Attachment 3 – Statement of Work
Solicitation Number: 70Z03826RJ0000001

1.0 General 3

1.1 Background 3
1.2 Scope 3
1.3 Objective 3
1.4 Applicable Documents 4
1.5 Availability of Documents 4
1.6 Changes to Applicable Documents and Obsolete Parts/Processes 5

2.0 Requirements 5

3.0 Certifications 5

3.1 When checked the Contractor shall: 5
3.2 Government Furnished Resources 6

4.0 Major Tasks 6

4.1 Validation of Hours on Rotor Blades 6
4.2 Test and Evaluation 6
4.3 Rotor Blades Overhaul Services 7
4.4 Strip and Rebuild 7
4.5 Beyond Economic Repair 8
4.6 Cannibalization 8

5.0 Other Tasks 8

5.1 Scrapping at Vendor 8
5.2 Unusual Damage Evaluation 9
5.3 Discrepancy Evaluation 10
5.4 Aircraft on Ground (AOG) Situations 10
5.5 Replacement Parts 11
5.6 Corrosion Treatment 11
5.7 Environmental Requirements 11

6.0 Contract Information 11

6.1 Contract Administration Data 11
6.2 Issuance of Orders 12
6.3 Place of Performance 12
6.4 Laws and Regulations 12
6.5 Post Award Conference and Annual Contract Review 12
6.6 Small Business Subcontracting Plan 12

7.0 Government Property 12

7.1 Government Furnished Property (GFP) 12
7.2 Government Property Records 13

8.0 Improvements 13

8.1 Changes to Maintenance Manuals 13
8.2 Service Bulletins, Modifications, and Engineering Change Proposals (ECP), Local Engineering Change Proposals (LECP), and Time Compliance Technical Orders (TCTO) 13

9.0 Quality 14

9.1 Quality System 14

10.0 Warranty 14

10.1 STANDARD COMMERCIAL WARRANTY 14

11.0 Tracked Components 14

12.0 Contract Information 15

12.1 MONTHLY PRODUCTION REPORT 15
12.2 QUARTERLY AUDITS 15
12.3 FAILURE DATA REPORT 15

13.0 Delivery Requirements 16

13.1 TURN AROUND TIME (TAT) AND MONTHLY OUTPUT RATE 16
13.2 EARLY DELIVERIES 17

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1.0 General

1.1 Background

The United States Coast Guard (USCG) currently operates a fleet of approximately fifty-five (55) MH-60T rotary wing aircraft manufactured by Sikorsky Aircraft Corporation (SAC). This specialized, high demand, aircraft currently enables the USCG to perform missions such as search and rescue, law enforcement, international ice patrol, marine environmental protection, and marine resource conservation. With such a demanding operational tempo, aircraft condition and availability are essential to mission success. There are four (4) Rotary Wing Blades and two (2) Rotary Rudder Blades per aircraft. The Rotary Wing and Rudder Blades, hereafter referred to as Rotor Blades, are flight Critical Safety Items (CSI) which is defined as a part, assembly, installation, or production system with one (1) or more critical characteristics that, if not conforming to the design data, or quality requirements, would result in an unsafe condition. Unsafe conditions relate to mishap severity I (Catastrophic), II (Critical), III (Major) and include conditions which could cause loss or serious damage to the end item or major component, loss of control, serious injury, or death of personnel. In order to successfully maintain airworthiness of the aircraft and aircraft systems, protect personnel safety, and perform the USCG's mission, the overhaul or strip and rebuild of the Rotor Blades is limited to Naval Supply Systems Command (NAVSUP) Weapons System Support (WSS) approved sources, of which, there is only one (1), the Original Equipment Manufacturer (OEM), SAC.

1.2 Scope

The Contractor shall provide all necessary parts, material, labor, tooling, overhaul manuals, test equipment, engineering services, management, and facilities to test, evaluate, and overhaul or strip and rebuild the MH-60T Rotor Blades listed below to like-new Ready For Issue (RFI) condition suitable for installation. All testing, evaluation, and overhaul of the Rotor Blades shall be performed in accordance with Naval Air Systems Command (NAVAIR) and OEM technical manuals specified in section 1.4 of this Statement of Work (SOW).

Nomenclature	National Stock Number (NSN)	Part Number (P/N)
Rotary Wing Blade	1615-01-158-9679	70150-29100-041
Rotary Rudder Blade	1615-01-158-9678 or 1615-01-708-2535	70101-31000-046 or 70101-31000-054

1.3 Objective

The basic service objective of this requirement is to preserve service life, reduce life cycle cost, and increase mission capabilities through the performance of comprehensive MH-60T Rotor Blade overhaul services.

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1.4 Applicable Documents

Rotor Blade overhaul services shall be performed in accordance with (IAW) the procedures established in the documents referenced in this section which are listed in order of precedence. Latest revisions of all manuals shall apply. The information contained in this section is not intended to be all inclusive nor to detract from or modify procedures outlined in the manuals. If the applicable technical manual does not cover a procedure, the Contractor shall utilize the OEM overhaul manual. If the OEM manual does not cover a procedure, the Contractor shall utilize "best commercial business practice." Where an application of "best commercial business practice" is in conflict with these manuals, the Contracting Officer may approve deviation from requirements. The Export Control Act applies as specified in each manual.

a) NAVAIR Depot Maintenance Technical Manual A1-867QA-MDB-000 dated August 1, 2017.
b) NAVAIR Depot Maintenance Technical Manual A1-868QA-MDB-000 dated August 1, 2017.
c) Overhaul and Repair Instruction (ORI) 70100-093.
d) ORI 70100-097.
e) ORI 70100-018-V1.
f) ORI 70100-022-1.
g) All OEM shop, inspection, overhaul, repair, or other OEM Component Maintenance Manuals (CMM) and revisions as applicable to the Rotor Blades.
h) All OEM service bulletins, amendments, modifications, and specifications as applicable to the Rotor Blades.
i) Federal Aviation Administration (FAA) Advisory Circular (AC) 43-4B, dated September 11, 2018, Corrosion Control for Aircraft.
j) Coast Guard (CG) Aviation Logistics Center Instruction (ALCINST) 4100.1A, Aviation Logistics Center Material Disposal Procedures, dated September 8, 2016 (Available upon request).
k) CG ALCINST 4855.4B, Government Contract Quality Assurance Procedures of New, Repaired, and Overhauled Items From Vendors, dated February 8, 2022 (Available upon request).
l) CG ALCINST 4200.3C, ALC Spare Parts Breakout/New Product Development, dated March 3, 2020 (Available upon request).
m) Occupational Safety and Health Standards (OSHA) 1910.1025 (Lead).
n) OSHA 1910.1026 (Chromium VI).
o) OSHA 1910.1027 (Cadmium).
p) Military Standard (MIL-STD) -129R, Military Marking For Shipment and Storage, dated February 18, 2014.
q) MIL-STD-2073-1E, Standard Practice for Military Packaging, dated April 22, 2019.

1.5 Availability of Documents

Except as noted in section 1.4 (j), (k), (l), and (m), the USCG does not own, nor can it provide the documents required to complete the Rotor Blade overhauls.

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1.6 Changes to Applicable Documents and Obsolete Parts/Processes

The Contractor shall notify the Contracting Officer in writing when changes are made to the applicable OEM documents referenced in section 1.4. Such notification shall include the nature of the changes and details sufficient for the USCG to evaluate the scope and impact of the change. In addition, when the Contractor receives a Rotor Blade for which certain parts or processes have become obsolete, the Contractor shall within sixty (60) calendar days after receipt of the Rotor Blade notify the Contracting Officer in writing and submit rationale and verification of any specification change or obsolete part or process, and a written estimate of the effort required to accomplish the overhaul. Such estimates shall include nomenclature, National Stock Number (NSN), Part Number (P/N), Serial Number (S/N), price, and quantity of replacement parts and labor. The Contractor shall substantiate price of parts with invoices or catalog pricing. The Contractor's delivery obligation for the components identified shall be suspended as of the date of notice to the Contracting Officer. The Contracting Officer will within thirty (30) calendar days after receipt of the Contractor's written estimate, make a written determination as to the disposition of the Rotor Blade. A new delivery date will be negotiated. Written approval to perform in accordance with the revised specifications or drawings and obsolete part processes must be obtained from the Contracting Officer prior to commencement of work. The USCG reserves the right to waive any specifications.

2.0 Requirements

In accordance with the National Defense Authorization Act for Fiscal Year 2004, Public Law 108–136, § 802, 117 Stat. 1392 (2004), NAVSUP WSS Philadelphia, PA is the design control activity and as such, has the sole authority for approving sources for the procurement, repair, and overhaul of components managed by the Navy. The Contractor shall possess and maintain NAVSUP WSS certification for the components listed in the schedule for the life of the contract. The Contractor shall immediately provide written notification to the Contracting Officer in the event of a lapse, revocation, or other loss of the required certification.

3.0 Certifications

3.1 The Contractor shall:

☒ Maintain OEM certification for the overhaul and modification of the components listed in this statement of work. The Contractor shall provide immediate notification to the Contracting Officer upon loss of any required certifications. The Contractor shall also:

- Comply with the certification/documentation requirements specified herein.
- Attach certifications/documentation to the outside of the shipping container.

☒ All parts overhauled under the provisions of this contract must be airworthy and suitable for installation on USCG aircraft. Each returned component shall be tagged with a DD Form 1574 Serviceable Condition Code Tag, completed in its entirety. The Contractor shall furnish a Certificate of Airworthiness in accordance with FAA procedures (or USCG approved alternate procedure) and a Certificate of Conformance (COC) IAW FAR 52.246-15 for each component. These forms shall be packaged with each component.

☒ The COC shall be signed by an authorized official of the approved source and must specify the nomenclature and manufacturer's part number. For Production Approval Holder, a COC and a copy of the FAA Parts Manufacturer Approval (PMA) or other manufacturing authority shall be provided. Contractors shall also provide documentation reflecting the complete unbroken history of ownership of the parts from purchase from the approved manufacturing source until delivery to the USCG.

3.2 Government Furnished Resources

Other than those specified in section 1.4, the Government will not furnish any drawings, parts, hardware, specifications, tooling, or any other overhaul documents required to overhaul the components specified herein. The Contractor must have access to required overhaul specifications and test/acceptance criteria and data to ensure all components are tested and overhauled in accordance with the current specifications and procedures. The USCG may review overhaul manuals and performance/test/acceptance criteria as required. The Contractor is solely responsible for obtaining any and all specifications required for this effort. Original design or functional capabilities of the end item and parts thereof shall not be changed unless authorized or directed by the requirements of this SOW.

4.0 Major Tasks

4.1 Validation of Hours on Rotor Blades

The Rotor Blades are a life limited component. The Contractor shall validate the hours for each Rotor Blade prior to induction. If any Rotor Blade has less than three thousand (3,000) hours of life remaining, the Contractor shall contact the Contracting Officer in writing for written authorization prior to inducting the Rotor Blade.

4.2 Test and Evaluation

The Contractor shall test and evaluate each Rotor Blade and overhaul deficiencies in order to return the component to RFI condition. Upon test and evaluation of the Rotor Blades, the Contractor shall recommend classifying each overhaul based on the following example criteria:

Rotary Wing Blade Overhaul Classifications

- Category II (Minor) overhaul, including but not limited to: tip block and tip cap corrosion, minor wire mesh corrosion, patch, plug replacements, cuff repair, and laminate repair.
- Category III (Major) overhaul, including but not limited to: all minor overhaul actions, heater mat replacement, laminate replacement, and cuff replacement due to damage.
- Category IV (Strip and Rebuild), including but not limited to: Rotary Wing Blades that have a remaining life of less than ten thousand two hundred (10,200) hours with unrepairable damage, hidden discrepancies or unforeseen unrepairable damage such as large bond voids, major repairs at the tip end, and/or numerous core fills and patches.
- Beyond Economical Repair (BER), including but not limited to: spar damage, damage beyond overhaul and/or strip and rebuild limitations, and life limit of the spar.

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Rotary Rudder Blade Overhaul Classifications

- Category II (Minor) overhaul, including but not limited to: plug replacement and patch repair. Rotary Rudder Blades shall have poly strip and supplemental poly strip in accordance with Sikorsky ORI 70100-018-V1 and 70100-022-1.
- Category III (Major) overhaul, including but not limited to: all minor overhaul actions in addition to horn replacement.
- BER, including but not limited to: excessive water in paddles, spar delaminated, spar damage, damage beyond overhaul limitations, and life limit of the spar.

4.2.1 If, after test and evaluation or in the event a Rotor Blade cannot be returned to Ready For Issue (RFI) condition, the Contractor shall provide written notification to the Contracting Officer and await disposition instructions IAW section 5.2 or section 5.3. Any component to be found No Fault Found (NFF), and found to be RFI, or the component is determined to be BER, the Contractor will be allowed one of the following firm-fixed prices only:

Service	Total
BER/Scrap Fee	TBD at time of award
NFF	TBD at time of award

4.3 Rotor Blades Overhaul Services

The Contractor shall perform Rotor Blade overhaul services IAW this SOW and in compliance with Federal Aviation Regulation Part 43 and 145. The Contractor shall correct all deficiencies found during the visual and technical inspection of each Rotor Blade submitted by the USCG for overhaul. This shall include replacement of broken parts and the removal of any foreign matter or corrosion. Parts found to be defective shall be replaced with new parts. A DD Form 1577-2, Unserviceable Tag-Material, or a CG-1577-A (11-90), Unsatisfactory Report Tag, will be attached to each Not Ready for Issue (NRFI) Rotor Blade describing faults. Once the Rotor Blades have been overhauled to like new condition, the Contractor shall remove the unserviceable tag from the Rotor Blade.

4.4 Strip and Rebuild

The Contractor shall conduct strip and rebuild on Rotary Wing Blades if the classification criteria referenced in Section 3.2.1 is met. The Contractor shall evaluate, strip and re-assemble each Rotor Blade identified as strip and rebuild during an overhaul evaluation or submitted by the USCG for strip and rebuild.

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4.5 Beyond Economic Repair

In the event a Rotor Blade cannot be overhauled or stripped and rebuilt to like new condition and is found to be BER, the Contractor shall immediately stop work on the Rotor Blade and notify the Contracting Officer via failure data report in accordance with section 12.3. The Contracting Officer will provide disposition instructions via modification within thirty (30) calendar days after receipt of notification; the Contractor shall not dispose of any component until the Contracting Officer has provided a written modification to the order. The Contractor shall be entitled to the firm-fixed-price BER/Scrap/Test and Evaluation fee only. When returning the component to ALC, the components shall be clearly marked as "BER" with the supporting evidence.

4.5.1 When the Contracting Officer has authorized a Rotary Wing Blade for scrap at the Contractor's facility, the Contractor shall return the shipping container to the USCG ALC within sixty (60) calendar days after receipt of the modification authorizing scrap.

4.6 Cannibalization

In the event that a sub-component overhaul or rework will delay completion of an expedited overhaul or strip and rebuild, the Contractor may be permitted to exchange the sub-component for a new or reworked sub-component removed from another USCG asset submitted for overhaul or strip and rebuild under this contract after receiving approval from the Contracting Officer. Sub-components removed and not replaced on the original asset in accordance with this section may be returned to RFI condition and reused on another overhaul or strip and rebuild effort submitted under this contract. Sub-components which will be reused shall be tagged with pertinent information including the SN of the Rotor Blade it was removed from and task or work order number. Upon completion of all orders under this contract, all remaining components in serviceable condition shall be returned to ALC or dispositioned as otherwise directed by the Contracting Officer.

The Contractor shall propose the details of the cannibalization request to the Contracting Officer for review. The Contractor shall submit this request via email and include which asset the parts are being cannibalized from as well as documenting the condition and specific receiving asset. The Contracting Officer shall provide approval of the cannibalization request prior to commencement of the cannibalization.

5.0 Other Tasks

5.1 Scrapping at Vendor

Components can be scrapped on site at the overhaul facility when a Government representative properly witnesses the scrapping of a flight CSI. The Contractor shall submit a letter to ALC on corporate stationary including the nomenclature, NSN, P/N, S/N, quantity, signature, and date of the Defense Contract Management Agency (DCMA) Area Office or other Government representative stating that the part or parts have been "mutilated." The letter serves as a cradle to grave record and shall be filed with the contract. The line item cannot be receipted for until the proper scrap documentation has been received. Failure to provide adequate documentation could cause rejection of submitted invoices resulting in postponement of payment.

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5.2 Unusual Damage Evaluation

Rotor Blades which are considered by the Government to be unusually damaged will be shipped to the Contractor for an Unusual Damage Evaluation. The prices listed in the Schedule of Supplies shall not include the overhaul of assemblies and components which have been cannibalized of repairable parts or severely damaged due to mishandling, crash damage, or acts of nature. These items shall be evaluated at the firm-fixed-price specified in the Schedule of Supplies for BER/scrap/test and evaluation.

When Rotor Blades are received for overhaul, but upon inspection obvious misuse, cannibalizing, or severe damage due to mishandling or crash damage is found, or the component requires a laminate replacement, heater mat replacement and cuff replacement, the Contractor shall, within thirty (30) days of induction of the Rotor Blade, notify the Contracting Officer in writing that the Rotor Blade is considered unusually damaged and requires an Unusual Damage Evaluation.

When a Rotor Blade is processed for Unusual Damage Evaluation, the Contractor shall within thirty (30) calendar days of induction of the Rotor Blade, submit an inspection condition report and rework price proposal, covering all parts and repairs needed to return the Rotor Blade to airworthy condition which meets OEM minimum performance specifications. The proposal shall contain the Nomenclature, NSN, P/N, SN, and a list of labor, replacement parts and materials required, and the time needed to complete the overhaul. The Contractor shall provide cost and pricing data or redacted sales data for commercial or other Government entities upon request to support fair and reasonable pricing. The proposal shall not include the work involved in the tear down and inspection as this is covered by the firm-fixed price specified in the Schedule of Supplies for Unusual Damage Evaluation. Within thirty (30) calendar days of receipt of the inspection condition report and proposal, the Contracting Officer shall either initiate negotiations for a firm-fixed-price with the Contractor or deny authorization for the rework, based on information in the report and any other information which may be available. Upon mutual agreement as to price and delivery terms, a delivery order modification will be issued to require rework at the agreed upon terms. If rework is not desired, the Contracting Officer shall provide the Contractor with disposition instructions for the item. The item will be returned to the USCG in disassembled and unserviceable condition. The Contractor shall be entitled to the firm-fixed-price specified for BER/Scrap/Test and Evaluation in accordance with Contract Line Item Number (CLIN) 0004 or 0007 and their respective option period CLINs as applicable.

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5.3 Discrepancy Evaluation

Discrepancies (over and above repair components) may be identified during initial test and evaluation. Over and above repair components consist of any findings of unusual damage in accordance with section 5.2. The Contractor shall be responsible for documenting and reporting all over and above repair components to the Contracting Officer after receipt of components at the Contactor's facility. The quotation shall be valid for thirty (30) calendar days and the documentation must include:

- Description of each discrepancy found;
- Number of man-hours per discipline required to complete each discrepancy;
- Parts costs;
- Total dollar amount for each discrepancy;
- Total dollar amount for complete list of discrepancies;
- Delivery Order Number and applicable line item; and
- Turn Around Time (TAT)

5.3.1 The Contracting Officer will be responsible for reviewing the list of discrepancies and either accept, negotiate, or decline the Contractor's proposal. The Contracting Officer shall provide a response to the quotation within thirty (30) calendar days after receipt. Additional work shall not be performed until the quotation is accepted and a modification to the delivery order is provided by the Contracting Officer. In the event that a quotation is declined by the Contracting Officer, the Contractor shall return the component "As-Is". The Contractor will be authorized the firm-fixed price for BER/Scrap/Test and Evaluation fee established in the schedule.

5.4 Aircraft on Ground (AOG) Situations

An AOG condition occurs when there is no stock of a component on hand and the component is shipped directly from the Contractor to the air station. Upon notification from the USCG that an AOG situation exists, the Contractor shall provide a response within twenty-four (24) hours of the notification. The Contractor's response shall provide status of the Rotor Blade needed to satisfy the AOG situation and the requirements to expedite shipment including additional shipping charges.

5.4.1 The AOG situation may require the Contractor to ship directly to a USCG field unit which will be specified by the Contracting Officer. The Contracting Officer will provide special shipping instructions and authorization for reimbursement in these instances. The Contractor shall ship the components directly to the destination the Contracting Officer designates as quickly as possible using the fastest traceable means (i.e., air freight, next day delivery). The shipping container shall be marked "AOG" on the outside in highly visible lettering with a minimum height of two (2) inches. The Contracting Officer may issue an order modification authorizing additional funding as agreed upon by the Government and the Contractor to accomplish the expedited overhaul.

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5.5 Replacement Parts

Missing parts and parts found to be defective or that require replacement by the respective technical manual shall be replaced as required with parts meeting the manufacturer's specifications and drawings. Replacement parts found to be defective shall be replaced as specified in the respective technical manual or as otherwise authorized in writing by the Contracting Officer. Replacement parts shall be new OEM approved parts. Upon request, a copy of the Contractor's work order, listing all replacement parts, shall be provided for each Rotor Blade. The Contractor shall maintain a copy of replacement parts for inspection by the USCG for a minimum of twenty-four (24) months after delivery.

5.6 Corrosion Treatment

The MH-60T helicopter is used primarily around salt water at low altitude for search and rescue missions. Therefore, corrosion is to be anticipated and is considered "normal" for the aircraft and does not constitute unusual damage. 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 in accordance with OEM specifications and the applicable technical manual.

5.7 Environmental Requirements

All parts must be thoroughly cleaned in accordance with applicable CMMs or FAA Advisory Circular 43-205, 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 USCG Aviation Logistics 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 OSHA Standards 1910.1025 (Lead), 1910.1026 (Hexavalent Chromium) and 1910.1027 (Cadmium).

6.0 Contract Information

6.1 Contract Administration Data

The Government 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 Office. Only the Contracting Officer is authorized to issue and modify any order, approve changes in any of the requirements, or obligate funds. Notwithstanding any term or condition contained elsewhere in the order, the authority to modify the order remains solely with the Contracting Officer. If the Contractor makes any order changes at the direction of any person other than the Contracting Officer, the change will be considered to have been made without authority and no adjustment will be made in the order to cover any increase in costs that may result. The Contracting Officer has the authority to perform any and all post-award functions in administering and enforcing an order in accordance with its terms and conditions.

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6.2 Issuance of Orders

All Rotor Blade Overhaul and Strip and Rebuilds shall be accomplished on an as needed basis, as directed by the Government via issuance of delivery orders and/or written modifications to those orders. Request for clarification shall be directed to the Contracting Officer.

6.3 Place of Performance

Work under this contract shall be performed at the Contractor's facility or other USCG approved facility.

6.4 Laws and Regulations

The Contractor shall be knowledgeable of and comply with all applicable federal and state laws and regulations and any local laws and ordinances regarding environmental protection. In the event environmental laws and/or regulations change during the term of this order, the Contractor is required to comply as such laws come into effect.

6.5 Post Award Conference and Annual Contract Review

The Contractor agrees to attend a post award conference convened by the contracting activity in accordance with FAR Subpart 42.5, Post Award Orientation. The Contracting Officer and other Government personnel, as appropriate, may meet periodically but not less than annually with the Contractor to review the Contractor's performance. These meetings shall be held via teleconference unless otherwise mutually agreed to. At these meetings the Contracting Officer will apprise the Contractor of how the Government views the Contractor's performance and the Contractor will apprise the Government of problems, if any, being experienced. Appropriate action shall be taken to resolve outstanding issues. These meetings shall be at no additional cost to the Government. The written minutes of these meetings, prepared by a Government representative, shall be signed by the Contractor's representative and the Contracting Officer. Should the Contractor not concur with the minutes, the Contractor shall state, in writing, to the Contracting Officer any areas of disagreement within four (4) calendar days of minutes receipt.

6.6 Small Business Subcontracting Plan

In accordance with FAR 52.219-9 and HSAR 3052.219-70, the Contractors approved Small Business Subcontracting Plan shall be incorporated by reference into the contract at the time of award. If the Small Business Subcontracting Plan does not cover the life of the contract, the Contractor shall submit a new plan annually for review and approval, and incorporation into the contract prior to the expiration of the current plan.

7.0 Government Property

7.1 Government Furnished Property (GFP)

Government furnished property will be shipped to the Contractor's facility from ALC and documented using DD Form 1577-2, Unserviceable (Repairable) Tag-Material, CG-1577-A (11-90), Unsatisfactory Report Tag, or Form 1348. These documents will accompany and remain with each component. Each component shall be returned to ALC upon completion of the work, unless otherwise directed by the Contracting Officer.

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7.1.1 The Contractor is authorized in the performance of this contract, on a no charge-for-use basis, the use of Government-owned special tooling, special test equipment, and/or agency peculiar property acquired and/or furnished under contracts specified in Memorandum of Understanding (MOU) GPU-07 Government Property Use Agreement dated December 31, 2009 between Sikorsky Aircraft and the U.S. Government and the subsequent revisions to that document.

7.2 Government Property Records

Upon receipt, the Contractor shall update Government Property Records based on the DD Form 1577-2, Unserviceable (Repairable) Tag-Material, CG-1577-A (11-90), Unsatisfactory Report Tag or Form 1348 information provided and any discrepancies. The Contractor shall account for all end-components received from and shipped to the Government. Government Property Records shall be provided to the Contracting Officer upon request, used in response to quarterly audits IAW section 12.2, and monthly reports IAW section 12.1 Government Property Records shall include, at minimum, the following information:

- Kit/Equipment/Component Description, P/N, S/N.
- USCG consignee.
- Date received.
- Status of contract service.
- Expected contract service completion date.

8.0 Improvements

8.1 Changes to Maintenance Manuals

The Contractor shall notify the Contracting Officer when changes are made to the technical manual's specifications or drawings which are applicable to the components specified in section 1.2. Such notification shall be provided within thirty (30) days of change approval. The notification shall include the nature of the change and details sufficient for the USCG to evaluate the scope and impact of the change. Prior approval to perform in accordance with revised specifications or drawings shall be obtained in writing from the Contracting Officer before proceeding with the overhaul. The USCG reserves the right to waive any specification.

8.2 Service Bulletins, Modifications, and Engineering Change Proposals (ECP), Local Engineering Change Proposals (LECP), and Time Compliance Technical Orders (TCTO)

The Contracting Officer will notify the Contractor in writing when incorporation of a service bulletin, modification, Engineering Change Proposal (ECP), Local Engineering Change Proposal (LECP), or Time Compliance Technical Orders (TCTO) is required. Upon receiving such notice, the Contractor shall submit, within thirty (30) calendar days, a firm-fixed-price quote for an incremental charge to be assessed each time the service bulletin or change is incorporated. The proposal shall contain a breakdown of material and labor costs. The incremental charge agreed upon for incorporation of a service bulletin shall apply only to those components for which the Contractor has incorporated a required service bulletin, not those for which the service bulletin has been previously incorporated. Upon agreement of an incremental charge and issuance of an order modification to reflect this change, the service bulletin shall be incorporated into each subsequent component received at the overhaul facility if the service bulletin has not already been incorporated. When incorporation of a service bulletin changes the NSN and/or P/N of the component contained in the schedule, the new NSN and/or P/N (if applicable) will be added to the order via modification.

9.0 Quality

9.1 Quality System

The Contractor is required to be certified and maintain a quality system that complies with the requirements of the International Organization for Standardization (ISO) 9001-2000 Quality Management Systems – Requirements or equivalent. The Contractor is responsible for performing or assuring all inspections, tests, and calibration necessary to substantiate that the goods or services furnished conform to Government's requirements. The Contractor shall take prompt action to correct conditions that have or could result in goods or services that do not conform to contractual requirements. Records of conformance shall be maintained on file at the Contractor's facility and made available or provided for review by the Government upon request. The Government reserves the right to conduct surveillance at Contractor's facility to verify the existence, adequacy, and effectiveness of the quality system. Upon request of the Government, the Contractor shall forward a read-only copy of their current certification and an on-site Representative will make available a read-only copy of the Quality Assurance Manual for review at the Government's Elizabeth City facility. The Contractor shall notify the Contracting Officer of any lapse, revocation, or significant change effecting the Contractors quality certification.

10.0 Warranty

10.1 Standard Commercial Warranty

The Contractor's standard one-year commercial warranty, shall apply. Acceptance of the standard commercial warranty does not waive the Government's rights under any "Inspection" clause that may be in the contract nor does it limit the Government's rights with regard to the other terms and conditions of this contract. The standard commercial warranty period shall begin upon final acceptance of the applicable component.

11.0 Tracked Components

11.1 Serial number tracking shall be used for validating the correct components were received at the Contractor's overhaul facility and returned to the USCG. Upon receipt of the components from the USCG, the Contractor shall verify each component received to ensure that the S/Ns match the ones specified in the order. Should a discrepancy be identified, the Contractor shall notify the Contracting Officer in writing of the discrepancy.

11.2 The Contractor shall comply with the following documentation requirements:

☒ The components to be overhauled and modified under this requirement are tracked in the USCG's Asset Computerized Maintenance System (ACMS). ACMS is the management information system used to schedule and record all USCG equipment maintenance actions and calibration intervals.

☒ Tracked components will be shipped to the Contractor with a Significant Component History Record (SCHR). The SCHR records the maintenance history of the serial number tracked components. It remains with its corresponding part until reinstalled on an aircraft or is annotated "BER" and scrapped. (NOTE: written approval from the Contracting Officer is required prior to scrapping a serial number tracked component). The SCHR for scrapped components shall be returned with the component. The Contractor shall retain a copy of the SCHR for ninety (90) calendar days.

☒ The Contractor shall provide a Component Repair Record (CRR) with the overhauled components. The CRR records the maintenance performed on a serial number tracked component and enrolls or disenrolls components from ACMS when those components are scrapped, added to, or removed from the USCG inventory. At a minimum, the CRR shall identify the equipment and contain a description of the maintenance action performed, parts replaced, service bulletins and modifications. The Contractor shall mail one (1) copy of the CRR to USCG ALC, ATTN: AVENG/ACMS, 1664 Weeksville Rd, Elizabeth City, NC 27909-5001 no later than five (5) business days following completion of the rework effort. The original CRR shall be packed with the component. The Contractor shall retain a copy of each CRR for ninety (90) calendar days. The Contractor may request that their in-housework order be accepted to fulfill the CRR requirement. The Contracting Officer will provide a written determination in response to the request.

12.0 Contract Information

12.1 Monthly Production Report

The Contractor shall submit a monthly production report to the Contracting Officer no later than the fifteenth (15^{th}) day of each month. The production report shall provide the status of each component received, inducted, and shipped during the monthly reporting period. Any format is acceptable as long as the report provides the following information: nomenclature, P/N, NSN, S/N, delivery order, line item number, receipt date at Contractor's facility, date scheduled to be inducted, date inducted, date scheduled for delivery, total days in work, if the part is late, and any comments.

12.2 Quarterly Audits

The ALC conducts quarterly audits validating possession of GFP at commercial Contractor facilities. The Contractor shall follow the instructions provided each quarter by ALC and comply with its instructions. The Contractor's role shall be to validate possession each component identified by S/N. Validation shall take place on the same date as the audit.

12.3 Failure Data Report

The Contractor shall submit a failure data report for each overhauled component. This report shall include NSN, P/N, S/N, nomenclature, date of overhaul, delivery order number, line item number, description of overhauled failure, the USCG's reported failure, a listing of parts repaired, and a listing of parts replaced. The Contractor's in-house work order may be used to satisfy this requirement if it includes the information requested above. This report shall be attached to the packing slip and shipped with the overhauled component.

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13.0 Delivery Requirements

13.1 Turn Around Time (TAT) and Monthly Output Rate

The Contractor shall provide component overhauls in accordance with the TAT and output rate established for each component as identified in Table 3. Component delivery dates will be established on each delivery order based on the sum of the TAT, days to induction, and approximate number of days for delivery of the component to the Contractor. Future scheduled monthly delivery quantities will be tracked by the Government and considered when calculating delivery dates. In the event that the calculated delivery date of a component falls within a month that has scheduled deliveries up to the established output rate, the delivery date of that component will be moved to the following month.

Table 3

Nomenclature	Part Number (P/N)	*CLIN	Turn Around Time
Rotary Wing Blade	70150-29100-041	CLIN 0001 CLIN 0002 CLIN 0003	TBD TBD TBD
Rotary Rudder Blade	70101-31000-046 or 70101-31000-054	CLIN 0006 CLIN 0007	TBD TBD

*Note: the CLIN designation applies to the CLIN identified and their respective Ordering Period.

The Contractor's monthly output rates are established for each component as identified in Table 4. In order to achieve the established monthly output rate for each component, the Contractor shall require a Non-RFI minimum of three times the output rate on-hand at the Contractor's repair facility. In the event the Non-RFI minimum is unavailable, the Contractor may request schedule relief. The Contractor shall request schedule relief via written notification to the Contracting Officer. The Contracting Officer will provide written acceptance of such relief on a case-by-case basis. The Contractor will make every effort to meet the monthly output rate.

Table 4

Nomenclature	Part Number (P/N)	CLIN	Base Period	Option Period 1	Option Period 2
Rotary Wing Blade	70150-29100-041	CLIN 0001 CLIN 0002 CLIN 0003	TBD	TBD	TBD
Rotary Rudder Blade	70101-31000-046 or 70101-31000-054	CLIN 0006 CLIN 0007	TBD	TBD	TBD

13.1.1 The USCG anticipates the non-RFI components will be shipped within five (5) business days after issuance of a delivery order. The Contractor will not be penalized if the USCG is not timely in the shipment of the components.

13.1.2 The Contractor shall, at a minimum, induct the number of components to meet the monthly output rate established in the Schedule of Supplies. Induction shall take place no later than thirty (30) calendar days after receipt of the components at the Contractor's facility. If the number of repairable Rotary Blades in the Contractor's possession falls below what is needed to maintain the established delivery rate, the Contractor will be allowed a one (1) for one (1) exception to the delivery requirement.

13.1.3 If a modification is issued to upgrade from a minor to a major overhaul or strip and rebuild, the delivery date shall be extended by the number of days established in the TAT for that component from the effective date of the modification.

13.2 Early Deliveries

The USCG desires early deliveries therefore early shipments are encouraged at no additional costs to the Government. In the event the Contractor anticipates or encounters difficulty in complying with the delivery schedule or date, they shall immediately notify the Contracting Officer in writing. All requests for time extensions shall be in writing and shall include substantiation of the need for such time extensions in accordance with FAR 52.212-4(f), excusable delays. If nonperformance is not covered by an excusable delay, the Contractor and the Contracting Officer shall negotiate consideration for the approval of the extended delivery date. A modification will be issued to the order to reflect the consideration and the extension.

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