REQUEST FOR CLARIFICATION

Solicitation 70Z08526RRJ001B00 (AN/SPS-75 Radar Parts Repair)

QUESTION 1: For all the line items listed in in each of the attachments, please advise on how the USCG identified that these parts should be included in this solicitation.

USCG Response: It has been determined by inventory showing what parts we have in possession and the condition that they are in which is “F” condition.

QUESTION 2: Please explain the rationale for including line item #0001 (Pedestal) in this solicitation since the USCG already has a similar repair and overhaul line item CLIN for Contract Number 70Z04425FC2PL0008 previously awarded to Northern Defense Industries, LLC.

USCG Response: The reference award was made by our HQ for their one (1) only radar. Our requirement has more pedestals – approximately 10, one for each WMSL cutter. The contract with HQ is for the provision of on-site technical services. Under that contract, NDI technicians travel to the TRACEN, and other locations as needed to provide technical support. This is very different from our requirement.

QUESTION 3: An open inspection report (frequently requested as "open, inspect, and report") in U.S. Coast Guard (USCG) logistics and contracting is a technical evaluation where mechanical or electrical equipment is completely disassembled and cleaned so internal parts can be examined and documented before any repair or overhaul work begins. Every item that is identified in Attachments A and B will be shipped to NDI. NDI will open the open the item and provide a report that outlines the condition and recommended repairs. Although the SOW does use the words “repair” and “overhaul”, NDI begins with the overhaul and may lead to a repair back to “A” condition.

USCG Response:

1. A separate CLIN for the Open and Inspection Report (OIR) was added to the Schedule of Supplies.

2. A Beyond Economical Repair (BER) percentage of 65% has been added to the revised SOW dated 12AUG2026.

QUESTION 4: Statement of Work / Solicitation reference: Attachment 2 (Paragraph 1.4 Applicable Documents). The USCG SOW states the following italicized herein:

Note: *The referenced standards are minimum requirements. If there is a conflict between these standards and Coast Guard-specific requirements or Original Equipment Manufacturer (OEM) specifications, the Coast Guard or OEM requirements shall take precedence unless otherwise specified in this SOW.*

Please confirm the following interpretation of this “Note” is correct or if not, please provide the correct interpretation:

The USCG minimum requirements must be performed to be contractually compliant, but in the event that the OEM performs other activities not listed by the USCG, it does not have any contract compliance issue with such OEM performance.

USCG Response: The note is correct.If the OEM’s procedures are more stringent, then the OEM’s standards override the USCG’s.

QUESTION 5: The USCG SOW states the following italicized herein:

- *UPON RECEIPT OF EQUIPMENT AT VENDOR'S REPAIR FACILITY. The contractor shall ensure that all items are complete and of the proper cited part number as specified and/or listed in the contract documentation. Discrepancies shall be reported to the Coast Guard Contracting Officer, listed on the contract, within 10 days, before further action is taken. Preliminary disassembly and inspection shall be conducted in accordance with OEM procedures, specifications, references, and standard practices to determine estimated cost of overhaul including material, labor, testing, packing, preservation, and packaging. For repairs that are not firm fixed price, a detailed estimate shall be submitted to the Coast Guard Contracting Officer for approval prior to the start of overhaul work. Estimates shall include overhaul, testing, packaging, preservation, and marking. Overhaul is intended to restore the item to a condition that is equal to that of a new item. Contractor shall immediately notify the Coast Guard Contracting Officer if an item delivered for overhaul services does not conform to the intended item cited in section 2.0 above or is questionable for any reason.*

Request clarification as follows

For the language highlighted in yellow, it appears to be consistent with the historical approach that the USCG has executed previous repairs where an estimated repair price would be provided by NDI to the USCG for review and approval before the repair is performed. Please advise on the purpose of this language within the context of an overhaul.

For the language highlighted in blue, it appears to be inconsistent with the purpose of this solicitation where a proposed repair is not a firm fixe price repair. Please advise on the purpose of this language.

USCG Response: This question is tied to Question 3 and directly impacts the repair approach. USCG has added a separate line item for the Open and Inspection Report (OIR), since the OIR drives the determination of required repairs. Also, repair pricing may be comparable to supply pricing in some cases. A BER threshold of 65% has been specified in the revised Specs.

QUESTION 6: Ref. Attachment 2: SOW 2.3 states the following italicized herein:

- *2.3 THE CONTRACTOR SHALL NOT PROCEED UNTIL A FIRM, FIXED PRICE FOR REPAIR AND A DELIVERY SCHEDULE ARE NEGOTIATED AND AUTHORIZATION TO EITHER PROCEED WITH REPAIRS, OR DISPOSAL INSTRUCTIONS HAVE BEEN RECEIVED FROM THECONTRACTING OFFICER. This will be decided upon by the Contracting Officer after submission of the Open and Inspection Report(s) (OIRs) to the Contracting Officer, review and recommendations by the Contracting Officer's Representative (COR)/Equipment Specialist(s) are made, and authorization has been obtained to proceed with repairs from the Contracting Officer.*

  2.3.1.1 The Contractor shall also provide the replacement cost of an identical new item for comparison to the overhaul cost. The detailed cost estimate shall contain the following as a minimum:

  a. The part number, NSN and serial number of the component
  b. The contract number for the component
  c. A listing of individual parts by part number, cost and quantity
  d. A listing of labor hours and labor rate to perform the overhaul, testing, and PPP&M
  e. The cost of an identical new component

The purpose of the USCG solicitation is to establish firm fixed pricing for all line items referenced in USCG Attachment 1 and Attachment 2. As such, paragraph 2.3 language does not appear to align to the purpose of the solicitation. Please provide clarification.

Reference subparagraph 2.3.1.1, please note that our OEM will not provide NDI the following information and request that this be removed as part of a requested solicitation amendment:

- A listing of individual parts by part number, cost and quantity
- A listing of labor hours and labor rate to perform the overhaul, testing, and PPP&M

The purpose of the USCG solicitation is to establish firm fixed pricing for all line items referenced in USCG Attachment 1 and Attachment 2. As such, paragraph 2.3 language does not appear to align to the purpose of the solicitation. Please provide clarification.

USCG Response: Removed from 2.3.1:

c. A listing of individual parts by part number, cost and quantity

d. A listing of labor hours and labor rate to perform the overhaul, testing, and PPP&M

e. The cost of an identical new component

QUESTION 7: Per PARA 2.8 contractor needs to submit OIR. The purpose of the USCG solicitation is to establish firm fixed pricing for all line items referenced in USCG Attachment 1 and Attachment 2. As such, paragraph 2.3 language does not appear to align to the purpose of the solicitation. Please provide clarification. <--- NDI needs to provide the basis for this statement.

Reference subparagraph 2.8.1, please note that our OEM will not provide NDI the following information and request that this be removed as part of a requested solicitation amendment:

- List of Material/Parts to be replaced for each piece of equipment being repaired
- Anticipated material cost
- Anticipated Labor hours at Hourly Labor rate

USCG Response: Removed from 2.3.1:

c. A listing of individual parts by part number, cost and quantity

d. A listing of labor hours and labor rate to perform the overhaul, testing, and PPP&M

e. The cost of an identical new component

From para 2.8, removed “Anticipated Labor hours at Hourly Labor rate”

QUESTION 8: Ref.: Attachment 6. Since the work is going to be performed in Germany by the Original Equipment Manufacturer (OEM) in Germany on behalf of Northern Defense Industries, LLC (NDI), it there a requirement for a Wage Determination Schedule to be included as part of this solicitation?

USCG Response: Yes. Based on work performed by NDI prior to shipping item/items to Germany and subsequently the same for item / items prior to final shipment to USCG.

QUESTION 9: Ref.: Solicitation: Per Section A, please provide additional clarification regarding what a USCG “Open Inspect-Repair service acquisition” is since this is the first time that we have been introduced to this acquisition type. “Solicitation Number 70Z08526RRJ001B00 is issued as a request for proposal (RFP) for an Open Inspect-Repair service acquisition requirement supporting the United States Coast Guard owned AN/SPS-75 Air Search Radar Systems” - The OIR functions as the mandatory initial phase of the contract line item structure. The OIR phase plays a precise role in this workflow:

Induction & Disassembly: The damaged radar components from National Security Cutters (WMSL) are received by the authorized contractor.

The "Open and Inspect" Mandate: The vendor opens, tears down, and evaluates the specific shop replaceable assemblies (SRAs) to diagnose the exact hardware failure.

The "Report" Submission: The vendor generates an official report for the USCG Contracting Officer detailing the required parts, labor hours, and whether the component is Beyond Economical Repair (BER).

Cost Pricing Control: The USCG reviews the OIR report before authorizing the actual "Repair" phase. This prevents the government from being blind-sided by massive over-and-above repair costs on a non-competitive contract.

USCG Response: Addressed during meeting conducted on July 31, 2026.

QUESTION 10: Ref.: Attachment 2: Ordering period dates were not reflecting revised schedule.

USCG Response: The dates have been updated per the extension request.