STATEMENT OF WORK
HC-144 COMPONENT REPAIR SERVICES

1.0 BACKGROUND

1.1 The U.S. Coast Guard (USCG/CG) currently operates eighteen (18) HC-144 Maritime Patrol Aircraft each powered by two CT7-9C3 turboprop engines. The aircraft is manufactured by AIRBUS in Seville, Spain. These aircraft are procured under the authority of the Coast Guard Aviation Program Management Office. While the base CASA CN-235-300M aircraft provides the foundation for the Coast Guard HC-144, changes in the base aircraft configuration and the addition of supplementary systems have been combined resulting in a CG01 version of the CN-235-300M.

1.2 These Maritime Patrol Aircraft are operated differently from general aviation in support of Coast Guard search and rescue missions, as well as surveillance and reconnaissance missions. USCG HC-144 missions require frequent operation at lower altitudes and in salt-laden environments. These environments accelerate corrosion on airframe structures, engines, and components of the aircraft. The aircraft and its components are inspected by USCG personnel In Accordance With (IAW) the Original Equipment Manufacturers' (OEM) periodic requirements and in conjunction with the USCG's specialized Asset Computerized Maintenance System (ACMS).

1.3 There are additional requirements for the CG01 version listed in the Corrosion Control Plan Manual, NT-3-DCO-03162 for "Marinization" as outlined in Drawing 35-94453-00.

2.0 SCOPE

2.1 The Schedule of Services and Schedule of Repair Special Requirements is a Firm Fixed Priced (FFP) Indefinite Delivery/Indefinite Quantity (IDIQ) contract consisting of five (5) one-year ordering periods for repair services for EADS manufactured components. Unscheduled services are not considered part of this contract and will be negotiated at the time of need.

2.2 The Contractor is a Federal Aviation Administration (FAA) Part 145 authorized repair center with the capability to effectively inspect, test, troubleshoot, clean, and repair, the HC-144 components listed in the schedules to current OEM configurations. Components shall maintain any USCG specific requirements for return to service in a Ready-For-Issue (RFI) condition and USCG operational use.

2.3 Components shall be returned with an FAA airworthiness form 8130-3, EASA Form 1 or OEM Certificate of Conformance from the repair facility.

2.4 The Contractor shall track and document for USCG specialized ACMS and Significant Component History Reports (SCHR) the necessary calendar time, flight time, and appropriate flight cycle requirement for the components which must be accomplished to maintain the integrity of any OEM high-time hourly intervals and life cycle limits. Prior written approval from the USCG Contracting Officer shall be obtained for any configuration changes to the components.

2.5 Repair of the parts listed in the schedules, must be accomplished IAW the OEM specifications and listed document/publication(s). Service bulletins and modifications for ACMS tracked components not previously configured, will not be incorporated without prior written approval from the USCG Contracting Officer.

2.6 The Contractor shall maintain current OEM specifications for inspection and repair of listed components including the Component Maintenance Manuals (CMM), revisions, temporary revisions, service bulletins, modifications, amendments, and drawings.

2.7 The Contractor shall have the capability to perform repair services and maintain the required tooling, manuals, test equipment, parts, material, engineering services, management, personnel, documentation, preservation, shipping, etc.

3.0 REQUIREMENTS

3.1 The Contractor will inspect, test, troubleshoot, clean, and repair the components listed in the schedules within the scope and requirements of the SOW.

3.2 If the Contractor's repair facility for any reason 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 The USCG has specific repair requirements for some components which are identified in a separate Component Repair Special Requirements Schedule attachments as follows:

3.3.1 Bonding Wire MPC 200001.0: Mandated installation of an aluminum washer, P/N NAS1149D0316 (thin) or P/N NAS1149D0363 (thick) between bonding wire terminal ring and aircraft or component structure on ALL bonding wire installations, fuselage components, and flight controls to serve as a sacrificial anode preventing corrosion damage.

3.3.2 All bonding jumper testing shall be documented on the Work Card IAW AMM Chapter 20-28-00 to include the measured resistance value(s).

3.3.3 Mid-life components referenced in AIRBUS TEA-3-DT-180072, shall have associated mid-life inspections completed IAW OEM specification and include NDI deposition reports.

3.3.4 Inspection and Repair of the HC144 Leading:

- The leading-edge exterior shall be top coated with MIL-PRF 85285, TYPE IV, CLASS H, Coast Guard White FSCN 17860.

3.3.5 Inspection and repair of the HC144 Inner Flaps

- Verify Inner Flap are configured with access doors on the outer ribs. If this modification is not installed, install same IAW SCTO HC-144 T57120.
- Apply DESOTHANE HS Anti-Chafe Topcoat CA 8100 series (BAC 5710 specification) FSCN 16250 PN 8100F16250 or BMS 10-86, TYPE 1, GRADE D to flap areas marked with (triangle) T15 IAW ALC Paint Drawing 1100-11-1.
- NOTE: Omit T4 (triangle) paint requirements for both inner and outer flaps.

3.3.6 Inspection and repair of the HC144 Outer Flaps

- Verify Outer Flap P/N 35-15501-0005 and P/N 35-15501-0006 are configured with access doors on the outer ribs. If this modification is not installed, install same IAW SCTO HC-144 T57120.
- Apply DESOTHANE HS Anti-Chafe Topcoat CA 8100 series (BAC 5710 specification) FSCN 16250 PN 8100F16250 or BMS 10-86, TYPE 1, GRADE D to flap areas marked with (triangle) T15 IAW ALC Paint Drawing 1100-11-1.
- NOTE: Omit T4 (triangle) paint requirements for both inner and outer flaps.

3.3.7 Aileron Repair with Midlife No balance

- All components shall receive primer ONLY protections IAW CN235-23-2, Table 2-5 and section 2.8.

- Ensure trim tab bonding wire attach provisions are installed IAW SR-CN235-2022100985 Titled CN-235 / CGX / MSN249 / ATA57 / FW: Aileron Bonding Wire Holes S/N 233.

3.3.8 Elevator Corrosion Repair with Midlife No Topcoat:

- Perform a complete inspection and complete the necessary repairs IAW AIRBUS CN-235 Aircraft Structural Repair Manual to include the applicable Rib Replacement IAW SB235-55-0009 and Elevator Reinforcement of the Rear Spar Service Bulletin NR. SB-235-55-0011M for the respective elevator(s).
- All components shall receive primer protections IAW CN235-23-2, Table 2-5 and Section 2.8

3.3.9 Engine Control Quadrant

- The USCG has modified Engine Control Quadrants P/N: 35-56520-0005 to P/N: 1100-76-3-1 IAW 1C-144A-11-761301TP-5. Verify all incoming Engine Control Quadrants are configured to P/N: 1100-76-3-1, which includes switch guard, updated wiring, and modified power knobs. All Engine Control Quadrants shall be returned to the USCG with modifications applied.

3.3.10 Landing Gear

- The contractor shall perform 100% replacement of the parts listed as "discard" in the Maintenance Review Board Document (MRBD) task 32.10.00.15 and 32.20.00.14 during the overhaul of HC144 LH & RH MLG and NLG (P/Ns as listed in the schedule for this contract). This includes, but is not limited to, the following parts: MLG Spring Assy, PN D22640000, MLG Bearing, PN D56764, NLG Roller, PN D56182, NLG Bushing, PN D56173, NLG Bolt, PN D56097. All specified parts shall be replaced in accordance with the MRBD requirements.

3.4 The Contractor shall maintain all service bulletins and other modifications previously incorporated unless otherwise directed by the USCG Contracting Officer. Service bulletins and modifications are not considered part of this SOW and will be negotiated on a case-by-case basis.

3.4.1 Service bulletin configurations are subject to change during 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.

3.4.2 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.

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

3.4.4 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.

3.4.5 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.

3.4.6 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.

3.4.7 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.

3.4.8 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.

3.4.9 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.

3.5 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.

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

3.6.1 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.

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

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

3.7.1 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.

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

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

3.7.4 TIRs shall include: nomenclature, NSNs, PNs, 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.

3.8 Replacement Parts

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

3.8.2 USCG Life cycle limited components shall be deemed at life limit if the component has 2% or less hours or cycles remaining until the published airworthiness limit is reached.

3.8.3 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.

3.8.4 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.

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

3.9 Beyond Economical Repair (BER)

3.9.1 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: 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.

3.9.2 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.

3.10 Missing or Cannibalized Components

3.10.1 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.

3.10.2 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.

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

3.10.4 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.

3.11 Corrosion

3.11.1 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.

3.11.2 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.

3.11.3 All cavities and internal structure shall be preserved IAW CN-235 Corrosion Control Manual, Section 3 Prevention of Corrosion in Sea Patrol Version (3.8.3).

3.12 Exclusions

3.12.1 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.

3.13 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.

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

4.2 Any OEM and 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 are maintained by the OEM. The Government does not own or possess any rights to this technical data and has no plans to develop this data.

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 Components shall be preserved and packaged IAW the applicable component maintenance manual or ASTM D 3951-18. All packaging of Electrostatic Discharge Sensitive (ESDS) components must comply with ANSI/ESD S541 or MIL-STD-2073. Each part/component shall be individually packed in a separate envelope, bag, box, carton, or crate. All containers must be labeled on the outside with the National Stock Number (NSN), PN, SN, nomenclature, contract number, delivery order number, CLIN, and vendor cage code. Preservation and packaging must comply with ASTM D 3951-18 with the exceptions as stated herein. USCG ALC is a supply depot; therefore, material will be stored and transshipped to various users. Material shall be packed and labeled suitable for shipment via air, land, or sea. Items susceptible to corrosion or deterioration shall be provided protection such as preservation coatings, barrier protection, volatile corrosion inhibitors, or desiccated unit packs to prevent corrosion, deterioration, or decay during warehouse storage for a period not less than one year. Items requiring protection from physical and mechanical damage, or which are fragile shall be protected by wrapping, cushioning, pack compartmentalizing, or other means to mitigate shock and vibration to prevent damage during handling and shipment. The use of chipped foam, Styrofoam "peanuts", shredded paper, or other similar material is not acceptable.

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 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.

_____ _____

Name and Phone Date

USCG, HC-144 Engineering