STATEMENT OF WORK

APS-143 RADAR COMPONENTS REPAIR

The Contractor shall be a Federal Aviation Administration (FAA) authorized repair center (FAA 145 Certified) for the components listed.

1. General Requirements

- Performance: The Contractor will test, troubleshoot, clean, repair, and/or modify APS-143C(V)3 radar components to a Ready for Issue (RFI) condition.
- Compliance: All repairs will adhere to the latest versions of applicable Original Equipment Manufacturer (OEM) specifications, maintenance manuals, service bulletins, specified USCG publication(s), and authorized software.
- Interoperability: Repaired components must integrate with all HC-144 aircraft subsystems and operate as designed without requiring further on-aircraft adjustment or calibration.
- Provisioning: The Contractor will provide all necessary facilities, trained personnel, labor, tooling, calibrated test equipment, and OEM-approved parts required to return items to an RFI condition.
- Disassembly and Inspection: All components will be fully disassembled and inspected as part of the repair process.
- Exterior Finishing: Finishing shall only be performed as necessary for environmental protection. Minor, non-functional cosmetic defects will not be refinished.
- Configuration Control: The Contractor will ensure all equipment configurations and incorporated service bulletins are maintained and documented throughout the repair process to include specific amendments and compatibility requirements for Line Replaceable Units (LRU) to ensure interoperability.

The following represent non-function defects and shall not be repaired:

A. Minor wear (e.g. rounding, scraping, etc.) on connectors which does not affect electrical/mechanical function or present a future FOD risk.

B. Discolored hardware, handles, printed circuit board, etc.

C. Minor dents, distortions, scratches, or chips that do not affect fit or utilization.

D. Chipped components (not affecting hermetic seal or function).

a) **Incoming Inspection**: Upon receipt, the Contractor will inspect the exterior of the Line Replaceable Unit (LRU) and document the "as received" condition. The Contractor will notify the government of any damage and provide photographic evidence.

b) **Failure Verification**: The Contractor will use an approved Acceptance Test Procedure (ATP) to verify reported failures.

c) **Final Acceptance Test:** Every component, whether repaired or classified as NFF, must pass the latest factory-approved ATP prior to being returned to the government. The Contractor will submit a copy of the final ATP results.

d) **Data Management:** Contractor shall maintain a Data Management file to monitor, catalog and document all program data pertinent to repairs. Upon request, this file shall be provided to the government.

e) **Configuration Management:** Contractor's product support organization responsible for this contract shall maintain its participation with the configuration management procedures, in accordance with its internal, approved procedures.

f) **Configuration Control:** All equipment shall remain at the configuration level as received unless otherwise directed by the government and agreed to by Contractor, except for any mandatory changes defined by approved (and separately funded) Engineering Change Proposals.

g) **Purchased Material Control and Parts Control:** Contractor shall establish and maintain a system of control of purchased parts and material to support the repair requirements.

h) **Weekly Status Meetings:** The contractor shall participate in weekly repair status meetings with designated Government personnel via phone conference.

During these meetings, the contractor shall:

- Provide updates on all in-house units, including current repair status and progress.
- Discuss the current repair process, including any issues, delays, or changes.
- Present estimated ship dates for units in work.
- Report on the status of outstanding quotes, including anticipated timelines for quote submission and subsequent government approval.
- Discuss any Aircraft on Ground (AOG) or additional priorities.
- Address any additional topics/action items as requested by the Government related to repair activities.
- Additionally, both parties shall conduct an annual program review. This can be conducted in-person or virtually.

The contractor shall ensure that key personnel or knowledgeable personnel attend each meeting and are prepared to answer questions and provide detailed information regarding all aspects of the repair process. Meetings may be adjusted to bi-weekly, at the discretion of the Government, as appropriate based on operational needs.

i) **Repair Turn Around Time (RTAT):** RTAT shall be calculated in calendar days and broken down as follows:

TAT Eval – From the point in which the component is received and inducted at contractor's facility to the date when the evaluation is completed. Contractor must

evaluate the unit within thirty (30) calendar days of receipt at the contractor's facility to determine what is required to repair the unit to serviceable condition. The Contractor shall provide a comprehensive evaluation/teardown report to the Item Manager within the specified timeframe. Submission of this report will serve as official notification that the evaluation of the unit is complete.

Repair TAT – From the point in which evaluation of the unit is complete to the receipt of the serviceable unit at ALC. Upon completion of the evaluation of the unit, the Contractor shall complete all required repairs and return the serviceable unit to the USCG within sixty (60) calendar days. Exceptions to this timeline may be made in the event of extenuating circumstances, such as parts unavailability or extended lead times. In such cases, the turnaround time may be adjusted accordingly, subject to approval by the USCG Contracting Officer.

j) **Environmental Requirements:** All parts must be thoroughly cleaned IAW applicable Component Maintenance Manuals or FAA Advisory Circular 43-205, Guidance for Selecting Chemical Agents and Processes for De-painting 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 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).

3. USCG ADDRESS FOR CORRESPONDENCE

USCG correspondence, except as otherwise specified, shall be directed to the following address:

Contracting Officer
USCG, Aviation Logistics Center, HMF 2
Medium Range Surveillance (MRS) Contracting Section
Elizabeth City, NC 27909-5001
Mark for: Contract No. _____
(Assigned upon award)
Task Order No. _____
(Assigned upon issuance)

4. USCG INVOICING INSTRUCTIONS

Unless otherwise specified on individual task orders issued hereunder, the original Contractor's invoice shall be submitted to the designated billing office address or emailed to the email address below. The invoice shall include the contract number and task order number. Submitting invoices for payment electronically is the preferred method.

ALC-Fiscal@uscg.mil
Chief, Fiscal Branch
Bldg. 63
USCG Aviation Logistics Center
Elizabeth City, NC 27909-5001

5. BEYOND ECONOMICAL REPAIR (BER)

In the event the Contractor considers an SRU within the returned LRU to be beyond economical repair, he shall contact the government in writing for disposition instructions. For USCG components, he shall contact the USCG Contracting Officer.

The notification shall identify the task order number, item number, part number, serial number, and the SRU replacement cost (from the SRU replacement part price list in the contract). Contractor shall not proceed with SRU replacement, further LRU repair or LRU return until instructions are received from the USCG Contracting Officer. Delays attributed to the BER (government review and replenishment time) shall be excluded from the RTAT if the BER SRU is not in GFP stock.

6. CONTRACTOR VERIFICATION OF RECEIPT OF REPAIRABLE ITEMS

Upon receipt of USCG items, the Contractor shall notify the Contracting Officer in writing, providing the following information: (1) date component(s) received; (2) confirmation of the part number and serial number; and (3) any discrepancies of the task order and the material received.

7. PACKING SLIP

At the time of each delivery of supplies under this contract, the Contractor shall furnish to the appropriate government agency a properly completed packing slip. The packing slip shall include the following information: 1) National Stock Number (NSN), 2) Part Number (P/N), 3) Nomenclature, 4) Contract Number, 5) Task Order Number, 6) Line Item Number and 7) Serial Number and 8) Quantity. The packing slip shall be attached to the outside of the shipping container.

The Contractor shall provide an FAA Form 8130-3 which meets the contract specifications to certify that aircraft parts, components, or products meet specific regulatory requirements for airworthiness and eligibility for installation on aircraft.

8. PRESERVATION, PACKAGING AND MARKING

a) **Hardware/Equipment: Each** individual container shall be labeled on the outside with NSN, P/N, S/N, Quantity, Nomenclature, Contract Number, and Line-Item Number.

   All hardware/equipment for return to the government shall be preserved, packaged and packed for shipment per ASTM D3951-10 in the OEM manufactured and approved shipping containers.

The Contractor will immediately notify the Contracting Officer if any government-provided shipping container is unserviceable for return shipment. The Contractor will await government direction before packaging the component for return. Any delay caused by the government in providing direction or a replacement container will be excluded from the Repair Turn Around Time (RTAT).

Prohibited Packing Materials: The Contractor will not use loose fill, shredded paper, or Styrofoam for packaging.

Electro-Static Discharge (ESD) Packaging: All ESD-sensitive components will be packaged in accordance with MIL-STD-1686C.

b) **On Government equipment**: the Contractor shall remove the unserviceable tag, DD FORM 1577-2, (if any) from the components. The USCG Avionics Tracking (metallic) bar code (if any) remain attached and visible, with the applicable component.

c) **Documentation/Reports and Data:** All unclassified reports, data and documentation shall be prepared for shipment per the contractor's best commercial standards.

9. INSPECTION AND ACCEPTANCE

The Contractor is responsible for all quality control and will provide an FAA Form 8130-3, a Component Repair Record (CRR), and final ATP results with each delivered component. The Contractor must immediately notify the Contracting Officer of any discovered defects, non-conformances, counterfeit parts, or proposed changes to products or processes, and will obtain government approval before disposing of non-conforming items. Furthermore, the Contractor will investigate all government-issued quality deficiency reports and ensure all applicable SOW requirements are flowed down to its supply chain and subcontractors.

10. PERIOD OF PERFORMANCE

The period of performance shall consist of one ordering period to begin at time of award through twelve months and four one-year ordering periods. The ordering periods will follow consecutively through a twelve month timeframe. The total duration of the contract shall not exceed five years.

11. URGENT REQUIREMENTS

Aircraft on the ground, (AOG), status necessitates a special schedule. Delivery shall be no longer than 14 calendar days after notification of priority at contractor's repair facility. If the government authorizes shipment by the Contractor, the material shall be shipped by the fastest traceable means, i.e., Federal Express "next day delivery". The shipping container shall be marked on the outside in a highly visible method "A.O.G.".

If applicable, the USCG may request repair order status of in-work components be revised to "AOG" to expedite TAT as mutually agreed by the contractor and USCG Contracting Officer.

12. USCG MATERIAL TRACKING SYSTEM REQUIREMENTS

For the USCG, the Contractor shall maintain a legible Component Repair Record (CRR) form for each item repaired/modified. The CRR shall show the component's part number, nomenclature, serial number, installed software version and specific repair performed including man-hours and materials. Replaced electronic components shall be identified by the electronic schematic component designation. In addition, the Contractor shall review all manufacturer's service bulletins, service information letters and equipment revisions for applicability against the repaired item's part number. The Contractor shall indicate on the CRR those which are applicable and whether or not they have been installed on the serial number item being repaired. Two legible copies of the CRR and the ATP(s) are to be distributed as follows:

a) One (1) copy of each shall be placed inside of the shipping container with the repaired component.

b) For USCG repairs; within 5 calendar days after the repair completion, 1 copy of each shall be mailed to the following address:

Commanding Officer
U. S. Coast Guard
Aviation Logistic Center
ATTN: Code 3200 (Tracking Data Entry)
Elizabeth City, NC 27909-5001

13. ESTIMATED QUANTITIES

Failure of the Government to furnish any of the line items in the amounts or quantities described as "estimated" or "maximum" shall not entitle the Contractor to any equitable adjustment in price. There will be no adjustment under the Government Property clause of the contract.

14. RIGHT OF THE GOVERNMENT

The Government reserves the right to have these units repaired "in house".

15. DIMINISHING MANUFACTURING SOURCES (DMS)

Upon learning that any part necessary to perform efforts hereunder is to be discontinued, no longer available, or obsolete, the Contractor shall promptly notify the USCG Contracting Officer in writing. Notification shall include the following information.

a) An identification of the component part number, nomenclature, quantity needed and the quantity in the contractor's possession.

b) The name of the current vendor of the part, and the identification of the potential sources of the component part. The Government will consider the use of FAA-approved PMA parts as substitutes for OEM parts, provided the contractor submits documentation demonstrating equivalency in form, fit, and function, and receives written approval from the Contracting Officer prior to installation or use.

c) A statement prepared by the vendor(s) of the affected component part verifying the discontinued or obsolete status of the part which contains the contractor's proposal for corrective action. The proposed corrective action may include;

An end-of-life buy of the component part in sufficient quantities to fulfill the requirements of the contract, a redesign of the next higher assembly to replace the part, or the use of FAA-approved PMA parts.

d) Upon receipt of notification required by this clause, the government shall promptly review the proposed corrective action and provide to the contractor direction and authorizations. The Notice of DMS may result in the Contractor and government mutually agreeing to suspend the delivery date for an item, without penalty, and re-establish a new delivery date upon resolution of the DMS issue.

16. SERVICE BULLETINS

Service bulletins are subject to change during the contract period of performance.

a) All service bulletins if not previously accomplished, shall be identified to the USCG Contracting Officer. The Contractor is responsible for obtaining service bulletins. Upon receipt of components requiring incorporation of such service bulletins, the Contractor shall prepare a firm fixed price proposal IAW instructions listed below in paragraph b. Service bulletins created and incorporated during performance of this requirement may create new part number configurations, which supersede the previous configuration. In cases where the old configuration cannot be modified to the new, the new part number may be added to the contract. The Contractor shall notify and request disposition instructions from the USCG Contracting Officer for superseded parts, which have been removed and replaced by new part number configurations.

b) Upon receipt of notification from the USCG Contracting Officer that a service bulletin is required, the Contractor shall submit, within thirty (30) calendar days after receipt of the notification, a firm-fixed price proposal for an incremental charge to be assessed each time the service bulletin is incorporated in a component. The proposal shall contain a breakdown of material and labor costs including hours, labor categories, labor rates, and applicable mark ups. The incremental charge agreed to for incorporation of a service bulletin shall apply only to those components into which the Offeror incorporates a required service bulletin, not those into which the service bulletin has been previously incorporated. Upon agreement of an incremental charge

and issuance of a contract modification to reflect this change (referencing contract schedule CLINs 0011, 1011, 2011, 3011, 4011), the service bulletin shall be incorporated into each subsequent component received at the repair facility if said service bulletin has not already been incorporated. When service bulletin 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 is required.

c) All USCG Government Furnished Property (GFP) shall be maintained by the Contractor within a secure storage facility in accordance with Government-approved property procedures.

17. EXCLUSIONS

LRUs received which indicate obvious severe damage due to misuse or cannibalization may dictate an exclusion from the prices specified in the schedule of services and prices.

a) Possible examples of Exclusions include but are not limited to the following: catastrophic crash damage, Acts of God, and foreign object damage. Normal corrosion shall NOT be considered an exclusion, however an LRU that has been totally submerged in water (salt or otherwise) shall be considered as an exclusion candidate.

b) If the Contractor considers the item to be a candidate for exclusion, he shall immediately notify the USCG Contracting Officer. Notification to the USCG Contracting Officer shall be confirmed in writing.

c) Exclusions shall be inspected, repair costs determined, and authorization to proceed obtained from the USCG Contracting Officer prior to commencement of repair.

d) The Contractor shall submit a proposal to cover the cost of the exclusion repair (the costs over and above the firm-fixed repair price) within ten (10) calendar days after such notification. The proposal shall include: nomenclature, part numbers, cost and quantity of replacement parts, total labor hours, labor rates, and a delivery schedule. Contractor shall provide backup documentation to support the cost of the parts such as invoices or catalogs.

e) The contractor's delivery obligation for the item identified shall be suspended as of the date of notice to the USCG Contracting Officer.

f) The USCG Contracting Officer shall (within 10 calendar days after receipt of the contractor's written proposal) make a written determination (subject to the "Disputes" Clause) as to whether or not this is an "exclusion".

g) If the USCG Contracting Officer concurs with the exclusion determination, a written modification shall be issued that authorizes the Contractor to proceed with the repair at the agreed upon cost and delivery schedule.

h) No authorization to proceed is valid until the USCG Contracting Officer issues a modification to the task order with instructions to the Contractor and additional funding provided. The government may provide the necessary missing part from USCG inventory via modification.