Attachment 3
U.S. COAST GUARD
HC-144 AND HC-27J INVERTER REPAIR
STATEMENT OF WORK

1.0 BACKGROUND

1.1 The United States Coast Guard (USCG) has integrated fourteen (14) HC-27Js into its Medium Range Surveillance (MRS) aircraft fleet, along with eighteen (18) HC-144 Ocean Sentries. The HC-27J is a medium size military transport aircraft that is manufactured by Leonardo S.P.A (Italy) and the HC-144 is a medium range surveillance aircraft manufactured by Airbus Group. These aircrafts are specifically equipped to perform all USCG missions which include: search and rescue, maritime safety, security, and logistics, as well as national defense and protection of natural resources.

2.0 SCOPE

2.1 The scope of this requirement is intended to establish repair services for the listed Avionic Instruments, LLC, (Cage Code 10933) manufactured components in section 3. All are listed and are hereafter known as Avionic Instruments components unless otherwise specified.

2.2 The Avionic Instruments components must be repaired from the Original Equipment Manufacturer (OEM), or an OEM Authorized Repair Center, which is also a Federal Aviation Administration (FAA) Authorized Repair Center deemed to be acceptable by the USCG and has experience in effectively repairing inverters.

3.0 REQUIREMENTS

The parts below are included in this requirement:

National Stock Number	Nomenclature	Part Number	Work To be Performed
6130-01-530-9310	INVERTER-STATIC	1-002-0102-1025	Repair
6130-01-530-9311	INVERTER-AC	1-002-0102-1020	Repair
6130-01-530-9312	INVERTER-STATIC	1-002-0102-1016	Repair
6130-01-483-0152	CONVERTER	1-002-0102-1245	Repair
5950-01-518-9563	TRANSFORMER, POWER	1-002-0102-1906	Repair
6130-01-282-8020	INVERTER, PWER,STATI	1-001-0102-0084	Repair

3.1 The Contractor shall inspect, test, troubleshoot, clean, and repair the Avionic Instruments components within the scope and requirements of the SOW.

3.2 The Contractor shall provide documentation to confirm they are an OEM Authorized repair center. If for any reason the repair center loses its FAA or EASA certification during the period of performance, the Contractor will notify the Contracting Officer verbally and in writing, no later than five (5) calendar days after certification forfeiture and disclose all facts relevant to the forfeiture.

3.3 Compliance with AIRBUS OIT-CN235-24-0002 (smoke & fire in-service events) is mandatory. All future Service Bulletins directly corresponding to this OIT to include superseding Service Bulletins shall be incorporated to Part Numbers, 1-002-0102-1025, 1-002-0102-1020, 1-002-0102-1016.

3.4 The required turn-around time is forty-five (45) days After Receipt of Material (ARM). Earlier delivery is acceptable and desired if there will be no extra charges to the USCG.

3.5 The Contractor shall maintain all service bulletins and other modifications previously incorporated unless otherwise directed by the USCG Contracting Officer.

3.5.1 Service bulletin configurations are subject to change during the course of the contract period. Service Bulletins and modifications not previously incorporated shall be identified for USCG Contracting Officer review. The Contractor will be responsible for obtaining and notifying the USCG Contracting Officer of service bulletin changes and modifications, for disposition approval prior to incorporation of those changes and modifications.

3.5.2 If the Contractor receives information more current than that previously provided to the USCG, it will identify the OEM Manuals, CMMs, revisions, and specifications, including service bulletins, amendments, and modifications, and provide a brief synopsis of the revisions and dates to the USCG's Contracting Officer for review and disposition approval.

3.5.3 The Contractor shall maintain access to all current and new OEM Manuals, CMMs, revisions, specifications, service bulletins, amendments, and modifications.

3.5.4 The Contractor will ensure that all service bulletins, amendments, and modifications that have previously been incorporated remain incorporated unless otherwise appropriately superseded and directed by the USCG Contracting Officer.

3.5.5 The Contractor will identify and recommend new or additional service bulletins, amendments, and modifications as applicable, to be incorporated and specify how the service bulletins, amendments, and modifications may affect components, part numbers, and pricing.

3.5.6 Service bulletins incorporated during performance of this requirement may create new part number configurations which supersede the previous configurations. In cases where the older configurations cannot be modified to the newer configurations, the new configuration part numbers may be added to the contract. The Contractor will notify and request disposition instructions from the USCG Contracting Officer for superseded parts, which have been removed and replaced by newer configurations.

3.5.7 Upon receipt of notification and authorization from the USCG Contracting Officer that a service bulletin or modification is to be incorporated, the Contractor will submit, within thirty (30) calendar days after receipt of that notification, a firm-fixed price proposal for incorporating into a component. The proposal shall

contain a breakdown of material and labor costs including hours, labor categories, labor rates, and applicable mark ups.

Upon completion of negotiations, the contracting officer will issue a contract modification to reflect this change; the service bulletin/modification shall be incorporated into each subsequent component received at the Contractors facility for which the service bulletin/modification has not already been incorporated. When service bulletin/modification incorporation changes the Contract Line-Item Number (CLIN) part number, the new part number shall be added to the contract.

The same procedures apply if removal of service bulletins/modifications is required. Failure to supply a change notice shall forfeit the right to any increase as a result of the Contractor's failure to request additional funding. Unless the Contractor has a signed contract modification permitting a change and bearing the signature of a Coast Guard Contracting Officer, funding has not been authorized and will not be provided after the fact. Performance without written authority will not be authorized for payment.

3.6 Environmental Requirements: All parts will be thoroughly cleaned IAW applicable Component Maintenance Manuals to ensure they are as free as practicable of all hazardous dust to include hexavalent chromium, cadmium, lead, etc., prior to being returned to ALC.

3.7 The Contractor will provide written delivery order receipts within five (5) working days after receipt of components for repair.

3.7.1 Delivery order receipts shall include, but are not limited to, the following information: nomenclature, National Stock Numbers (NSN), part numbers (PN), serial number (SN), contract number, delivery order numbers, Contract Line-Item Numbers (CLIN), and dates of receipt.

3.7.2 Delivery order receipts shall be via email and may contain single or multiple notification entries.

3.8 The Contractor will prepare and submit, component Teardown Inspection Reports (TIR)

3.8.1 TIRs are occasionally requested by the USCG Contracting Officer and are usually requested in support of a USCG Engineering incident, safety investigation, warranty determination, or for other failure analysis.

3.8.2 TIRs are not separately priced. Upon request, the Contractor shall within ten calendar days provide a copy of the TIR to the Contracting Officer.

3.8.3 TIRs, when requested, shall be forwarded to the USCG Contracting Officer prior to commencement of repair work; pending USCG Engineering final review and release.

3.8.4 TIRs shall include: nomenclature, NSNs, PN*s*, SNs, contract number, delivery order numbers, CLINs, including descriptions, photos, illustrations, and drawings, as necessary before and during teardown, for documentation of the

failure, and list all parts and costs as would be required for repair of the component.

3.9 Replacement Parts

3.9.1 Component parts found to be in serviceable condition IAW OEM specifications and functional testing shall be reused.

3.9.2 USCG Life cycle limited components shall be deemed at life limit if the component has 5% or less hours or cycles remaining until the published airworthiness limit is reached.

3.9.3 Defective parts which cannot otherwise be repaired IAW OEM specifications, shall be scrapped IAW ALCINST 4100.1A dated 08 September 2016, and replaced with new OEM parts. ALCINST 4100.1A provided upon request. The cost of repair or replacement of defective parts is inclusive to the component repair contract price.

High time, life, or cycle limited parts which have reached their respective limits, shall not be repaired, but shall be replaced with other USCG serviceable parts or replaced with new OEM parts. The cost to replace high time, life, or cycle limited parts will be negotiated separately and not included in the cost of repaired components under this contract.

3.9.4 Replacement parts shall be new and have full traceability to the OEM.

3.10 Beyond Economical Repair (BER)

3.10.1 When the cost of returning the component to serviceable condition, exceeds the current replacement cost of that component; or when the component cannot be repaired due to damage or wear beyond the material properties, characteristic, or specifications of the item, the Contractor shall contact the USCG Contracting Officer, in writing, via e-mail, with specific rationale for the BER condition. The rationale shall include and provide: nomenclature, NSN, PN, SN, contract number, delivery order number, and CLIN along with a cost breakdown of additional parts and labor as would be necessary to actually repair the component to serviceable status.

3.10.2 Once a component is determined to be BER, no further repair work on that component will be performed and the component in question will be placed in a bonded storage room for safekeeping until written authorization to proceed or other disposition instructions are received from the USCG Contracting Officer.

3.11 Missing or Cannibalized Components

3.11.1 Missing Components: Within ten (10) working days after the receipt and inspection of the component, the Contractor shall notify the USCG Contracting Officer in writing of any missing parts or sub-assemblies

required for final inspection and acceptance. The USCG Contracting Officer shall then have thirty (30) calendar days to provide formal disposition instructions to the Contractor.

3.11.2 Cannibalized Components: Upon receiving components exhibiting cannibalization, the Contractor will notify the USCG Contracting Officer, in writing and in detail, within ten (10) working days and discontinue all work on that component until receipt of written authorization from the USCG Contracting Officer. The USCG Contracting Officer reserves the right to appoint a Coast Guard Representative who shall witness the remaining teardown and inspection of the component. A letter of notification and a Teardown Inspection Report (TIR) may be submitted to the Contracting Officer for disposition.

3.11.3 The Coast Guard reserves the right to provide Government Furnished Property (GFP) to replace parts or hardware identified as missing or cannibalized.

3.11.4 Turn-Around-Time (TAT) stops as of the date on the correspondence giving notification that work must cease due to the lack of the missing/cannibalized part. Unless the USCG Contracting Officer elects to have the component returned to the USCG as is, the TAT will re- start effective as of the date of the mutually agreeable date stated in the bilateral modification.

3.12 Corrosion

3.12.1 Low altitude flight over salt water contributes to greater corrosion damage in Coast Guard components than that experienced in commercial aircraft components. The Contractor shall consider the presence and effects of corrosion to be "normal" in this case and provide for correction and removal of corrosion in the firm fixed repair price. During inspection and functional testing, the presence of corrosion in an item or part thereof shall constitute reason for a more thorough disassembly and inspection.

3.12.2 Corroded parts shall be replaced, except in those cases where removal of corrosion from a part will not impair the efficiency or safe operation of the part. Corrosion removal and treatment of any affected areas shall be accomplished IAW the manufacturer's specifications.

3.13 Exclusions

3.13.1 Components received in the following conditions are to be considered exclusions and may indicate an exclusion from the price in the contract schedule:

- Catastrophic crash damage, foreign object damage, domestic object damage traceable to a Coast Guard documented repair, acts of God, war, and accidents attributable to USCG responsibility.
- Alteration, modification, or repairs that were not completed by the Coast Guard IAW technical data approved by the FAA, OEM, or USCG.

3.14 If a component is considered (by the Contractor) to fit the exclusion description, The Contractor shall notify the USCG Contracting Officer within ten (10) working days and discontinue all work until the Contracting Officer makes a determination. The Coast Guard reserves the right to appoint a Coast Guard Representative to witness the remaining teardown and inspection of the component. A letter of notification and the Teardown Inspection Report (TIR) report shall be submitted to the USCG Contracting Officer for disposition. The Contractor shall make the affected equipment available to a USCG Representative to view the exclusionary damage. If the Government elects not to physically view the equipment, the Contractors findings report shall stand.

3.15 Upon request by the USCG Contracting Officer, the Contractor shall submit a firm fixed price to include an itemized breakdown of material including nomenclature, part number, cost, and quantity of replacement parts, replacement percentages used to develop the original firm fixed contract price and the number of labor hours required to restore exclusionary damage. This proposal shall include all necessary supporting rationale and shall be submitted within forty-five (45) calendar days after notification is given to the USCG Contracting Officer. Upon agreement of the parties, the USCG Contracting Officer may authorize repair via contract modification.

4.0 APPLICABLE DOCUMENTS

4.1 All Component Maintenance Manuals (CMMs), revisions, amendments, modifications, specifications, and service bulletins as applicable to the listed components.

4.2 Any other applicable documentation or specifications revealed, published, or updated prior to award or during the course of the contract period, shall be considered as being within the scope of this SOW and may be added to the contract as agreed upon by both parties.

4.3 OEM CMMs, revisions, service bulletins, modifications, amendments, and specifications are proprietary and cannot be provided by the USCG. The USCG does not own, nor can it provide this data. The contractor shall maintain all necessary OEM subscriptions to receive OIT's, AOT's, and Service Bulletins.

5.0 USCG ASSET COMPUTERIZED MAINTENANCE SYSTEM (ACMS) REQUIREMENTS

5.1 Some components are serial number tracked under USCG ACMS. This tracking provides historical records of repairs, modifications, overhauls, flight times, cycles, item location, status, and an effective method of configuration control. Components that are serial number tracked under USCG ACMS should, at the time of receipt, have a blank Component Repair Record (CRR), and a current Significant Component History Report (SCHR) attached to the component.

5.2 The Contractor shall verify the SCHR and CRR correspond with the NSN, PN, and SN of the component received. Promptly report discrepancies to the USCG Contracting Officer prior to performing any work.

5.3 The Contractor shall complete the CRR as applicable, describing the work performed, cite the technical data used to perform the work and any significant parts replaced. The Component Repair Record (CRR) shall provide a complete description of the work

performed, the component status (repaired, modified, overhauled, BER, scrap, etc.) and include, but not be limited to: the Contract number, Delivery Order number, CLIN, the Contractor's Work Order number, the date work was completed, any changes to the Time Since Overhaul (TSO), and total time, landings, or cycles as applicable. The information provided in the CRR will be used by the USCG to updatethe component SCHRs.

5.4 The Contractor shall provide two copies of the completed CRR as follows:

5.4.1 One copy of the CRR shall remain with the material and is to be returned with the component upon completion of therepair.

5.4.2 A second copy of the CRR shall be mailed to:

USCG AVIATION LOGISTICS CENTER
(ATTENTION ACMS)
1664 WEEKSVILLE ROAD, BLDG 63
ELIZABETH CITY, NC 27909-5001

5.4.3 The CRR is considered a deliverable under the contract, and noncompliance with instructions here in, will result in the delay or nonpayment of theinvoice.

5.5 Provide one copy of an approved FAA Airworthiness Form 8130-3 or other FAA authorized form (e.g. EASA Form 1). Attach one copy to the component along with the CRR.

5.6 The FAA Form 8130-3 or other FAA authorized form is considered a deliverable under the contract, and noncompliance with instructions herein, will result in the delay or nonpayment of the invoice.

6.0 MARKING, PACKAGING AND PRESERVATION

6.1 Packaging and preservation shall be in accordance with 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 in accordance with 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 (ie Commercial packing slip, DD250, etc.) and Certificates of Conformance shall be placed on the outside on individual containers. If traceability to OEM is required, documentation of such proof to traceability must be included with the item in its shipment container. The internal packaging material must be sufficient to prevent damage during shipment, handling, and storage. Preservation protection must be sufficient to prevent corrosion, deterioration, and decay during warehouse storage for a period not less than one year. Each package must contain only one component/assembly, do not multi-pack. Shipping containers will be transshipped from storage to various Air Stations or other destinations. Packaging matter must not consist of the following materials: popcorn, shredded paper, styrofoam, or any type of peanut packaging. Bar coding is authorized but not required.

6.2 The Contractor shall furnish a FAA Form 8130-3, EASA Form 1 or the OEM Certificate of Conformance in accordance with Federal Acquisition Regulation (FAR) clause 52.246-15. Certificate of Conformance must be submitted in the format specified in the clause. Offerors shall be able to provide necessary certifications including traceability to the OEM to ensure parts are in airworthy condition, suitable for installation on a U.S. Coast Guard aircraft.

7.0 INSPECTION AND ACCEPTANCE

7.1 Notwithstanding any requirement for specific inspections to be performed solely by the Government, the Contractor will perform all inspections, tests, and checks as required to substantiate that the supplies and services provided under the contract conform to the latest drawings, specifications, CMMs, and contract requirements listed herein.

7.2 The USCG reserves the right to invoke Defense Contract Management Agency (DCMA) requirements as it deems necessary.

7.3 Final inspection and acceptance will be performed by ALC quality assurance personnel for quantity, condition, and compliance with the contract statement of work.

8.0 Shipping Instructions

8.1 Items shall be shipped to the following address:
USCG, Aviation Logistics Center
ATTN: Receiving Section Bldg. 63
Elizabeth City, NC 27909-5001
Mark For: Contract Number: (To be assigned at time of award)
Delivery Order Number: (To be assigned at time of award)

9.0 Invoice Instructions

9.1 The original contractor invoice shall be submitted to the designated billing office address stated below or emailed to the email address below. Submitting invoices for payment electronically is the preferred method.

ATTN: Receiving Section Bldg. 63
Elizabeth City, NC 27909-5001
Mark For: Contract Number: (To be assigned at time of award)
Delivery Order Number: (To be assigned at time of award)

10.0 TECHNICAL/REQUIREMENTS PERSONNEL CERTIFICATION

I certify this requirement meets the Government's minimum need and that the supporting data, which forms a basis for this justification, is complete and accurate.