Attachment 2 – Statement of Work (SOW) – 70Z03826QJ0000220

1.0 Contractor Requirements

1.1 The United States Coast Guard (USCG) Aviation Logistics Center (ALC), Medium Range Recovery (MRR) Product Line Division located in Elizabeth City, North Carolina has a requirement to repair the following component at the quantities specified in the table below:

Description	Quantity	National Stock Number (NSN)	Part Number (P/N)
Control, Radar	8	5895-01-HS2-0471	7008471-710

USCG aircraft operate primarily in a saltwater environment and are subject to corrosion. The Contractor is advised to expect corrosion on the components to be repaired under this order. The components shall be repaired and returned by the Contractor in an airworthy condition suitable for installation on MH-60T aircraft.

1.2 Upon receipt of the components, the Contractor shall perform an evaluation to determine the condition of the component. If the component is found to be Ready for Issue (RFI), a firm-fixed price Test and Evaluation (TTE) fee would be applicable. Any components determined to be Beyond Economical Repair (BER), the BER fee would be applicable. The Contractor will be allowed one of the following firm-fixed prices only:

Service	Total
Test/Evaluation	TBD at time of service
BER/Scrap Fee	TBD at time of award

1.2.1 When a component is found to be BER, the Contractor shall prepare a failure data report in accordance with (IAW) Section 2.10. This report shall be included with the returned component. The Contracting Officer will provide disposition instructions IAW Section 2.9 via a modification for all components found to be BER. Components that are found to be no fault found shall be marked "Ready for Issue (RFI)" and returned to ALC as is.

2.0 Repair

2.1 Non-RFI components shall be repaired and returned to RFI condition IAW the Original Equipment Manufacturer (OEM) functional performance specifications. Components shall be repaired for the specific fault noted on the DD Form 1577-2, Unserviceable (Repairable) Tag-Material, or CG-1577-A (11-90), Unsatisfactory Report Tag, which will be attached to each non-RFI component. The Contractor shall perform an inspection and correct all deficiencies found. This shall include, but is not limited to, replacement of missing or broken parts and the removal of any foreign matter or corrosion.

2.2 During inspection and functional test, the presence of corrosion in a component shall constitute reason for a more thorough disassembly and inspection. Should corrosion be found, disassembly shall be made to the extent necessary to remove corrosion or replace the part, or parts, affected. Corroded parts shall be replaced, except in those cases where removal of corrosion from a part will not impair efficiency or safe operation of the part. Corrosion removal and treatment of affected areas will be accomplished IAW OEM specifications and Federal Aviation Administration (FAA) Advisory Circular AC 43-4B, dated 9/11/2018, Corrosion Control for Aircraft.

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2.3 Work under this Purchase Order shall be performed at the Contractor's facility or USCG approved facility. The Contractor shall provide all necessary parts, materials, labor, tooling, test equipment and facilities to evaluate and repair the components listed in this Purchase Order at the firm-fixed prices listed in the schedule (or modification).

2.4 Repair services must be performed IAW the procedures established in this SOW. The documents are listed in order of precedence. Latest revisions of any instruction or manual shall apply. The information contained within 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 repair manual. If the OEM manual does not cover a procedure, the Contractor shall contact the Contracting Officer for further review by Medium Range Recovery (MRR) Engineering to utilize the best commercial business practice at that time. Where an application of "best commercial practice" is in conflict with these manuals, the Contracting Officer may approve deviation from requirements. When applicable, each manual will specify if the Export Control Act applies. The following document(s) are required to complete the services required by this acquisition. The USCG does not own nor can it provide the technical documents specified herein.

- All OEM shop, inspection, overhaul, repair, or other OEM Component Maintenance Manuals (CMM)
- All OEM service bulletins, amendments, modifications, and specifications as applicable

2.5 The Contractor shall have access to required repair specifications and test/acceptance criteria and data to ensure all components are tested and repaired IAW the current specifications and procedures. The USCG may review repair manuals and performance/test/ acceptance criteria as required. The Contractor is solely responsible for obtaining all specifications required for this effort. Original design or functional capabilities of the end component and parts thereof shall not be changed unless authorized or directed by the requirements of this SOW.

2.6 Parts of a component found to be in a serviceable condition as a result of functional testing shall be reused. Missing parts and parts found to be defective or that require replacement by manufacturer's instructions shall be replaced with parts meeting the manufacturer's specifications and drawings or as otherwise authorized in writing by the Contracting Officer. Replacement parts shall be new and accompanied with OEM traceability. The cost for parts that are replaced systematically during repair shall be included in the price listed in the schedule for these operations.

2.7 Prices do not include components that have been cannibalized or severely damaged due to mishandling. Additionally, USCG aircraft are 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. Corrosion does not constitute unusual damage.

2.8 Components received which indicate obvious misuse, cannibalization, or severe damage due to mishandling or crash damage may dictate an exclusion from the prices specified in the contract schedule. Such components shall be inspected, repair costs determined, and authorization to proceed obtained from the Contracting Officer prior to commencement of work. Once notified of a possible exclusion, the Contracting Officer will make a written determination within thirty (30) days as to exclusion validity. The Contracting Office may approve the quote, decline the quote and have the component returned as-is, or consider the component BER.

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2.9 The USCG typically considers a component BER when cost of repair exceeds sixty-five (65) percent of the price of a new unit, however, the USCG is not bound by that number and will make all final BER determinations. The USCG will provide disposition instructions (either to scrap the component at the Contractor's facility or to return the component to ALC) for all components that are considered BER. The Contractor shall not dispose of a component until they have been notified by a written modification to the order. When returning the component to ALC, the components shall be clearly marked as "BER" with the supporting evidence.

2.10 The Contractor shall submit a failure data report for each repaired component. This report shall include NSN, P/N, Serial Number (S/N), nomenclature, date of repair, Purchase Order number, line-item number, description of 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 repaired component.

2.11 The Contractor shall be required to be certified and maintain a quality system that complies with the requirements of ISO 9001-2000 Quality Management Systems – Requirements or equivalent. The Contractor is responsible for performing or assuring all inspections and tests 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.

2.12 ALC considers components RFI upon acceptance. Components determined to be non-RFI upon installation may be returned to the Contractor with deficiencies described in a Product Quality Deficiency Report.

2.13 All parts must be thoroughly cleaned IAW applicable CMMs. 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).

2.14 Quarterly audits are conducted by ALC on Government Furnished Property 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 each component identified by S/N by ALC. Validation shall take place on the same date as the audit.

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3.0 Certifications

3.1 When checked the Contractor shall:

☒ Maintain OEM certification for the repair 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 repaired 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 or a FAA Form 8130-3, Airworthiness Approval 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 all components. 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, manufacturer's part number, and date of manufacture. 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.

4.0 Tracked Components

4.1 Serial number tracking shall be used for validating the correct components were received at the Contractor's repair 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.

4.2 When checked the Contractor shall comply with the following documentation requirements:

☒ The components to be repaired under this Purchase Order 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.

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☒ The Contractor shall provide a Component Repair Record (CRR) with the repaired 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, 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-house work order be accepted to fulfill the CRR requirement. The Contracting Officer will provide a written determination in response to the request.

5.0 Delivery Requirements

5.1 The following table shows the requested delivery for each priced line item listed in the schedule. Early deliveries, when appropriate, are desired and acceptable.

Item Description	Due No Later Than:
Test and Evaluation	Fifteen (15) calendar days after receipt of components
Repair Control, Radar	Sixty (60) days after induction

5.2 Inspection and acceptance shall be performed at destination by USCG personnel for count, condition, and proper completed documentation. Inspection and acceptance deficiencies may delay or cause rejection of invoice payments. Equipment found to have operational deficiencies may be reported on standard form "SF 368", Product Quality Deficiency Report, to the Contractor for investigation. The Contractor shall report findings of the investigation to the Contracting Officer, within thirty (30) calendar days after receipt of quality deficient exhibit.