. The upper limit for subcontracting the execution of this contract is 50% (fifty percent), calculated based on the Contract amount, under the CONTRACTED PARTY's sole and exclusive responsibility, requiring ratification by the CONTRACTING PARTY.
- 13.2. Subcontracting is the CONTRACTED PARTY's sole and exclusive responsibility, answering in full for its guarantees, not just as regards the services and timeframes, but also insurance coverage against any claims, in case of breakdowns or damages associated with the services performed.
- 13.3. Should subcontracting become necessary, as per Art. 72 of 1993 Law 8.666, the following recommendations must be followed:
- 13.3.1. The CONTRACTED PARTY shall bear the costs and onus associated with the subcontracting, including but not limited to the Quality Guarantee provided for the service performed.
- 13.3.2. The CONTRACTED PARTY must provide the CONTRACTING PARTY, through the CONTRACT INSPECTOR, with all information required of it on the service, as well as of the subcontracted parties.
- 13.3.3. The CONTRACTED PARTY shall not be exempt from its contractual responsibilities or obligations when, as a consequence

of any type of renegotiation with the subcontracted companies, it becomes unable to fulfill any of the obligations set forth in the contract.

- 13.4. Subcontracting is restricted to the maintenance services provided for components and equipment used on FAB aircraft, except for full T56A-15 engines, and for REVO and MAFFS systems.
- 13.5. The provision of aircraft maintenance services, as set forth in modules 1 and 3, may not be subcontracted and must be performed in full by the CONTRACTED PARTY.

#### **14. TECHNICAL QUALIFICATION TO BE REQUIRED OF COMPANY**

- 14.1. Each BIDDER must, on the date of Price Proposal delivery, provide documents proving its technical qualification and productive ability to satisfactorily execute the OBJECT of this Contract.
- 14.2. The supporting document, to be analyzed by the CONTRACTING PARTY for the BIDDER'S validation, according the objective criteria established in this PB, must include:

##### **14.3. TECHNICAL QUALIFICATION**

14.3.1. The CONTRACTED PARTY must supply a Class 4 Cell Category ANAC Certificate n° 145, or equivalent certificate issued by a civil certification agency abroad, or a COMAER certificate, specifically authorizing it to perform maintenance on C-130 aircraft, or other certificate comparable to COMAER's abroad.

14.3.1.1. Certificates issued by agencies other than ANAC, COMAER or a similar agency, must be accompanied by the respective bilateral safety agreement for civil aviation safety, or bilateral aeronautical certification agreement, or agreement for the mutual recognition of maintenance functions, all between a Brazilian agency and equivalent agency in the country of origin. For the purposes of qualification, the Certificate shall only be valid if it specifically states that it was issued for C-130 aircraft.

14.3.2. The CONTRACTED PARTY and -if applicable- the subcontracted party's technical qualification requirements must abide by the provisions of Art. n°37, Line XXI of the Federal Constitution, Art. 3°, Paragraph 1°, Line I, and 30, Line II, of 1993 Law N° 8.666 and further modifications, as well by the TCU's Abstract N° 247.

14.3.3. The CONTRACTED PARTY must submit a fitness certificate, approved by an Aeronautical Authority in Brazil or abroad, for the performance of technical-operational activities relating to -and consistent with- the characteristics, quantities and timelines described in this Basic Project Plan.

14.3.4. It must provide supporting documentation attesting it owns a maintenance and service shop as per the definitions and requirements of the Aeronautical Authority in the State or Country where the CONTRACTED PARTY is based.

#### 14.4. PROOF OF TECHNICAL AND PROFESSIONAL QUALIFICATION

14.4.1. The CONTRACTED PARTY must be legally incorporated, accredited and certified, before the government, specifically to operate in the field of aeronautical maintenance.

14.4.2. The CONTRACTED PARTY any subcontracted companies must have access to a mechanical or aeronautical engineer holding technical accountability for the services rendered.

14.4.2.1. The above-mentioned engineers must be registered before the Regional Engineering Council (CREA), or other equivalent agency, if the CONTRACTED PARTY is headquartered abroad.

14.4.2.2. The above-mentioned engineers must be accredited by the above agency as the CONTRACTED PARTY and subcontracted company's technically responsible individuals.

#### 14.5. TECHNICAL DOCUMENTATION

14.5.1. The CONTRACTED PARTY must submit supporting documentation proving it possesses a technical library, as well as the relevant subscriptions for renewal of the technical publications and manuals required to provide the service.

14.5.1.1. At its discretion, the CONTRACTING PARTY may supply USAF's Technical Publications as well as those pertaining to FAB's specific configuration equipment, as well as their respective updates, not exempting the CONTRACTED PARTY'S responsibility under 14.5.1.

#### 14.6. QUALITY GUARANTEE

14.6.1. The CONTRACTED PARTY must present its Quality Manual, proving the existence of Quality Guarantee Systems, including -at least- receipt, disassembly, inspection, repair, preservation, assembly, packaging, shipping, warehousing and fitting procedures, as applicable.

14.6.2. The above systems must ensure the traceability of all material and information.



- 14.6.2.1. Traceability must include, at the very least, the use of maintenance logs, stamps, labels, progress reports and respective notes.
- 14.6.3. The Quality Guarantee Systems must also ensure that no spare part, equipment or component be used without undergoing proper inspection.
- 14.6.4. These Systems must be able to immediately identify defects, tendencies or conditions which may result in unsatisfactory quality of the services, and to take the necessary corrective measures in a timely and efficient manner.
- 14.6.4.1. The defects- and relative corrective measures- must be logged and recorded at a specific site, set aside for this purpose.

## 15. INSPECTION

- 15.1. An INSPECTOR must be appointed by the CONTRACTING PARTY, to oversee the contract, as per ICA 65-8 – DUTIES OF THE CONTRACT INSPECTOR AND OF THE GOODS AND SERVICES ACCEPTANCE COMMISSION- COMREC, dated 05/28/2009, and ICA 12-23 – RECEIPT AND INSPECTION OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS, dated 09/23/2014, for the purpose of inspecting contractual performance; the Inspector shall act jointly with the Material and Services Acceptance Commission – COMREC.
- 15.2. COMREC shall receive the goods or services delivered by the CONTRACTED PARTY, with regard to quantity and quality, in accordance with the provisions in the contract, as well as in the Basic Project Plan, and relevant service descriptions, technical norms, drawing, projects and other data established therein.
- 15.3. The Contract's administrative inspection shall be performed by the INSPECTOR, and the object shall be received by COMREC.
- 15.4. In every situation in which it is required, the CONTRACTED PARTY, through its representative, must appear when summoned by COMREC, at a previously agreed upon location, or at COMREC's premises.
- 15.5. CONTRACTED PARTY employees directly involved in these services must be Brazilian nationals, or -if foreign- must be able to communicate in Portuguese, Brazil's official language.
- 15.6. Communication between the CONTRACTING PARTY and the CONTRACTED PARTY shall occur in Portuguese, except for documents of a technical and commercial nature, which may be issued in English.

- 15.7. If timeframes are not fulfilled by the CONTRACTED PARTY, or if it should fail to comply with any other Contract Clause, the INSPECTOR shall notify the CONTRACTED PARTY, and establish a deadline to resolve the non-compliance, requesting a written explanation for the event, which shall be evaluated by the Inspector with the Administration.
- 15.8. The Inspector and COMREC must have full access, throughout the CONTRACTED PARTY's working hours, to all locations where services are provided, in connection with this Basic Project Plan, no matter where they may occur.
- 15.9. The CONTRACTING PARTY may, at the INSPECTOR'S suggestion, unilaterally demand that the CONTRACTED PARTY replace any professional involved in said services, such as mechanics or other person in charge of the service, further to proof of a fault, which compromises the stability and quality of the undertaking, non-compliance with norms, instructions and specifications set forth in this Basic Project Plan, or with the technical publications by the manufacturers of the aircraft, of its components and equipment.
- 15.10. Through the INSPECTOR, the CONTRACTING PARTY, shall constantly monitor the service quality level to prevent its deterioration, promptly intervening to correct or apply sanctions should there appear a consistent non-compliance pattern in services rendered with regard to the quality level demanded.
- 15.11. The CONTRACTING PARTY and the CONTRACTED PARTY must observe and comply with the provisions of Law 8.666, of June 21, 1993 and any modifications to it thereafter, through ICA 66-13, ICA 65-8 – DUTIES OF THE CONTRACT INSPECTOR AND OF THE GOODS AND SERVICES ACCEPTANCE COMMISSION- COMREC, dated 05/28/2009, and ICA 12-23 – RECEIPT AND INSPECTION OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS dated 09/23/2014, as well as future updates or replacement by other equivalent ICA.

## 16. GENERAL OBLIGATIONS

### 16.1. FOR THE CONTRACTING PARTY

- 16.1.1. Comply with all current legislation, in the form of Laws, and, and Guidelines from the Aeronautical Command.
- 16.1.2. Take all necessary measures for the exact fulfillment of the clauses in the future contract.
- 16.1.3. Appoint, via its Internal Bulletin, the INSPECTOR AND Material and Services Receipt Commission – COMREC, comprised of at least three COMAER officers.

- 16.1.3.1. Supply the list of names for the INSPECTOR and COMREC members, who may be replaced at any time, in the CONTRACTING PARTY'S unilateral interest.
- 16.1.4. Monitor and inspect contractual performance, through the INSPECTOR, and proceed to receiving material and services delivered, through COMREC.
- 16.1.5. Issue Temporary and Final Acceptance Certificates, as required by law, to formally record the receipt of goods delivered and services rendered, thus informing the payment process.
- 16.1.6. Monitor the execution of the financial guarantee, which shall be released at the end of the Contract.

## 16.2. FOR THE CONTRACTED PARTY

- 16.2.1. Comply with all current legislation, in the form of Laws, and, and Guidelines from the Aeronautical Command.
- 16.2.2. Comply with current legal directives at a federal, state or municipal level, or their equivalents abroad, as regards legislation concerning environmental impact and sustainability.
- 16.2.3. Submit to the CONTRACTING PARTY -on a monthly basis- proof that it is in compliance with labor legislation, and social security legislation, withholding contributions as necessary.
- 16.2.4. Maintain, throughout the duration of contract execution and performance of services, the required standards of legal, technical, economic-financial qualification as well as of fiscal solvency.
- 16.2.5. Abide by the CONTRACTING PARTY's notifications, submitted in writing through the INSPECTOR, regarding the performance of the Contract.
- 16.2.6. Keep a representative to lead the work at the site of service provision, further to his appointment and introduction to the INSPECTOR, to serve as liaison between the CONTRACTING PARTY and the CONTRACTED PARTY
  - 16.2.6.1. Said representative must be able to communicate fluently in Portuguese, the official language of Brazil.
- 16.2.7. Own and constantly update USAF's technical publications on C-130 aircraft.
- 16.2.8. Comply with the maintenance timelines established in USAF maintenance manuals, as well as with the logistic-technical timeframes for the supply chain advised in the Price Proposal.
- 16.2.9. Own and maintain hardware in a quantity and quality consistent with the provision of the service detailed in this Basic Project Plan.

- 16.2.10. Facilitate the monitoring and inspection process, supplying all information and clarification of a technical and administrative nature, presenting all necessary documents and information.
- 16.2.11. Reimburse the CONTRACTING PARTY for any losses caused to COMAER's assets, when these are caused by failures in the provision of service.
- 16.2.12. Re-issue, at no additional cost to the CONTRACTING PARTY, services rejected by the COMREC or those presenting any flaws within the warranty term, associated with use of the material or inadequate hardware.
- 16.2.13. Accept civil, criminal and administrative liability for losses or damages which its employees and associated may cause, due to action or omission, to the assets and premises of the, CONTRACTING PARTY, or those of third parties, indemnifying the damaged party.
- 16.2.13.1. To this end, it shall maintain an insurance policy for the CONTRACTING PARTY's assets in the CONTRACTED PARTY's possession for the provision of services.
- 16.2.14. Take responsibility for the transportation, or transportation cost of its employees, as well as for their meals and other benefits set forth in labor law, both in Brazil and abroad.
- 16.2.15. Maintain discipline where services are rendered, when these are provided at the CONTRACTING PARTY's premises, removing within a maximum period of 24 (twenty-four) hours of written notification, any employee whose conduct should be deemed inappropriate.
- 16.2.16. Bear costs associated with travel, food and lodging for its employees and representatives, when they travel to participate in technical-administrative meetings relating to Contractual performance.

## 17. CONFIDENTIALITY

- 17.1. CONFIDENTIAL INFORMATION may only be used for the purpose of the contract and negotiations between the CONTRACTED PARTY and the CONTRACTING PARTY.
- 17.2. CONFIDENTIAL INFORMATION shall not be distributed, or divulged in any way to third parties, except their employees, provided there is a justified need for them to learn such information, and that they have previously agreed to confidentiality through a formal agreement.
- 17.3. This contract does not transfer any license, or right of use, copyright law, or any other type of exclusive intellectual property

- 17.4. The CONFIDENTIAL INFORMATION must be exchanged between the CONTRACTING PARTY and the CONTRACTED PARTY without any type of compensation, if they are necessary for the performance of the contract.
- 17.5. All CONFIDENTIAL INFORMATION exchanged between the parties shall be returned to the issuing parties, or destroyed by the receiving party, immediately after termination of contract.
- 17.6. The following shall not be considered CONFIDENTIAL INFORMATION:
- 17.6.1. Information which is already in the public domain or should become available to the general public, during the performance of the Contract, by other means.
- 17.6.2. Information officially disclosed by the CONTRACTED PARTY or CONTRACTING PARTY.
- 17.6.3. Information whose disclosure is required by law or other rule enforced by the relevant government authority.

## 18. SUSTAINABILITY

- 18.1. Any fixture, equipment or process of the CONTRACTED PARTY's, which is located at a fixed site and releases or emits matter into the atmosphere, through emission points or fugitive emissions, and is used in the performance of the contract, must abide by upper emission limits for air pollutants allowed by CONAMA Resolution N° 382, dated 12/26/2006, and other relevant legislation, based on the pollutant and type of source, if located in Brazil, or other legislation, if located abroad.
- 18.2. During Contract Execution, as applicable, noise emission levels may not exceed acceptable limits set forth in Norm NBR-10.151 – Sound Evaluation in Residential areas for the purpose of community comfort, by the Brazilian Association of Technical Norms– ABNT, or those set forth in NBR-10.152- Noise Levels for acoustic comfort, by the Brazilian Association of Technical Norms- ABNT, in the terms of CONAMA Resolution N° 01, dated 03/08/90, and related legislation- if located in Brazil, or other relevant legislation, if located abroad.
- 18.3. As per Article 4°, § 3°, of SLTI/MPOG Normative Rule N° 1, dated 01/19/2010, in the performance of the Contract, recycled aggregates must be used where their availability and supply capacity exist,

provided the cost is lower than that of natural aggregates, per entry into the price and cost breakdown table.

## 19. ESTIMATED BUDGET

19.1. The estimated budget for the execution of this Basic Project Plan shall be USD 98,980,593.81 (ninety-eight million, nine hundred eighty-thousand, five hundred and ninety-three dollars and eighty-one cents), as per calculation log provided in Attachment A, to be paid in accordance with the Payment and Delivery Schedule shown in Attachment F, through the exchange of usable FAB equipment and transfer of funds in US Dollars.

## 20. BUDGET ALLOCATION

20.1. Expenses associated with the Contract shall be borne in accordance with the following budget classification: Program 0621 – Air Force Preparation and Employment; Action 2048 – Supply and Maintenance of Aeronautical Material; Expense Nature (ND) 339030 (material) and ND 339039 (services); or other budget resource available to Project C-130.

## 21. PROPOSAL SUBMISSION AND EVALUATION

### 21.1. PRESENTATION FORMAT

21.1.1. BIDDERS must submit prices for the provision of services and Turnaround Time, as per table shown in Attachment B.

### 21.2. EVALUATION CRITERIA

21.2.1. Proposals submitted shall be evaluated in the technical and price-based modality.

21.2.2. The choice of this modality stems from the need to select the Price Proposal with the best performance indicators without neglecting financial aspects, for the purpose of obtaining the most advantageous offer with the greatest savings for the Administration.

21.2.3. Thus, points obtained through technical requirements are weighted at 40%, and points obtained through financial requirements are weighted at 60%.

21.2.4. The technical requirements are:

21.2.4.1. The Execution Time for each ISOCHRONAL and PDM maintenance established by, USAF, duly entered into the company's records, preferably in connection with the most recent C-130 inspection, to include aircraft displacement.

21.2.4.1.1. For the purposes of evaluation, BIDDERS must use standardized values shown toward the end of Attachment B, equivalent to outward journey time and return journey time combined for C-130 aircraft, depending on geographic location in which BIDDER is located.

21.2.4.2. Turnaround times for C-130 aircraft equipment and components, with supporting evidence provided in company records, preferably related the equipment and components repaired with most recent service. Turnaround time, in this document, encompasses the entire period during which the item remains in the CONTRACTED PARTY's possession.

21.2.4.2.1. For all purposes, the BIDDER MUST INFORM Turnaround time (TAT) for the most critical item, i.e. the item requiring the greatest TAT.

21.2.4.2.2. For the purpose of evaluation, BIDDERS must use standardized values shown toward the end of Attachment B, equivalent to outward journey time and return journey time combined for C-130 aircraft, depending on geographic location in which BIDDER is located.

21.2.4.3. Spots in the CONTRACTED PARTY'S hangar allotted to accommodate FAB C-130 aircraft for ISOCHRONAL and Scheduled Maintenance Inspection, or other service upon demand, in accordance with Module 3.

21.2.4.4. For scoring purposes, within each requirement set forth in items 21.2.4.1 and 21.2.4.2, times shall be listed in decreasing order. The longest time interval shall receive 1 (one) point, the second-longest time interval shall receive 2 (two) points and so forth, incrementally adding 1 (one) point to every previous score. In this manner, the lowest time interval shall receive the highest number of points.

21.2.4.5. For scoring purposes, within the requirement set forth in item 21.2.2.3, the number of spots shall be listed in increasing order. The lowest number of spots shall receive 1 (one) point, the second-lowest number of spots shall receive 2 (two) points and so forth, incrementally adding 1 (one) point to every previous score. In this manner, the highest number of spots shall receive the highest score.



21.2.5. Financial requirements are:

21.2.5.1. Cost of C-130 aircraft Flight Hour for the provision of services listed in Modules 1 and 2, for an annual flight effort of 4,100 flight hours, equivalent to an average of 20,500 flight hours in the reference period of 60 months.

21.2.5.1.1. Flight hour cost will increase if annual air effort should fall below 4,100 flight hours, and it shall decrease if annual effort is greater than 4,100 flight hours.

21.2.5.1.2. The variation detailed in the previous item is defined in the equation provided in Table 6 of Attachment A.

21.2.5.2. Monthly cost of team and structure required for Contract Performance (fixed monthly cost), which shall be included in the Aircraft Flight Hour Cost, duly supported by price breakdown table, showing labor amount, labor costs, surcharges applied and other costs, all of which must be detailed.

21.2.5.3. Price of each Maintenance Plan Inspection established by USAF, duly supported by price breakdown table, showing labor amount, material quantity, cost of material, surcharges and other costs, all of which must be detailed.

21.2.5.4. Handling fees charged by the CONTRACTED PARTY for each FAB item, in order to cover administrative fees associated with storing FAB material in its warehouses.

21.2.5.5. Air freight cost per kilogram, to include: insurance, airport or port fees, excluding customs clearance fees, with supporting evidence in the form of documents showing the agreement CONTRACTED PARTY and its Freight Carrier.

21.2.5.6. Price of Labor for all categories involved in the provision of services, i.e. engineers, mechanics, administrative and technical assistants.

21.2.5.7. Overtax added by the CONTRACTED PARTY to the price of each item it acquires from the Original Equipment Manufacturer (OEM), for use on aircraft, equipment and components in the FAB's C-130 aircraft configuration.

21.2.5.8. For scoring purposes, within each requirement set forth in items 21.2.5.1 through 21.2.5.7, times shall be listed in decreasing order. The longest time interval shall receive 1 (one) point, the second-longest time interval shall receive 2 (two) points and so forth, incrementally adding 1 (one) point to every previous score. In this manner, the lowest time interval shall receive the highest number of points.

21.2.6. Score calculation for each Bidder shall be based on the table shown in Attachment C.

## 22. FINAL PROVISIONS

22.1. Any discrepancies which may arise in future, or in connection with this Contract, including questions regarding its existence, validity or termination must be addressed by the District Court ('Foro da Comarca') of Rio de Janeiro-RJ.

22.2. The Provisions in this Contract may not be altered, or discontinued except through the issue of an Amendment, duly signed by both parties.

## 23. ATTACHMENTS

- a) Attachment A – Estimated Contract Budget
- b) Attachment B – Proposal Presentation Table
- c) Attachment C – Table for the Calculation of Points Scored by each Bidder
- d) Attachment D – List of Brazilian Air Force Material
- e) Attachment E – Payment of Flight Hour
- f) Attachment F – Payment and Delivery Schedule


Rio de Janeiro, January 16, 2018

Prepared by:

Lt. Col. Eng. RODRIGO LAMFRE COLMENERO  
Chief of the Production Management Division

Reviewed by

Lt. Gen. LUIZ AMEDEO IOZZI DA SILVA  
Deputy Director of Inspection and Control

Approved by:

Maj. Brig. ANTONIO RICARDO PINHEIRO VIEIRA  
Director of Aeronautical and Warfare Material



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## Attachment A – Contract Budget Estimate

## Modules 1 and 2:

Modules 1 and 2		
Company's Estimated cost per Flight Hour, excluding engines, REVO and MAFFS	\$	3,857.99
Calculation Basis (FH/5 YE)		20,500
Average Annual Flight Effort (FH)		4,100
Estimated Average Annual Cost	\$	1,817,752.17
<b>Estimated Contract Cost</b>		
Year (T0+months)	Estimated Flight Effort (FH)	Estimated Annual Cost
T0+12	3800	\$ 14,660,355.67
T0+24	5300	\$ 20,447,338.17
T0+36	4300	\$ 16,589,349.83
T0+48	3800	\$ 14,660,355.67
T0+58 (10 months)	2600	\$ 10,095,069.47
Estimated NO ENG Contract Cost		\$ 76,452,468.81

Table 2: Estimated Cost (USD) for Modules 1 and 2

## Module 3:

<b>Modules 3</b>		
Estimated Cost of 1 (one) C-130 ISOCHRONAL		\$ 480,000.00
Estimated Cost of 1 (one) C-130 PDM		\$ 2,857,500.00
Average of C-130 Inspections		\$ 1,668,750.00
Year (TO+months)	Estimated Number of Events	Estimated Annual Cost
T0+12	3	\$ 5,006,250.00
T0+24	2	\$ 3,337,500.00
T0+36	2	\$ 3,337,500.00
T0+48	1	\$ 1,668,750.00
T0+58	1	\$ 1,668,750.00
Estimated Contract Cost		\$ 15,018,750.00

Table 3: Estimated Cost (USD) for Module 3

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## Module 4:

Module 4		
Percentage of C-130 Inspection used in recovery of Equipment; and		50%
Average Cost of C-130 Inspections		\$ 1,668,750.00
Estimated Cost of Maintenance excluding Flight Hour Cost.		\$ 834,375.00
Year (T0+months)	Estimated Number of Events	Estimated Annual Cost
T0+12	3	\$ 2,503,125.00
T0+24	2	\$ 1,668,750.00
T0+36	2	\$ 1,668,750.00
T0+48	1	\$ 834,375.00
T0+58	1	\$ 834,375.00
Estimated Contract Cost		\$ <b>7,509,375.00</b>

Table 4: Estimated Cost of Module 4 in USD

## Total Contract Estimate

Year (T0+months)	Estimated Annual Cost
T0+12	\$ 22,169,730.67
T0+24	\$ 25,453,588.17
T0+36	\$ 21,595,599.83
T0+48	\$ 17,163,480.67
T0+58 (10 months)	\$ 12,598,194.47
Total	\$ <b>98,980,593.81</b>

Table 5: Estimated Total in USD

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## Definition of Formula for Flight Hour Cost

<b>PAYMENT FORMULA DEFINITION</b>	
<b>LINEAR PROGRESSION FORMULA</b>	
<b>Variables</b>	
Flight Hours	HRS (FH/month)
Price of Hours Flown	PHV (R\$/month)
<b>CONTRACTE PARTY'S Parameters</b>	
Monthly Cost of Team + Structure for contractual performance	CEE (R\$/month)
Flight Hour Price for Modules 1 and 2 for 4100 FH (20500FH/5YE)	CHV (R\$/FH)
<b>Equation</b>	
$PHV = (((4100/12) \times CHV - CEE) / (4100/12)) \times HRS + CEE$	

\* CCE and CHV Amounts in accordance with Price Proposal

Table 6: Definition of Formula for Cost of Flight Hour

Attachment B – Price Presentation Table

Financial Aspects:

BIDDER		
FINANCIAL ASPECTS		
Requisite		Price
Price of Flight Hour (CHV) for Modules 1 and 2 and for 4100 FH (20500FH/SYE)		USD
Monthly cost of team _ structure required for Contract Execution (CEE)		USD
Price of ISOCHRONAL inspection of C-130 aircraft		USD
Price of PDM Inspection of C-130 aircraft		USD
BIDDER's Handling Fees		%
Air Freight Cost per kilogram for shippings between the CONTRACTING PARTY and CONTRACTED PARTY		USD
Hourly cost of engineering labor		USD
Hourly cost of mechanical labor		USD
Hourly cost of administrative assistant labor		USD
Hourly cost of technical assistant labor		USD
BIDDER'S Proposed Overtax		%

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## Technical Aspects:

BIDDER			
TECHNICAL ASPECTS			
Requirement		Amount	
ISOCHRONAL Execution Time			DAYS
PDM Execution Time			DAYS
Equipment and Components Turnaround Time (Door -to-Door)			
	21 – Air Conditioning		DAYS
	22 – Automatic Pilot		DAYS
	23 – Communication		DAYS
	24 – Electric System		DAYS
	27 – Flight Controls		DAYS
	28 – Fuel		DAYS
	29 – Hydraulic System		DAYS
	32 – Landing Gear		DAYS
	33 – Lighting		DAYS
	34 – Navigation		DAYS
	35 – Oxygen		DAYS
	36 – Tire		DAYS
	49 – APU		DAYS
	61 – Propellers		DAYS
Number of Hangar Spots for C-130's			SPOTS

For the purposes of evaluation, the BIDDER must advise TAT (Door -to-Door) for components and equipment, referencing the transportation times below, based on their location, thus enabling direct comparison conditions.

Valid Information for technical aspects	South America	4	DAYS
	North and Central America	8	DAYS
	Europe	8	DAYS
	Africa	12	DAYS
	Asia and Oceania	20	DAYS

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Attachment C – Table for the Calculation of Points Obtained by each BIDDER

**TECHNICAL ASPECTS**

<b>REQUIREMENT:</b>	<b>Isochronal Execution Time</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>PDM Execution Time</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>21 – Air conditioning</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

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<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>22 – Automatic Pilot</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>23 - Communication</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>24 – Electrical System</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

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<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>27 – Flight Controls</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>28 - Fuel</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>29 – Hydraulic System</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

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<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>Landing gear</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>33 - Lighting</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>34 - Navigation</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

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<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System</b>	<b>35 - Oxygen</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>36 - Tires</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>49 - APU</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		

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<b>REQUIREMENT:</b>	<b>Equipment and Components Turnaround Time</b>	
<b>System:</b>	<b>61 -Propellers</b>	
Arranged in decreasing order		
Points	BIDDER	Advised Time (Days)
1		
2		
3		
4		
5		
6		
7		
8		


**FINANCIAL ASPECTS**

<b>REQUIREMENT:</b>	<b>Flight Hour Price for Modules 1 and 2</b>	
	Arranged in decreasing order	
Points	BIDDER	Price Proposal (Reais)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Monthly Price of Team + Structure for Contract Performance</b>	
	Arranged in decreasing order	
Points	BIDDER	Proposed Cost (Reais)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>C-130 Aircraft ISOCHRONAL Inspection Price</b>	
	Arranged in decreasing order	
Points	BIDDER	Proposed Cost (Reais)
1		
2		
3		
4		
5		
6		
7		
8		

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<b>REQUIREMENT:</b>	<b>Price of PDM Inspection of C-130 Aircraft</b>	
Arranged in decreasing order		
Points	BIDDER	Proposed Cost (Reais)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>BIDDER's Handling Fee</b>	
Arranged in decreasing order		
Points	BIDDER	Proposed Fee (Reais)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUIREMENT:</b>	<b>Freight Cost per Kilo for Shippings between CONTRACTING PARTY and</b>	
Arranged in decreasing order		<b>BIDDER</b>
Points	BIDDER	Proposed Cost (Reais)
1		
2		
3		
4		
5		
6		
7		
8		

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REQUIREMENT:		Price of Engineering Man-Hour	
Arranged in decreasing order			
Points	BIDDER	Proposed Fee (Reais)	
1			
2			
3			
4			
5			
6			
7			
8			

REQUIREMENT		Price of Mechanic Man-Hour	
Arranged in decreasing order			
Points	BIDDER	Proposed Fee (Reais)	
1			
2			
3			
4			
5			
6			
7			
8			

REQUIREMENT		Price of Administrative Assistant Man-Hour	
Arranged in decreasing order			
Points	BIDDER	Proposed Fee (Reais)	
1			
2			
3			
4			
5			
6			
7			
8			

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<b>REQUISITO :</b>		<b>Price of Technical Assistant Man-Hour</b>
Arranged in Decreasing Order		
Points	BIDDER	Proposed Fee (Reais)
1		
2		
3		
4		
5		
6		
7		
8		

<b>REQUISITO:</b>		<b>Surcharge Proposed by the CONTRACTING PARTY</b>
Arranging in Decreasing Order		
Points	BIDDER	Proposed Fee (Reais)
1		
2		
3		
4		
5		
6		
7		
8		

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EVALUATION

<b>TECHNICAL ASPECTS</b>	<b>Weight</b>	40%
BIDDER	Points	Evaluation

<b>FINANCIAL ASPECTS</b>	<b>Weight</b>	60%
BIDDER	Points	Evaluation

<b>FINAL EVALUATION</b>	
BIDDER	Evaluation

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ATTACHMENT D - Summary of FAB Material Listing

USABLE C-130 STOCK TO BE GIVEN IN EXCHANGE				
CATEGORY	PN QUANTITY	STOCK ITEMS QUANTITY	SILOMS STOCK VALUE	STOCK VALUE TO BE GIVEN IN EXCHANGE (USD)
R	855	4,050	45,201,146.64	13,697,317.16
T	515	3,167	5,799,736.17	1,757,495.81
C	35,252	4,262,573	59,960,426.28	18,169,826.15
P	17	32	145,239.20	44,011.88
			<b>R\$ 111,106,548.29</b>	<b>33,668,651.00</b>

TOTAL USD	\$ 33,668,651.00
R\$/USD	3.30
TOTAL R\$	R\$ 111,106,548.29

Flight Hour Cost	R\$3.30
\$3,857.99	R\$ 12,731.36
Ongoing Flight Effort	20500
HV Payment Installment	HV Payment Installment
\$2,215.62	\$7,311.53

PARC REF SPARE FOR/HV	HV PARCK STOCK
\$1,642.37	R\$ 5,419.83

Table 7: FAB Material Summary

Summary extracted from MATERIAL LISTING WHICH MAY BE USED FOR C-130 PROJECT, EXCLUDING ITEMS FOR T56A-15 ITEMS, EXTRACTED FROM SILOMS BY CCA-RJ, Appendix 1 to this document.

REMARKS: THE APPENDIX 1 IS AVAILABLE TO BACW'S WEBISTE [www.cabw.org](http://www.cabw.org)

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### Attachment E – Payment of Flight Hour

ESTIMATED COST OF FLIGHT HOUR			USD	\$3,857.99	
FLIGHT EFFORT				20,500	
USABLE C-130 STOCK					
CATEGORY	PN QUANTITY	STOCK VALUE TO BE GIVEN IN EXCHANGE			
R	881	13,697,317.16			
T	542	1,757,495.81			
C	37,477	18,169,826.15			
		\$33,624,639.12			
			DISCOUNT ON FLIGHT HOUR FOR EXCHANGE OF USABLE MATERIAL	\$1,640.23	25% LIMIT OF FLIGHT HOUR PAYMENT THROUGH EXCHANGE OF USABLE MATERIAL
			CASH VALUE OF FLIGHT HOUR TO BE PAID	R\$ 2,893.49	(*) VALUE CALCULATED THROUGH 25% PAYMENT LIMIT FOR EXCHANGE OF USABLE MATERIAL
					\$964.50

Table 8: Flight Hour Cost Variation (USD)

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## Attachment F – Payment and Delivery Schedule

		QUOTE (USD): R\$ 3.30	Prospected Payment to be made for Service Rendered	Prospected value of Material provided as a Payment installment (25% of HV value)	Prospected Cash Value of Payment Installment
Item	Date	Description	Amount (USD)	Usable Stock	Difference (USD)
1	T0+02	Modules 1 and 2 - Step 01	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
2	T0+02	Modules 1 and 2 - Step 02	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
3	T0+03	Modules 1 and 2 - Step 03	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
4	T0+04	Modules 1 and 2 - Step 04	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
5	T0+04	Module 3 - Step 01	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562.50
6	T0+04	Module 4 - Step 01	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
7	T0+05	Modules 1 and 2 - Step 05	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
8	T0+06	Modules 1 and 2 - Step 06	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
9	T0+07	Modules 1 and 2 - Step 07	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
10	T0+08	Modules 1 and 2 - Step 08	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
11	T0+08	Module 3 - Step 02	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562.50
12	T0+08	Module 4 - Step 02	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
13	T0+09	Modules 1 and 2 - Step 09	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
14	T0+10	Modules 1 and 2 - Step 10	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
15	T0+11	Modules 1 and 2 - Step 11	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
16	T0+12	Modules 1 and 2 - Step 12	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
17	T0+12	Module 3 - Step 03	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562.50
18	T0+12	Module 4 - Step 03	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
19	T0+13	Modules 1 and 2 - Step 13	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
20	T0+14	Modules 1 and 2 - Step 14	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
21	T0+15	Modules 1 and 2 - Step 15	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
22	T0+16	Modules 1 and 2 - Step 16	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
23	T0+17	Modules 1 and 2 - Step 17	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
24	T0+18	Modules 1 and 2 - Step 18	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
25	T0+18	Module 3 - Step 04	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562.50
26	T0+18	Module 4 - Step 04	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
27	T0+19	Modules 1 and 2 - Step 19	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
28	T0+20	Modules 1 and 2 - Step 20	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
29	T0+21	Modules 1 and 2 - Step 21	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
30	T0+22	Modules 1 and 2 - Step 22	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
31	T0+23	Modules 1 and 2 - Step 23	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
32	T0+24	Module 3 - Step 04	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562.50
33	T0+24	Module 4 - Step 04	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
34	T0+24	Module 3 - Step 05	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562.50
35	T0+24	Module 4 - Step 05	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
36	T0+25	Modules 1 and 2 - Step 25	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
37	T0+26	Modules 1 and 2 - Step 26	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
38	T0+27	Modules 1 and 2 - Step 27	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
39	T0+28	Modules 1 and 2 - Step 28	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51
40	T0+29	Modules 1 and 2 - Step 29	\$ 1,318,146.01	\$ 329,536.50	\$ 988,609.51

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		QUOTE (USD): R\$ 3.30	Prospected Payment to be made for Service Rendered	Prospected value of Material provided as a Payment installment (25% of HV value)	Prospected Cash Value of Payment Installment
Item	Date	Description	Amount (USD)	Usable Stock	Difference (USD)
40	T0+30	Modules 1 e 2 - Step 30	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
41	T0+30	Module 3 - Step 06	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562,50
42	T0+30	Module 4- Step 06	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
43	T0+31	Modules 1 e 2 - Step 31	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
44	T0+32	Modules 1 e 2 - Step 32	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
45	T0+33	Modules 1 e 2 - Step 33	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
46	T0+34	Modules 1 e 2 - Step 34	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
47	T0+35	Modules 1 e 2 - Step 35	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
48	T0+36	Modules 1 e 2 - Step 36	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
49	T0+36	Module 3 - Step 07	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562,50
50	T0+36	Module 4 - Step 07	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
51	T0+37	Modules 1 e 2- Step 37	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
52	T0+38	Module s 1 e 2 - Step 38	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
53	T0+39	Module s 1 e 2 - Step 39	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
54	T0+40	Modules 1 e 2 - Step 40	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
55	T0+41	Modules 1 e 2 - Step 41	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
56	T0+42	Modules 1 e 2 - Step 42	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
57	T0+42	Module 3 - Step 08	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562,50
58	T0+42	Module 4- Step 08	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
59	T0+43	Module s 1 e 2 - Step 43	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
60	T0+44	Modules 1 e 2 - Step 44	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
61	T0+45	Modules 1 e 2- Step 45	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
62	T0+46	Modules 1 e 2 - Step 46	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
63	T0+47	Modules 1 e 2 - Step 47	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
64	T0+48	Modules 1 e 2 - Step 48	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
65	T0+49	Module s 1 e 2 - Step 49	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
66	T0+S0	Modules 1 e 2- Step 50	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
67	T0+S1	Modules 1 e 2- Step 51	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
68	T0+52	Modules 1 e 2 - Step 52	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
69	T0+S3	Modules 1 e 2 - Step 53	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
70	T0+54	Modules 1 e 2 - Step 54	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
71	T0+54	Module 3 - Step 09	\$ 1,668,750.00	\$ 417,187.50	\$ 1,251,562,50
72	T0+54	Module 4- Step 09	\$ 834,375.00	\$ 208,593.75	\$ 625,781.25
73	T0+SS	Modules 1 e 2 - Step 55	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
74	T0+56	Modules 1 e 2 - Step 56	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
75	T0+S7	Modules 1 e 2 - Step 57	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
76	T0+58	Module s 1 e 2- Step 58	\$ 1,318,46.01	\$ 329,536.50	\$ 988,609.51
		<b>TOTAL</b>	<b>\$ 98.980.593,81</b>	<b>\$ 24.745.148,45</b>	<b>\$ 74.235.445,35</b>

**DISCLAIMER:** The English version is a certified translation of the original in Portuguese for information purposes only. In case of a discrepancy, the Portuguese original will prevail.