STATEMENT OF WORK (SOW)

Contractor Requirement

1. This requirement is to obtain services from the Original Equipment Manufacturer (OEM), an OEM Authorized Repair Center, or a Federal Aviation Administration (FAA) Certified 145 Repair Center that is deemed to be acceptable to the Coast Guard for the inspection, repair and/or overhaul of the components per the attached schedule. If vendor claims to be or is considered to be OEM Authorized, the repair station shall provide documentation to confirm they are an OEM Authorized Repair Center. Repair Centers must comply with the OEM specifications, OEM Component Maintenance Manual (CMM), drawings, Service Bulletins, Overhaul and Repair Instructions (ORI), and the performance requirements set forth in the OEM technical specifications that are current at the time of contract award. The contractor shall be ISO 9000 compliant or have a quality system acceptable to the United States Coast Guard.

National Stock Number	**Part Number**	**Nomenclature**	**Service**	**Quantity**
1680-01-HS2-6290	35-46110-0015	Cont. Stick Assy-LH	Repair	1 each

2. OEM drawings, Service Bulletins, CMMs are proprietary and cannot be provided by the Coast Guard. The contractor shall obtain the required OEM drawings, Service Bulletins, CMMs, and specifications.

3. Certain OEM components may include USCG modifications to the original configuration which may not be annotated in the OEM publications. These modifications are to be retained unless otherwise specified in the SOW. The USCG shall provide the supporting details/instructions that substantiate the modification. The contractor may request copies if not provided with the award.

4. Coating requirements where specifically called out shall be strictly adhered to where stated and alternatives should not be considered by the contractor.

5. Levels of repair:

a. Inspect/ Repair as necessary consists of inspection failure analysis, defective part replacement and testing required to meet the manufactures functional requirements IAW the applicable OEM publications.

b. Overhaul consists of complete teardown, inspection, cleaning, replacing all consumables, OEM recommended 100% replacement components and all components showing excessive degradation. Overhaul zeros out the components Time Since Overhaul (TSO).

6. 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. Corrosion on Flight Critical components is not permitted and must be evaluated by the OEM for disposition.

7. The contractor may request an item to be determined Beyond Economical Repair (BER) if after initial inspection of the component the contractor feels that the part requires significant repair/overhaul outside of the scope of the normal repair/overhaul procedures provided in the OEM's CMM. The contractor's request shall be sent to the Contracting Officer (KO) for consideration. **Only the USCG can determine a component is BER.**

8. The Contractor shall, within fifteen calendar days of receipt of the unserviceable component, inspect for missing parts and notify the KO in writing of the part numbers of any missing parts.

9. The Coast Guard requires a Teardown and Inspection Report (TIR) that identifies part number(s) and nomenclature(s) for all parts that are required to be repaired or replaced for a complete Ready for Issue (RFI) component. The TIR shall include the part number and unit price for replacement parts, labor hours and labor rates required to repair the component, and other charges as applicable. The Contractor shall, within five calendar days of inspection of the component, provide a copy of the Inspection Report to the Contracting Officer.

10. Components must be thoroughly cleaned in accordance with 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).

11. The required turn-around-time is ninety (90) days after receipt of material (ARM). Earlier delivery is desired if there are no extra charges to the Government.

12. All parts under the terms and conditions of this contract/order must be airworthy and suitable for installation on USCG aircraft. The Contractor shall provide a Federal Aviation Administration (FAA) airworthiness release 8130-3 Certificate or EASA Form-1 with each component tested, repaired, and/or overhauled. Alternatively, the vendor may request to submit a Certificate of Conformance as proof of traceability, testing, repair, and/or overhaul. Use of a Certificate of Conformance must be authorized in writing by the cognizant contracting officer. In all cases the Certificate of Conformance shall contain the minimum information required for the 8130-3 including airworthiness release including appropriate information per 14 CFR, Federal Aviation Regulation (FAR) 43.11 and/or 43.9. This documentation must be attached, and must be tendered in accordance with 48 CFR, Federal Acquisition Regulations (FAR) 52.246-15. The appropriate certificate must be signed and dated by an authorized official representing the approved repair station. Provide a copy of the form with the packaging slip and a copy included with the invoice.

13. The Coast Guard tracks serial number components via the Coast Guard's Aviation Computerized Maintenance System (ACMS). This tracking provides a historical record of repair, overhaul, maintenance, and item location and status. It also provides an effective method of configuration control. All components will have a Significant Component History Report (SCHR) and a Component Repair Record (CRR). No SCHR action is required by the contractor except to ensure the SCHR remains with the component. The contractor shall maintain a legible component tracking form for each tracked component. The tracking form shall show the component's part number, nomenclature, serial number, and specific rework performed including labor hours and materials. One copy shall be placed inside of the shipping container with the reworked component. Inspection and acceptance shall be performed by ALC Quality Assurance personnel for count and condition only. If component is shipped to an Air Station, Air Station personnel will perform this duty.

14. Unless otherwise specified, 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 other items must be packaged for shipping in accordance with Air Transport Association, ATA specification number 300, latest revision (ATA-300). 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 IAW paragraph 10, shall be placed on the outside on individual containers. If traceability to OEM is required, documentation of such proof to traceability must be other included with the item in its shipment container.

15. 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.

16. 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. The USCG reserves the right to invoke Defense Contract Management Agency (DCMA) requirements as it deems necessary. Final inspection and acceptance will be performed by ALC quality assurance personnel for quantity, condition, and compliance with the contract statement of work.