CONTRACTOR REQUIREMENTS

1.0 Background

The United States Coast Guard (USCG), Aviation Logistics Center (ALC) requires evaluation, testing, calibration, recertification and potential repair services for highly specialized aviation testing equipment.

The Contractor shall provide all necessary parts, materials, labor, tooling, test equipment, and facilities to evaluate, calibrate, and return the items to a Ready for Issue (RFI) condition.

2.0 Equipment Schedule

The USCG, ALC will furnish the items listed in the following table for evaluation, testing, calibration and recertification at the firm-fixed prices established in the Schedule at time of contract award.

The Contractor shall process the following items:

Description	Quantity	National Stock Number	Part Number	Serial Number
PERFORMANCE ANALYZER CT7 11	1	6625-01-506-2211	H337H2	153
ACCESSORY KIT CN-235	1	1680-01-506-2265	H338H3A	153

3.0 OEM Authorization & Quality Standards

The Government does not own the technical data, specifications, or drawings necessary to reverse engineer or openly compete these items, strict adherence to Original Equipment Manufacturer (OEM) specifications is mandatory. Under these standard and compliance directives, Howell Instruments retains all proprietary rights, meaning the USCG cannot provide OEM drawings, Service Bulletins, or Component Maintenance Manuals (CMMs). Consequently, any non-OEM Contractor wishing to participate must be formally authorized by Howell Instruments and submit written proof of this authorization alongside their quotation. Furthermore, the Contractor is required to be ISO 9000 / ISO 9001 certified or maintain an equivalent quality system acceptable to the USCG, ensuring that all work is performed in strict accordance with the most current OEM CMMs, drawings, Service Bulletins, and Overhaul/Repair Instructions (ORIs).

4.0 Evaluation / Repair / Calibration Requirements

Items shall be evaluated for any repairs and/or replacement parts necessary to return the item to ready for issue (RFI) condition IAW the OEM's minimum functional performance specifications. The Contractor shall perform a thorough visual and technical inspection of all equipment and accessories and correct all deficiencies found.

During inspection and functional test, the presence of corrosion in a component shall constitute reason for a more thorough disassembly and inspection. Should corrosion be found, disassembly shall be made to the extent necessary to remove corrosion or replace the part, or parts, affected. Corroded parts

shall be replaced, except in those cases where removal of corrosion from a part will not impair efficiency or safe operation of the part. Corrosion removal and treatment of affected areas will be accomplished IAW OEM specifications and Federal Aviation Administration (FAA) Advisory Circular (AC) 43-4B, Corrosion Control for Aircraft, dated 09/11/2018.

Parts of an item found to be in a serviceable condition after functional testing shall be reused. Non-RFI components and components found to be defective or that require replacement by OEM instructions shall be replaced with parts meeting the OEM's specifications and drawings or as otherwise authorized in writing by the Contracting Officer. Replacement parts shall be new and accompanied by traceability to the OEM.

Items shall be thoroughly cleaned IAW applicable CMMs, Guidance for Selecting Chemical Agents and Processes for Depainting and General Cleaning of Aircraft and Aviation Products, to ensure they are as free as practicable of all hazardous dust to include hexavalent chromium, cadmium, lead, etc., prior to being returned to the Aviation Logistic Center (ALC). ALC may take random samples of parts to ensure they are free as practicable of all hazards. Information on these hazards can be found in Occupational Safety and Health Standards 1910.1025 (lead), 1910.1026 (Hexavalent Chromium) and 1910.1027 (Cadmium).

Unless otherwise specified, packaging and preservation shall be IAW CMM. All packaging of Electrostatic Discharge Sensitive (ESDS) components must comply with ANSI/ESD S541 or MIL-STD-2073. Components shall be packaged sufficiently to afford maximum protection from damage in transit and corrosion. All items must be shipped IAW ASTM D 3951-10. Each package must be labeled on the outside with the National Stock Number (NSN), Part Number, Serial Number, Nomenclature, Purchase Order Number, CLIN, and vendor CAGE CODE. The Material Inspection and Receiving report (i.e., commercial packing slip, DD250, etc.) and Certificates of Conformance shall be placed on the outside of individual containers.

The items under this order require calibration. Calibration shall be performed after each recertification cycle and shall include adjustment and correction so that the item performs at an acceptable level. Calibration shall also encompass identifying and determining the cause(s) of errors and performing corrective action(s) when applicable. Calibration shall consist of a comparison of the device under test with a calibration standard of known accuracy. The calibration standard shall be traceable to a national or international standard.

If, after visual and functional inspections, an item is found to require repairs, the Contractor shall submit a repair quotation for the repair to the Contracting Officer. The quotation shall be valid for thirty (30) days and shall include the following:

- Description of each discrepancy found.
- Number of labor hours per discipline required to complete each discrepancy.
- Cost of part(s).
- Total dollar amount for each discrepancy.
- Total dollar amount for complete list of discrepancies.
- Estimated repair turnaround time (TAT).
- Purchase order and applicable line item.

The Contractor must receive a written modification signed by the Contracting Officer that authorizes the repair(s) prior to the commencement of work. Once the repair quotations are received, the

Contracting Officer will respond via a written modification within thirty (30) days as to whether the quotes are approved or declined. If approved, the Contractor will be given the quoted TAT (calculated from the date the modification is issued) to complete the repairs and return the items to the USCG. If a quote is declined, the Contractor will be authorized the firm-fixed evaluation and calibration price established in the order. In addition, the Contracting Officer will provide instructions regarding whether the item should be returned as-is or scrapped at the Contractor's facility.

The USCG shall not be liable for any amount expended by the Contractor in excess of the applicable firm fixed price reflected in the schedule unless prior written authorization has been given by the Contracting Officer.

Following the repair and each recertification cycle, these items require comprehensive calibration, which must encompass necessary adjustments, error corrections, and physical comparison against a nationally or internationally traceable standard.

5.0 Certificate of Calibration

A certificate of calibration for each unit to include a certificate number, name or initials of person performing the calibration, calibration date, unit type, unit manufacturer, unit model number, unit serial number, adjustment or service performed, calibration results, a description of calibration, type of calibration procedure performed. The certificate of calibration shall be emailed to the Contract Specialist at *Denise.J.Bulone@uscg.mil* and attached to the packing slip when returning the RFI item(s).

A decal on the unit to indicate current calibration. The decal shall include the calibration date, name or initials of person performing the calibration, month and year when next calibration is due, unit serial number, and the name of the company performing calibration.

- Decals shall be applied in such a manner that will not cause damage to the equipment or at a later date when the decal is removed.
- Decals shall not be applied as to hinder the reading of any display.

6.0 Inspection & Acceptance

The Contractor shall perform all required tests and inspections to substantiate that supplies conform to the latest drawings, CMMs, and contract specifications.

Final inspection and acceptance will be performed by ALC Quality Assurance personnel upon delivery. The USCG reserves the right to invoke Defense Contract Management Agency (DCMA) oversight if necessary. Defective items will be documented via a Product Quality Deficiency Report (PQDR) and returned at the Contractor's expense.