



The BACW's Bidding Commission hereby presents question made by companies with their respective answers.

REMARK: The questions presented in this "Questions and Answers" are numbered as they are answered by the Bidding Commission and may not match the numbering provided by the companies.

1. **Question** – Referred document: **Basic Project:** Page 91: Please confirm that an engine (S/N CAE310048) out of 53 ones is currently on a RTP condition.

ANSWER: *Yes, it is.*

2. **Question** – Referred document: **Basic Project:** Page 94, Item 4.1: in regards to performance of 1st and 2nd level maintenance, if CONTRACTED PARTY provides these services can we assume that it is for temporary reasons and that the labor portion of this will be contracted separately?

ANSWER: *According to item 4.1.(k), it will be requested on demand, quoted by CONTRACTED PARTY, approved by CONTRACTING representative and it will be through a dedicated invoice.*

3. **Question** – Referred document: **Basic Project:** Page 94, item 4, sub item e): Please clarify integrate Service Bulletins (mandatory, alert or recommended) with no additional costs. Does this mean embodiment in the field or depot by CONTRACTED PARTY?

ANSWER: *Yes, it is.*

4. **Question** – Referred document: **Basic Project:** Page 95, item 4.2: Is it acceptable for the BAF a payment system based on a minimum utilization of hours per engine? This should be clarified as "XXX engine hours per month" for the entire fleet that is covered; because we charge by the engine hour, not aircraft hour. Also, a minimum number of hours per year for the number of engines.

ANSWER: *No, it's not. The commercial proposal must consider the parameters established at items 5.1 to 5.7.*

5. **Question** – Referred document: **Basic Project:** Page 95, item 4.3: Please confirm if BUY IN payment can be converted in spare parts supply (e.g. BLOCK III) OR spare engines. Wording from the Basic Project says: "...CONTRACTED PARTY must replace it with the supply of spare engines, that is, rotation or spare material to integrate BLOCK III configuration in FAB turbines"... , however, the meaning of spare engines and spare parts are different and we would like to know if the BAF would accept both options in terms of BUY IN requirements. Other question related to this same item: Rolls-Royce might consider owning all or a portion of the remaining engines (out of them to keep 19 aircraft flying) for partial payment of the Buy-in Fee. This is not in the list from item 4.3. Does the BAF consider this an option?



ANSWER: BAF has 24 aircrafts, which means 48 engines, plus 4 spare engines AE3007A1P model plus 1 spare engine AE3007A1E model. No engine should be reduce to parts.

6. **Question** – Referred document: **Basic Project:** Page 95, item 5.6: Please confirm that the bidding winner is not allowed to use remaining engines (not operational ones) as RTP engines to reduce SHOP VISITS costs.

ANSWER: BAF has 24 aircrafts, which means 48 engines, plus 4 spare engines AE3007A1P model plus 1 spare engine AE3007A1E model. No engine should be reduce to parts.

7. **Question** – Referred document: **Basic Project:** Page 95, item 5.7: Taking a look at files from Attachment F, it is not clear for us how many unserviceable and spares engines the BAF currently has. Could you please confirm that it is correct to consider that the BAF has 14 unserviceable engines and just 01 spare engine nowadays?

ANSWER: Engines condition are attached.

8. **Question** – Referred document: **Basic Project:** Page 96, item 5.8.1.2: Please confirm that the deadline of 72 hours to support AOG situations is applicable for engines ANYWHERE in the world? Is it possible to extend this deadline for situations where engines are outside Brasil?

ANSWER: The 72 hour limit is applicable to AOG outside Brazil.

9. **Question** – Referred document: **Basic Project:** Page 96, Item 5.8.1.4: We need an English copy of ICA 65-8 — DUTIES OF THE CONTRACT MONITOR AND OF THE GOODS AND SERVICES RECEIPT COMMISSION, dated 05/28/2009, and ICA 12-23 — INSPECTION AND RECEIPT OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS, DATED 09/23/2014

ANSWER: The ICA 65-8 and ICA 12-23 are internal documents of the Brazilian Air Force Command (COMAER) that regard to the actions of the agents of the Administration and their relationship with the Military Organizations. In any shape, they regard to the relationship between the CONTRACTING PARTY and the CONTRACTED PARTY. Based on that, the Brazilian Aeronautical Commission does not have the documents in other language than Portuguese. Moreover, they do not interfere in the Proposal elaboration.

10. **Question** – Referred document: **Basic Project:** Page 96, Item 5.8.2.4: We need an English copy of ICA 65-8 —DUTIES OF THE CONTRACT MONITOR AND OF THE GOODS AND SERVICES RECEIPT COMMISSION, dated 05/28/2009, and ICA 12-23 — INSPECTION AND RECEIPT OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS, DATED 09/23/2014- currently in force.

ANSWER: The ICA 65-8 and ICA 12-23 are internal documents of the Brazilian Air Force Command (COMAER) that regard to the actions of the agents of the Administration and their relationship with the



Military Organizations. In any shape, they regard to the relationship between the CONTRACTING PARTY and the CONTRACTED PARTY. Based on that, the Brazilian Aeronautical Commission does not have the documents in other language than Portuguese. Moreover, they do not interfere in the Proposal elaboration.

11. **Question** – Referred document: **Basic Project**: Page 96, item 5.8.3: Regarding the TAT of 115 days for repairing engines and LRUs, why does it matter if the bidding winner is responsible for the A/C availability / fleet management?

ANSWER: It's a KPI to guarantee the spare material at BAF inventory.

12. **Question** – Referred document: **Basic Project**: Page 96, Item 5.8.3.3: We need an English copy of ICA 65-8 — DUTIES OF THE CONTRACT MONITOR AND OF THE GOODS AND SERVICES RECEIPT COMMISSION, dated 05/28/2009, and ICA 12-23 — INSPECTION AND RECEIPT OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS, DATED 09/23/2014

ANSWER: The ICA 65-8 and ICA 12-23 are internal documents of the Brazilian Air Force Command (COMAER) that regard to the actions of the agents of the Administration and their relationship with the Military Organizations. In any shape, they regard to the relationship between the CONTRACTING PARTY and the CONTRACTED PARTY. Based on that, the Brazilian Aeronautical Commission does not have the documents in other language than Portuguese. Moreover, they do not interfere in the Proposal elaboration.

13. **Question** – Referred document: **Basic Project**: Page 97, item 6.1.2: Does logistic support include importation fees & import taxes?

ANSWER: All prices presented by BIDDER must include all tax and fees, including exportation and importation at Brazil and at MRO country.

14. **Question** – Referred document: **Basic Project**: Page 97, item 6.1.5: Does the word “retrieval” mean “removal” of engines? Other question related to this same item: All of our MissionCare contracts utilize the customers (in this case it would be BAF) own logistics and warehousing labor, systems, and space. This reduces the cost to the customers. Our program team would work with the logistics and warehouse folks, but we would not have a representative on site for warehouse (a Logistics Support Representative). Does the BAF agree with this approach?

ANSWER: CONTRACTED PARTY must be prepared to coordinate and perform the expedition of engines, LRUs, accessories and components. Once BAF personnel declares material is ready to be taken to the MRO shop, CONTRACTED PARTY representative MUST take care of ALL task to complete the logistic activities until material presentation of material, in airworthiness condition, to CONTRACTING PARTY representative.



15. **Question** – Referred document: **Basic Project**: Page 97, item 6.2.4: refers to “greatest possible time of engine operation”, please confirm that this does not tie in with a minimum of 2000 flight hours or cycles defined in the item 4.4 from the basic project.

ANSWER: Both information are tied. It's CONTRACTING PARTY that any engine object of SHOP VISIT during the contract, must have more than 2.000 EH availability at the end of the contract.

16. **Question** – Referred document: **Basic Project**: Page 98, Item 6.2.9: Does that this mean at the end of the contract period (60 months) that each and every engine that had a shop visit must have must have a minimum availability of 2000 flight hours, or 2000 engine cycles left at the end of the contract?

ANSWER: At the end of contract, engines that were object of SHOP VISIT must meet both requirements: minimum of 2.000 engine hours and 2.000 engine cycles.

17. **Question** – Referred document: **Basic Project**: Page 100, item 6.5.3: In case that the CONTRACTED PARTY is obligated to apply an optional SB (e.g. BLOCK III) due to critical shortage of part(s) on a pre mod standard, do they need to do it on a FOC (free of charge) basis?

ANSWER: Obsolescence issues are CONTRACTED PARTY responsibility. Utilization of overhauled OEM parties are acceptable.

18. **Question** – Referred document: **Basic Project**: Page 100, Item 6.5.4: Under MissionCare, these would be included in the dollar per hour price and not be priced separately. Therefore, we understand that this shall be considered as an benefit to be taken into consideration from Rolls-Royce proposal.

ANSWER: All BIDDERS price for the monthly payment must NOT include the incorporation of SB issued after contract signature. This type of service will be charged in separate invoice.

19. **Question** – Referred document: **Basic Project**: Page 100, item 6.7.3: Regarding the CONTRACTED PARTY has to collect the EHM data, please clarify what it means, given the standard procedure is the operation to collect it and send it to Rolls-Royce. How will the BAF support this requirement? Will you do the download, provide the required assets in a timely fashion?

ANSWER: The CONTRACTED PARTY must provide GSE and training for BAF technicians, so they will perform downloads and transfer data to CONTRACTED PARTY representative.

20. **Question** – Referred document: **Basic Project**: Page 101, tem 6.7.3.2: It is not clear for us who will collect EHM data, the BAF or the CONTRACTED PARTY. Please confirm.

ANSWER: BAF technicians will collect data using GSE, equipment and training provided by CONTRACTED PARTY.



21. **Question** – Referred document: **Basic Project**: Page 101, item 6.8: Does consumable material include engine oil?

ANSWER: No, it's not. Oil will be provided by BAF logistic.

22. **Question** – Referred document: **Basic Project**: Page 101, item 6.8.4: Please confirm if the CONTRACTED PARTY is responsible for parts movements between HOMEBASES.

ANSWER: Yes, it's.

23. **Question** – Referred document: **Basic Project**: Page 102, Item 6.9.3: For all other MissionCare customers, the customer provides Rolls-Royce with monthly/weekly usage reports to have us monitor the consumption. Will the BAF do the same? Rolls-Royce will provide a recommended quantities of spares engine, engine parts and consumables list. These items will need to be available on the contract date or purchased separately by the BAF.

ANSWER: Engines not efficient at signature of contract, will not be covered by monthly payment. However, fulfillment of engine spare parts and consumable to meet CONTRACTED PARTY desired level is part of monthly payment.

24. **Question** – Referred document: **Basic Project**: Page 102, item 6.9.6: If a redistribution of material is required between HOMEBASES, who will be responsible for these movements? CONTRACTED PARTY or the BAF?

ANSWER: It's responsibility of CONTRACTED PARTY.

25. **Question** – Referred document: **Basic Project**: Page 102, Item 6.10.1: Is this included in the overall \$49M budget? It is an additional service. The Rolls-Royce field service representative will provide on the job training for no additional fee. However, formal training is an additional service.

ANSWER: It's not included at the monthly payment. Maintenance Service requested at item 6.10.1 is on demand and paid accordingly at a different invoice.

26. **Question** – Referred document: **Basic Project**: Page 102, items 6.10.3.1 and 6.10.5.1: Please clarify if for AOG cases is required or not the preliminary budget approval.

ANSWER: For AOG case, the approval of preliminary quotation by MONITOR is not necessary.

27. **Question** – Referred document: **Basic Project**: Page 103, Item 6.12: Would the BAF be open to providing their Non-RFI (ready-for-issue) engine assets as part of the buy in fee? Then, as the BAF wishes to add RFI engines to the fleet, the contracted party could overhaul these assets upon request and provide them to BAF.



ANSWER: BAF has 24 aircrafts, which means 48 engines, plus 4 spare engines AE3007A1P model plus 1 spare engine AE3007A1E model. No engine should be reduce to parts.

28. **Question** – Referred document: **Basic Project:** Page 104, Item 8.3: Can this delivery location be in the United States? The BAF would then take ownership of the assets in the US and would ship them to Brazil.

ANSWER: No. The delivery must be done at the HOMEBASE designed by the MONITOR.

29. **Question** – Referred document: **Basic Project:** Page 107, Item 12.3: Will payments come from BACW in the US?

ANSWER: Yes, it will.

30. **Question** – Referred document: **Basic Project:** Page 108, item 13.3: If subcontracting is restricted to maintenance services for engines equipment, components and LRUs, is the CONTRACTED PARTY allowed to subcontract EHM services?

ANSWER: Yes, it will.

31. **Question** – Referred document: **Basic Project:** Page 109, item 14.4: If the CONTRACTED PARTY present documents proving that shops to repair engines are AMCs, is it still required to submit the Quality Manuals for the BAF approval?

ANSWER: Yes, it is.

32. **Question** – Referred document: **Basic Project:** Page 110, item 15.5 and page 111, item 16.2.6.1: Would the BAF Agree that the first six months a non-Brazilian person would be directly involved as a Field Service Representative until Rolls-Royce can select a Brazilian Field Service Representative?

ANSWER: He will be accepted if he is able to discuss with BAF representative in Portuguese.

33. **Question** – Referred document: **Basic Project:** Page 110, Item 15.11: We need an English copy of the document: ICA 66-13, ICA 65-8 ICA 65-8 — DUTIES OF THE CONTRACT MONITOR AND OF THE GOODS AND SERVICES RECEIPT COMMISSION, dated 05/28/2009, and ICA 12-23 — MONITORING AND RECEIPT OF GOODS AND SERVICES AND APPLICATION OF ADMINISTRATIVE SANCTIONS, DATED 09/23/2014. In addition, would the BAF eliminate the “and future changes or replacement by other equivalent ICA”?

ANSWER: No, it won't be eliminated.



34. **Question** – Referred document: **Basic Project**: Page 111, item 16.2.11: Please let us know if we can negotiate clause to include a limitation of liability for the CONTRACTED PARTY.

ANSWER: *No, it is not negotiable.*

35. **Question** – Referred document: **Basic Project**: Page 112, item 16.2.13: Same point of item 16.2.11: it is required to define a limitation of liability for the CONTRACTED PARTY. Is it acceptable?

ANSWER: *No, it is not acceptable.*

36. **Question** – Referred document: **Basic Project**: Page 112, Item 16.2.13.1: Please specify the limit of liability required for this insurance coverage.

ANSWER: *CONTRACTED PARTY insurance must cover all BAF assets damaged by company employee or subcontractor employee.*

37. **Question** – Referred document: **Basic Project**: Page 113, Item 20: Will the BAF consider other types of financial guarantees in lieu of a Financial Guarantee?

ANSWER: *No, it won't.*

38. **Question** – Referred document: **IFB**: Page 11, item 4: Please confirm if the bidder representative must have a Power of Attorney to act on behalf of the company for this BID specifically OR if it is required for this person to be a legal representative identified on the company's certificate of incorporation?

ANSWER: *In accordance with item 4.1 and 4.2 of the IFB, both possibilities are acceptable.*

39. **Question** – Referred document: **IFB**: Page 15, item 5.4.1: Please clarify this point. Shall bidders send via courier envelopes 1 and 2 to be delivered at the CABW no later than November 29th at 9am (US Eastern Standard Time)? Is it mandatory to send envelopes via courier or it is allowed just to deliver / hand envelopes to CABW by the representative during the Bidding process?

ANSWER: *In accordance with item 5.4.6 of the IFB, the Proposals may also be hand delivered to the Bidding Commission at the beginning of the open session*

40. **Question** – Referred document: **IFB**: Page 17, item 6.3.1.1.1: Would it be acceptable certificates issued by FAA?

ANSWER: *In accordance with item 6.3.1.1 of the IFB, equivalent certification issued by domestic or foreign civil certifying agency, or COMAER certificate, specifically authorizing AE3007 aircraft maintenance can be accepted.*



41. **Question** – Referred document: **IFB**: Page 23, items 7.10 and 7.10.1: If the bidder proves that the price estimated by the BAF is not feasible (e.g. number of shop visits must be higher according to the current engines condition), would CABW accept a higher price? As far as we know, the BAF has nowadays 14 unserviceable engines and other 08 ones to be removed due to TIMEX during the 5 years of the contract, therefore, it is impossible to have just 10 shop visits, as described in Attachments A and D from the Basic Project. Other question related to this same item: It appears that some items under item 4.1 from the Basic Project are separate Time and Material items (paragraph 4.1 j, 4.1 k, 4.1l, and 4.1m) which according to item 4.2 "...and the services described in letters (j) through (m) shall be paid through budgets approved by the CONTRACTING PARTY)". Are these items in the price estimated amount (USD 49,273,759.33) because the price of these seem to be on an additional material to be defined after the contract is executed. How will that work?

ANSWER: *In accordance with item 7.10 of the IFB, prices higher than the estimated price shall not be accepted. Moreover, the estimated budget presented on item 8.1 of the IFB includes the Time and Material (paragraph 4.1 j, 4.1 k, 4.1l, and 4.1m of Basic Project)*

42. **Question** – Referred document: **IFB**: Page 25, item 9.6: This item mentioned an ENVELOPE n° 3. What is the content of this ENVELOPE?

ANSWER: *Please disregard any mention of envelope 3. As per item 5.1 of the IFB, "Each bidder must submit 2 (two) envelopes, the 1st (first) of which must contain accreditation documents, and the 2nd (second) contain the price proposal."*

43. **Question** – Referred document: **IFB**: Page 29, item 11.2.4: Could you please specify what type of advantage could disqualify the proposal?

ANSWER: *Basically, advantages described on Chapter II of the Brazilian Anti-Corruption Law n. 12.846, from August 1, 2013.*

44. **Question** – Referred document: **IFB**: Page 31, item 14: This seems unrealistic for the size of this contract that the negotiation will only take 5 business days. Negotiation of the Terms and Conditions may take longer than that. Is this requirement fixed?

ANSWER: *The item 14.1 of the IFB, regards to the term from the notice to execute the contract to the actual date of the contract execution (signature). There will be no negotiation on the terms of the Contract since the terms are already described on the Attachment III of the IFB.*

45. **Question** – Referred document: **IFB**: Page 31, item 14.2: Does it mean that the other bidder must accept the price offered by the winner bidder, even if this price is lower than what this other bidder has offered to CABW?



ANSWER: As per item 14.2 of the IFB, it case the second place does not accept the price of the winning bidder, the CONTRACTING PARTY may inquire the next bidders in the rank regarding matching the price of the winning bidder.

46. **Question** – Referred document: **IFB**: Page 33, item 20.1: Is this unilaterally by both parties (Contracting and Contracted)?

ANSWER: Item 20.1 of the IFB regards to changes foreseen on Clause 15 of the Contract Draft, Attachment III of the IFB. On the mentioned clauses, there a changes that are uniterally made by the CONTRACTING PARTY or changes that are made by agreement between the parties

47. **Question** – Referred document: **IFB**: Page 39, item 33: What is the official e-mail to address an APPEALS, if it is necessary?

ANSWER: the official e-mail for all communication with the Bidding Commission is con@cabw.org

48. **Question** – Referred document: **IFB**: Page 41, item 34.2: Is there a possibility to discuss term and clauses of the contract to be signed with the winning bidder? Rolls-Royce has questions concerning the terms and conditions and strongly believes that a negotiation on the terms and conditions is necessary. We cannot accept an assumption of full acceptance of the terms and conditions.

ANSWER: The Contract Clauses are set on the Contract Draft, Attachment III of the IFB and the terms and conditions are not negotiable. The Bidding Commission encoureges bidders to present any concerns that they may have regarding the terms and conditions of the CONTRACT DRAFT before the opening of the proposals, so all clarifications can be presented.

Notwithstanding, In accordance with the Invitation For Bid 184705/CABW/2018 item 28.1, *Any doubts arising from the provisions of this Invitation for Bid may be the subject of consultation, in writing, to the **Bidding Commission** in charge of this bidding process, up to 48 hours before the delivery of the proposals.*

Based on that, the BACW's Bidding Commission reinforces that questions shall be submitted to con@cabw.org and no agents outside BACW should be copied in the e-mail. Thus, only answers published in BACW's website are considered official and part of the solicitation file.

Furthermore, the Brazilian Aeronautical Commission appreciates the question, and stands available to clarify and explain any doubts or concerns in order to increase the BID quality. Any questions or concerns must be submitted to con@cabw.org

Note: This information has been made available at BACW website in the publishing for the related Bidding Process. <http://www.cabwnews.com/index.php/solicitations.html>

INDEX	MODELO	PN	SN	LOCALIZAÇÃO	SITUATION	ANV [SERIAL NUMBER]
1	AE3007A1	23070991	CAE311118	PAMA-GL	NON-SERVICEABLE	
2	AE3007A1	23070991	CAE310051	2520	SERVICEABLE	145023
3	AE3007A1	23070991	CAE310062	2520	SERVICEABLE	145023
4	AE3007A1	23070991	CAE311013	2522	SERVICEABLE	145027
5	AE3007A1	23070991	CAE311051	2523	SERVICEABLE	145028
6	AE3007A1	23070991	CAE311886	2524	SERVICEABLE	145034
7	AE3007A1	23070991	CAE312135	2525	NON-SERVICEABLE	145038
8	AE3007A1	23070991	CAE312246	2526	SERVICEABLE	145137
9	AE3007A1	23070991	CAE310081	2526	SERVICEABLE	145137
10	AE3007A1	23070991	CAE311014	2581	SERVICEABLE	145462
11	AE3007A1	23070991	CAE311042	2581	SERVICEABLE	145462
12	AE3007A1	23070991	CAE312213	2582	SERVICEABLE	145495
13	AE3007A1	23070991	CAE311642	STAND AERO	DPE - FEV 2019	
14	AE3007A1	23070991	CAE311096	STAND AERO	DPE - FEV 2019	
15	AE3007A1	23070991	CAE311025	EMBRAER - GPX	NON-SERVICEABLE	
16	AE3007A1/3	23070402	CAE311289	6752	NON-SERVICEABLE	145257
17	AE3007A1/3	23070402	CAE311174	2560	SERVICEABLE	145600
18	AE3007A1/3	23070402	CAE312025	2561	SERVICEABLE	145608
19	AE3007A1/3	23070402	CAE310061	2561	SERVICEABLE	145608
20	AE3007A1/3	23070402	CAE312218	PAMA-GL	NON-SERVICEABLE	
21	AE3007A1E	23074862	CAE313002	2584	SERVICEABLE	4500997
22	AE3007A1E	23074862	CAE313281	2584	SERVICEABLE	4500997
23	AE3007A1E	23074862	CAE313148	2585	SERVICEABLE	4501078
24	AE3007A1E	23074862	CAE313149	2585	SERVICEABLE	4501078
25	AE3007A1E	23074862	CAE312974	ALA 2 - MAGAZINE	SERVICEABLE	
26	AE3007A1P	23070401	CAE311139	2521	NON-SERVICEABLE	145020
27	AE3007A1P	23070401	CAE312028	2522	SERVICEABLE	145027
28	AE3007A1P	23070401	CAE311854	2523	SERVICEABLE	145028
29	AE3007A1P	23070401	CAE310063	2524	SERVICEABLE	145034
30	AE3007A1P	23070401	CAE311060	2525	NON-SERVICEABLE	145038
31	AE3007A1P	23070401	CAE311330	6700	SERVICEABLE	145104
32	AE3007A1P	23070401	CAE311582	6700	SERVICEABLE	145104
33	AE3007A1P	23070401	CAE311652	6701	SERVICEABLE	145122
34	AE3007A1P	23070401	CAE311651	6701	SERVICEABLE	145122
35	AE3007A1P	23070401	CAE311140	6750	SERVICEABLE	145140
36	AE3007A1P	23070401	CAE310090	6750	SERVICEABLE	145140
37	AE3007A1P	23070401	CAE311331	6751	NON-SERVICEABLE	145154
38	AE3007A1P	23070401	CAE311942	6752	NON-SERVICEABLE	145257
39	AE3007A1P	23070401	CAE310080	6702	SERVICEABLE	145263
40	AE3007A1P	23070401	CAE311188	6702	SERVICEABLE	145263
41	AE3007A1P	23070401	CAE311084	6703	NON-SERVICEABLE	145365
42	AE3007A1P	23070401	CAE311085	6703	NON-SERVICEABLE	145365
43	AE3007A1P	23070401	CAE311459	6704	SERVICEABLE	145392
44	AE3007A1P	23070401	CAE311460	6704	SERVICEABLE	145392
45	AE3007A1P	23070401	CAE311117	2550	SERVICEABLE	145350
46	AE3007A1P	23070401	CAE311185	2550	SERVICEABLE	145350
47	AE3007A1P	23070401	CAE311186	2560	SERVICEABLE	145600
48	AE3007A1P	23070401	CAE311145	2580	SERVICEABLE	145412
49	AE3007A1P	23070401	CAE312141	2580	SERVICEABLE	145412
50	AE3007A1P	23070401	CAE312242	2582	SERVICEABLE	145495
51	AE3007A1P	23070401	CAE311187	2583	SERVICEABLE	145528
52	AE3007A1P	23070401	CAE311943	2583	SERVICEABLE	145528