

**STATEMENT OF WORK (SOW)
70Z03823QL0000093**

Contractor Requirements

1. This requirement is for the overhaul of items listed in the following table utilized on the United States Coast Guard (USCG)'s HC-144 aircraft. Upon receipt of the components, the contractor shall perform a test and evaluation to determine the condition of the items.

Description	Quantity	National Stock Number	Part Number
Generator-Starter	2	2925-14-442-5418 Modified to: 2925-01-HS3-3357	8160-530 Modified to: G4085-1000
Starter Generator	4 (Optional Quantity 10)	2925-01-HS3-33574	G4085-1000

2. If, after visual and functional inspections, an item is found to meet manufacturer's minimum performance specifications and is considered to be Ready for Installation (RFI) or is considered to be Beyond Economical Repair (BER) in accordance with (IAW) paragraph 11, the contractor will be allowed the firm fixed price for test and evaluation only. The contractor shall prepare a failure data report IAW paragraph 13 which shall be included with the returned component. The parts shall be marked "RFI" or "BER" and returned as-is. All other items shall be overhauled IAW this SOW.
3. Non-RFI components shall be overhauled and returned to RFI condition IAW the OEM minimum functional performance specifications. Components shall be overhauled 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 item. The contractor shall perform an inspection and correct 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.
4. 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 Original Equipment Manufacturer (OEM) specifications or Federal Aviation Administration (FAA) Advisory Circular AC 43-4B, dated 09/11/2018, Corrosion Control for Aircraft.
5. 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 overhaul the components listed in this purchase order at the firm-fixed prices listed in the schedule. The contractor shall perform all overhauls IAW applicable OEM's Component Maintenance Manuals (CMMs), other

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overhaul specifications in lieu of an applicable CMM, and/or applicable test/acceptance criteria. Any deviations must be approved by the USCG.

6. The contractor must have access to required CMMs, overhaul specifications and/or test/acceptance criteria and any other required data to ensure all components are tested and overhauled IAW the OEM's current specifications and procedures. The USCG may review overhaul manuals and performance/test/ acceptance criteria as required. Original design or functional capabilities of the end item and parts thereof shall not be changed unless authorized or directed by the requirements of this SOW.
7. The Contractor must have access to all applicable documents and obtain current editions of all applicable documents. The USCG does not own nor can it provide the technical documents specified herein. Neither the closing date for receipt of offers nor contract award will be delayed pending receipt of these documents for any offeror.
8. 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 MRS Engineering. Replacement parts shall be new and accompanied with OEM traceability. The cost for parts that are replaced systematically during overhaul shall be included in the price listed in the schedule for these operations.
9. Prices do not include components that have been cannibalized or severely damaged due to mishandling or crash damage. Additionally, the HC-144 Aircraft is used primarily around salt water at low altitude for search and rescue and surveillance missions. Therefore, corrosion is to be anticipated and is considered "normal" for the aircraft. Corrosion does not constitute unusual damage. The USCG will be notified of components found to have excessive corrosion which may dictate an exclusion from the prices specified in the contract schedule. Such components shall be inspected, overhaul costs determined, and authorization to proceed obtained from the contract officer prior to commencement of work.
10. 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, overhaul 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 item returned as-is, or consider the item BER.
11. The contractor may request an item to be determined BER if after initial inspection of the component the contractor feels that the part requires significant overhaul outside of the scope of the normal overhaul procedures provided in the OEM's CMM. The contractor's request shall be sent to the KO for consideration. Only USCG can determine a component BER. The KO will review the request and either accept or deny the BER determination. If the KO

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denies the BER determination, the contractor shall overhaul the component back to RFI condition at the firm-fixed price rate agreed upon in the schedule. If the KO determines an item to be BER, the KO shall make a unilateral decision as to component disposition. The contractor shall return all BER items assembled to ALC. The contractor shall not return any BER item until they have been notified by a written modification to the order. The contractor shall prepare a failure data report IAW section 13 in these instances. This report shall be included with the returned component. When returning items to ALC, the items shall be clearly marked as "BER" with the supporting evidence.

12. The Government shall not be liable for any amount expended by the contractor in excess of the applicable firm fixed price reflected in the schedule unless prior written authorization has been given by the Contracting Officer.
13. The contractor shall submit a failure data report for each overhauled component. This report shall include NSN, Part Number, Serial Number, nomenclature, date of overhaul, contract delivery order number, line item number, description of overhauled failure, the USCG's reported failure, a listing of parts overhauled 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 overhauled component.
14. The contractor is required to be certified and maintain a quality system that complies with the requirements of ISO 9001 Quality Management Systems – Requirements, AS9110, or equivalent. The contractor is responsible for performing or assuring all inspections, tests and calibration 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. Upon request of the Government, the contractor(s) shall forward a copy of their current certification and Quality Assurance Manual for review.
15. The contractor shall maintain, at a minimum, one of the following: FAA, European Aviation Safety Agency (EASA), Department of Defense (DOD), OEM, Industry Standard Certification (i.e., National Aerospace and Defense Contractors Accreditation Program (NADCAP)) and/or USCG certifications for overhaul of components identified in the Schedule for the entire duration of this Purchase Order. 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.
16. All parts overhauled 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,

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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.

17. 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.
18. ALC considers components ready for issue (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 (PQDR).
19. All parts must be thoroughly cleaned IAW applicable CMMs or FAA Advisory Circular 43-205, 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 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).

Quality Assurance

This section is applicable to all orders for products that will ultimately touch USCG aircraft.

1. The Contractor shall, immediately upon discovery, notify and disclose conditions to the Contracting Officer of any event, supply change, material change, supply malfunction, counterfeit/suspect parts or materiel, defect or non-airworthy condition of any product or component (to include components used in overhauls) found to potentially cause a non-conformity to the original specifications of this contract. The Government reserves the right to inspect any non-conforming product or component.
Therefore, the Contractor shall obtain approval from the Contracting Officer prior to the disposition of any non-conforming product or component.
2. The contractor's quality control manual shall address in detail the contractor's risk management, test, inspection, non-conforming product and counterfeit/suspect parts processes.
3. The Contractor shall immediately notify the Contracting Officer of any changes that potentially have an impact on the product. Changes may include but are not limited to products, processes, materiel, supplier sources, manufacturing facility location and personnel qualifications.

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4. Upon notification of the change, the USCG will approve or deny the change. Facility location changes may require the Government to perform a facility inspection. The contractor shall allow the Government access to all applicable areas of the contractor's facilities to ensure compliance with contractual requirements. In the event that the change is not approved by the USCG, the contract, delivery order or task order may be cancelled or terminated in accordance with FAR.
5. The contractor shall retain all records in accordance with FAR 4.7 Contractor Records Retention. The contractor shall be required to permit Government access to applicable records retained at any level of the supply chain.
6. Unless otherwise specified, the Contractor shall flow down all requirements in this contract to their supply chain, to include all subcontractors and suppliers.

Tracked Items

1. When checked the contractor shall comply with the following documentation requirements:
 - The components to be overhauled 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.
2. Tracked components will be shipped to the contractor with an 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 90 calendar days.
3. The Contractor shall provide a CRR with the overhauled 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 original CRR shall be packed with the component. The Contractor shall retain a copy of each CRR for 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.

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Purchase Order Requirements

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

Line Item	Item Description	Due No Later Than:
0001	Overhaul	Sixty (60) calendar days after receipt of order and components
0002	Test and Evaluation	Fifteen (15) calendar days after receipt of components

2. Items shall be shipped to the following address:

USCG Aviation Logistics Center
Receiving Section, Bldg. 63
1664 Weeksville Road
Elizabeth City, NC 27909-5001

3. **F.O.B. Destination is requested as the delivery term for all deliverables.** Prices in the schedule include all applicable customs, duties, taxes and shipping charges; therefore, no additional charges for shipping will be allowed unless indicated by a bilateral modification to the individual delivery order.

4. RFI Components shall be shipped in compliance with the applicable military standards that apply to the type of part being shipped. All shipping containers/packages shall be marked for delivery IAW the contract or delivery order. All components, which require special care during packing, handling or shipping shall be identified and marked appropriately. The exterior of the package or shipping container shall be legibly marked with the following information in such a manner that the marking shall not be rendered illegible when opened.

- NSN
- Part Number
- Nomenclature
- Serial Number
- Purchase Order Number
- Contractor's Name and Address

5. Packaging and preservation shall include the following information:

- The USCG Aviation Logistics Center (ALC) is a supply depot; therefore, material will be stored and transshipped to various users. The container shall be packed and labeled suitable for shipment via land, air, or sea. Packaging material shall NOT consist of the following: popcorn, shredded paper, Styrofoam of any type, or peanut packaging.
- Each part shall be individually packed in a separate envelope, box, carton or crate.
- For bulk packages, packaging of material up to 100 each per package is acceptable.

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- Each individual container shall be labeled on the inside with the NSN, Part Number, Serial Number, Quantity, Nomenclature, Purchase Order Number, and Purchase Order Line Item Number.
 - Packing List and Certification/Documentation shall be placed on the outside of individual containers.
 - The internal packing material shall be sufficient to prevent damage during shipment, handling and storage. Preservation and protection shall be provided to prevent corrosion, deterioration or decay during warehouse storage for a period of one year.
6. Inspection and acceptance of material under this contract, to ensure that equipment is in accordance with manufacturer's specifications, shall be performed at destination by local USCG personnel and consist of count and condition only. NOTE: All serial number tracked items will be inspected and accepted by local USCG Quality Assurance personnel. Full and clear traceability must be provided with delivery of each part. If full and clear traceability is not provided, ALC will not accept delivery of the part and invoicing may be not be approved for payment.
7. The contractor's invoice shall be submitted IAW FAR 52.212-4 to the designated billing office for payment as noted below. The Contractor is HIGHLY encouraged to submit invoices electronically to ALC-Fiscal@uscg.mil.

Chief, Fiscal Branch
USCG ALC
Fiscal Branch, Bldg. 63
1664 Weeksville Road
Elizabeth City, NC 27909

8. All payments will be made electronically IAW FAR 52.232-33. The contractor may submit invoice five (5) days after shipment of items. The invoice will not be approved until all items have been received.