

**STATEMENT OF WORK (SOW) FOR THE TEARDOWN, TEST, AND EVALUATION (TT&E)  
AND POSSIBLE OVERHAUL OF THE SHUT-OFF VALVE**

**1.0 GENERAL**

**1.1 Background**

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 for the TT&E prior to overhauling of the shut-off valve installed on the Coast Guard's MH-60T aircraft.

The shut-off valve, known as "valve" hereafter, is a flight critical component used with the aft fuel tank dump system. The valves are inspected during prescribed maintenance periods and during the programmed depot maintenance. They are replaced due to high time, corrosion, damage, and failures.

**1.2 Scope**

Overhaul the valves to like new condition on an as needed basis.

<b>Nomenclature</b>	<b>National Stock Number</b>	<b>Part Number</b>
Shut-off Valve	2915-01-302-7146	70307-83805-104

The Contractor shall possess the ability to complete an overhaul on the valves specified herein. The valves shall be overhauled in accordance with the Naval Air Systems Command Technical Manual A1-477QA-MDB-100 dated April 30, 1993; latest revision shall apply.

Where applicable, the front cover of the manual will address if the Export Control Act applies.

The Contractor shall complete the TT&E requirements within thirty (30) days after induction; see section 11.0. Upon completion of the TT&E, the Contractor shall provide a condition report of each component which includes a price breakdown of labor hours and direct materials required to return the component to a "Ready for Issue" condition and a revised delivery schedule. Subject to negotiation and Coast Guard evaluation, a modification will be issued to grant authorization to proceed, reflect the fixed price for overhaul and establish a final delivery date.

The Naval Supply Weapons Systems Support (NAVSUP WSS), Philadelphia, PA, is the Primary Inventory Control Agency and has sole authority and responsibility for certifying sources of supply and support for H-60 components. Public Law 108-136 Section 802 of the Defense Appropriations Act of 2004 and Naval Air Systems Command Instruction (NAVAIRINST) 4200.56 states that Naval Air Systems Command (NAVAIR) shall approve sources for flight critical safety items (CSIs) and the procurement, repair, and overhaul of CSIs is restricted to sources approved by NAVAIR. Contractors shall be NAVSUP WSS certified.

To obtain NAVSUP WSS certifications follow the guidelines provided on the following Navy web site;

[https://www.navsup.navy.mil/navsup/ourteam/navsupwss/business\\_opps](https://www.navsup.navy.mil/navsup/ourteam/navsupwss/business_opps)

The information is located under the Business Opportunities section, sub paragraph Commodities, document Source Approval Request Brochure – Repairs.

There are no performance tradeoffs for this requirement.

Certification and documentation requirements apply.

### **1.3 Objective**

The valves shall be overhauled in accordance with this SOW. The valves furnished hereunder shall be returned by the Contractor in an airworthy condition and in all respects suitable for installation on the Coast Guard's MH-60T aircraft. The Coast Guard considers components ready for issue (RFI) upon acceptance.

## **2.0 SPECIFIC REQUIREMENTS/TASKS**

The valves shall be overhauled in accordance with this SOW, Federal Aviation Regulations Parts 43 and 145, and the prescribed Naval Air Systems Command Technical Manual(s) as specified herein; latest revision shall apply. The valves shall be overhauled to like new condition.

The Coast Guard does not own, nor can it provide the required directives for this requirement.

The Contractor shall provide all necessary parts, material, tooling, labor, repair/overhaul manuals, test equipment and facilities to evaluate and overhaul each component listed. Prior to award, the Contractor **shall provide written proof** to the Contracting Officer it physically has in its possession or the ability to obtain all necessary parts, material, tooling, labor, overhaul manuals, test equipment, and facilities for evaluating and overhauling the components unless it has previously performed this same work on the U.S. Coast Guard's MH-60T helicopters. In addition, the Contractor shall perform a visual and technical inspection of each valve and correct all additional deficiencies found. This shall include replacement of broken parts and the removal of any foreign matter or corrosion. Parts found to be defective shall be replaced with new parts.

A DD Form 1577-2, Unserviceable Tag-Material, or a CG-1577-A (11-90), Unsatisfactory Report Tag, will be attached to each Not Ready for Issue valve describing faults. Once the valve has been restored to like new condition, the Contractor shall remove the unserviceable tag from the assembly.

The information contained in this SOW is not intended to be all-inclusive or to detract from procedures outlined in the OEM specification except where noted herein.

### **2.1 Inspection of Valves**

The valves shall be inspected at the Contractor's place of performance for serial number(s) received per section 4.1.

### **2.2 Corrosion Issues**

Coast Guard aircraft operate primarily in a saltwater environment and are subject to corrosion. Corrosion is expected on the valves to be overhauled under this order. During inspection and functional test, the presence of corrosion in a component or subcomponent thereof shall constitute reason for a more thorough disassembly and inspection. Should corrosion be found, disassembly shall be made only to the extent necessary to remove corrosion or replace the part(s) 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 shall be accomplished in accordance with the applicable technical manual specifications and drawings.

### **2.3 Replacement Parts**

All parts noted in the respective technical manual shall be replaced as required. Replacement parts found to be defective shall be replaced as specified in the respective technical manual or as otherwise authorized in writing by the Contracting Officer. All parts and replaced defective parts shall be new. A copy of the Contractor's work order, listing all replacement parts, shall be provided for each valve. The Contractor shall maintain a copy of replacement part certification documentation for inspection by the Coast Guard for a minimum of twenty-four (24) months after delivery.

### **2.4 Environmental Requirements**

All parts must be thoroughly cleaned in accordance with applicable Component Maintenance Manuals or Federal Aviation Administration (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 the Coast Guard. The Coast Guard may take random samples of parts to ensure they are as 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).

### **2.5 Changes to Government Depot Maintenance Manuals**

The Contractor shall notify the Contracting Officer when changes are made to the technical manual's specifications or drawings which are applicable to the valves specified herein. Such notification shall include the nature of the change and details sufficient for the Coast Guard to evaluate the scope and impact of the change. Prior approval to perform in accordance with revised specifications or drawings shall be obtained in writing from the Contracting Officer before proceeding with the overhaul. The Coast Guard reserves the right to waive any specification.

### **2.6 Service Bulletins, Modifications, Engineering Change Proposals (ECP), Local Engineering Change Proposals (LECP), Time Compliance Technical Orders (TCTO)**

The Contracting Officer shall notify the Contractor in writing of components requiring incorporation of a service bulletin, modification, ECP, LECP, or TCTO. Upon receiving such notice, the Contractor shall submit within thirty (30) calendar days, a firm-fixed-price quote for an incremental charge to be assessed each time the service bulletin or change is incorporated into a component. The quote shall contain a breakdown of material and labor costs based upon the firm-fixed labor rates and material factors. The incremental charge agreed upon for incorporation of a service bulletin shall apply only to those valves which the Contractor 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 an order modification to reflect this change, the service bulletin shall be incorporated into each subsequent component received at the overhaul facility if the service bulletin has not already been incorporated. When service bulletin incorporation changes the part number of the valve contained in this schedule, the new part number and national stock number (if applicable) will be added to the order via modification.

### **2.7 Obsolete Part or Process**

In the event certain parts or processes become obsolete, the Contractor shall, within thirty (30) calendar days after receipt of the valves, notify the Contracting Officer and submit:

- a) rationale and verification of any obsolete part or process; and
- b) a written estimate of the effort required to make the overhaul

Such estimates shall include nomenclature, part number, cost and quantity of replacement parts and total labor hours. The Contractor shall verify cost of parts with invoices or catalogs. The Contractor's delivery obligation for the valves identified shall be suspended as of the date of notice to the Contracting Officer. The Contracting Officer will, within thirty (30) calendar days after receipt of the Contractor's written estimate, make a written determination as to the disposition of the valve. After receipt of the Contracting Officer's disposition instructions, the Contractor shall have thirty (30) calendar days for delivery.

### **3.0 TRACKING SYSTEM**

#### **3.1 Serial Number Validation**

The valves are **FLIGHT CRITICAL** items. Serial number tracking shall be used for validating the correct valves were received at the Contractor's overhaul facility and returned to the Coast Guard. Upon receipt of the valves from the Coast Guard, the Contractor shall verify the valve received. Verification shall include verifying the task order number and serial number of each valve received. The Contractor shall only notify the Contracting Officer in writing if a discrepancy is identified.

The Coast Guard utilizes a serial number tracking system and places high priority on parts integrity within aircraft components. As a result, any part which is determined to be in a serviceable condition as a result of inspection and functional testing shall be reused in the valve from which it was removed, if practical, with the exception of parts specifically replaced during the overhaul as required by the directives as specified within the order.

### **4.0 SCRAP PROCEDURES**

#### **4.1 Condemned Parts and Material**

All non-repairable parts, including parts replaced during the overhaul process, shall be scrapped, rendered unusable to the point they cannot be returned to service, in accordance with the Coast Guard Aviation Logistics Center Instruction 4100.1, Aviation Logistics Center Material Disposal Procedures.

#### **4.2 Beyond Economical Repair (BER)**

In the event a valve cannot be overhauled to like new condition and is found to be BER, the Contractor shall immediately stop working on the valve and notify the Contracting Officer in writing. The Contractor's written notification shall include the following information at a minimum: contract number, task order number, line item number, nomenclature, national stock number, part number, serial number, and a brief description supporting the determination. The Contracting Officer will provide disposition instructions via modification within thirty (30) calendar days after receipt of notification. The Contractor shall be entitled to compensation for teardown, testing, and evaluation only and shall provide an itemized invoice to the Contracting Office for written approval prior to invoicing.

### **5.0 QUALITY DEFICIENCY REPORTING**

Valves received from the Contractor as RFI and found to have deficiencies may be reported on a Product Quality Deficiency Report and returned to the Contractor for investigation. The Contractor shall report all findings of the investigation to the Contracting Officer within thirty (30) calendar days after receipt of the valve identified as having a quality deficiency.

## **6.0 CERTIFICATIONS**

Overhauls shall only be performed by NAVSUP WSS approved sources. The Contractor shall submit copies of their NAVSUP WSS certification to the Contracting Officer for approval prior to execution of any award.

### **6.1 Certificate of Conformance (COC)**

The Contractor shall provide an Airworthiness Certificate (FAA Form 8130-3 or alternate approved by ALC Engineering) for each component overhauled. The certificate must be signed and dated by an authorized representative of the approved overhaul station. If the Contractor cannot provide an Airworthiness Certificate, the alternate ALC Engineering approved document is COC. The COC shall be in accordance with the Federal Acquisition Regulation (FAR) 52.246-15(d), Certificate of Conformance, and shall be provided for each overhauled valve. (Full text of the clause will be made available upon request). The COC shall be included **inside** each shipping container and affixed to the **outside** of each shipping container.

## **7.0 PLACE OF PERFORMANCE**

The place of performance shall be the Contractor's facility.

## **8.0 GOVERNMENT FURNISHED RESOURCES**

The Government will provide the items specified in section 1.2 to the Contractor for overhaul work required under this order.

The Government will not furnish any drawings, parts, hardware, specifications, tooling, or any other overhaul documents required to overhaul the valves specified herein.

## **9.0 CONTRACTOR FURNISHED PROPERTY**

The Contractor shall provide all necessary parts, material, tooling, labor, overhaul manuals, test equipment and facilities to fulfill the requirements of this order, except for the Government Furnished Resources specified in SOW *Section 9.0, Government Furnished Resources*.

The Contractor shall provide the data and documentation requirements specified within this SOW.

## **10.0 GOVERNMENT ACCEPTANCE**

Final inspection and acceptance shall be performed by the Defense Contract Management Agency's representative at the Contractor's facility. Inspection and Acceptance shall be in accordance with FAR 52.212-4 Contract Terms and Conditions-Commercial Items (May 2015).

## **11.0 DELIVERABLES**

Induction shall take place no later than twenty (20) calendar days after receipt of the valves at the Contractor's facility. The Contractor shall complete the TT&E requirements within thirty (30) days after induction. Upon completion of the TT&E, the Contractor shall provide a condition report of each valve, by serial number, which includes a price breakdown of labor hours and direct materials required to return the valve to a "Ready for Issue" condition and a revised delivery schedule. The condition report shall include the order number, the national stock number, the part number, the serial number, and the contract

line item number for each component. The condition report will not include pricing previously obligated for the TT&E. Subject to negotiation and Coast Guard evaluation, a modification will be issued to grant authorization to proceed, reflect the fixed price for overhaul, and establish a final delivery date.

The Coast Guard requires delivery of the overhauled valves no later than ninety (90) days after induction at a rate of four (4) per month.

The Contractor shall guarantee overhaul and delivery of at least four (4) valves, in any combination of output configuration, starting ninety (90) days after induction. If the number of valves in the Contractor's possession falls below what is needed to maintain the order delivery rate, the order will be allowed a one for one exception to the delivery requirement.

The Coast Guard desires early deliveries therefore early shipments are encouraged at no additional costs to the Government. If the Contractor fails to deliver by the expected delivery date established within the delivery order and nonperformance is not covered by an excusable delay, FAR 52.212-4(f), Excusable Delays, the Contracting Officer will negotiate consideration for delinquent deliveries on behalf of the Government. Discounts negotiated in consideration for delinquent deliveries will be reflected in a modification to the task order.

### **11.1 Material Inspection and Receiving Report**

At the time of each delivery, the Contractor shall prepare and furnish a properly completed Form DD250, Material Inspection and Receiving Report or commercial shipping document which will be used by the Government as a packing slip. The form shall include the following: National Stock Number, Part Number, Serial Number, Nomenclature, Quantity, Contract Number, Task Order Number, and Line Item Number. One copy of the packing slip shall be placed on the **outside** of the container.

### **11.2 Packaging, Handling, and Preservation**

The 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.

The Contractor shall ensure that all components, when packed in shipping containers or packaging, will be capable of being transported on standard transportation systems, commercial or military carriers. The Contractor shall preserve, pack, and package in approved shipping containers to ensure complete delivery at destination without damage or deterioration of the supplies due to the hazards of shipping, handling, or storage. The Contractor agrees that any item damaged in shipment from the Contractor will be overhauled inclusive of this order. The Contractor agrees to notify the Contracting Officer of the existence of any damaged and unusable shipping containers.

Packaging, handling, shipping, and transportation procedures shall be in accordance with ASTM D3951-10 (2010) Standard Practice for Commercial Packaging; latest revision shall apply. If commercial practices cannot adequately protect and preserve the equipment, the Contractor shall package, handle, ship and transport components in accordance with MIL-STD-2073-1D Standard Practice for Military Packaging; latest revision shall apply.

### **11.3 Marking of Shipments**

Shipments shall be marked in accordance with MIL-STD-129R, Military Marking for Shipment and Storage; latest revision shall apply.

- Each component shall be individually packed in a separate approved shipping container.
- 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 (1) year.
- Packaging material **shall not** consist of the following: popcorn, shredded paper, Styrofoam of any type, or peanut packaging.
- Each container shall be labeled on the **outside** with National Stock Number, Part Number, Serial Number, Nomenclature, Quantity, Contract Number, Task Order Number and Line Item Number.
- Packing List and Certification/Documentation shall be placed on the **outside** of individual containers.
- Each container shall be marked with a notice of warranty. The notice must include a brief statement that a warranty exists, the substance of the warranty, the duration of the warranty, and who to notify if the supplies are found to be defective.
- When responding to an Aircraft on Ground (AOG) situation, the Contractor shall mark the outside of the shipping container “AOG” in letters not less than 2” high.

#### **11.4 Noncompliance of Packaging, Marking, and Preservation**

The Contractor will be notified by the Contracting Officer when non-compliances with any of the requirements set forth are noted so that corrective action may be taken. The Contractor shall, within twenty-four (24) hours after such notification, give the Contracting Officer disposition instructions for correcting the deficiencies identified. If the Contractor elects to correct the deficiencies, the Contractor shall bear the shipping costs. If the Contractor elects for the Coast Guard to correct the deficiencies, the Contracting Officer may issue a modification to recoup the costs of the correction.

#### **12.0 PLACE OF DELIVERY**

Unless otherwise specified in writing by the Contracting Officer, all deliveries against the resulting order shall be shipped to the address listed below:

**U.S. Coast Guard (Z50100)  
Aviation Logistics Center  
1664 Weeksville Road  
Receiving Section, Bldg. 63  
Elizabeth City, NC 27909-5001**

#### **13.0 F.O.B Point**

The FOB Point for shipments under this order is F.O.B. origin.

Pricing shall include all applicable customs, duties, and taxes.

#### **14.0 URGENT REQUIREMENTS**

In the event an AOG status occurs as a result of a lack of a valve specified herein, the Contractor will be notified and requested to provide a response within twenty-four (24) hours of the notification. The Contractor’s response shall provide status of the valve needed to satisfy the AOG situation and the requirements to expedite shipment.

An AOG situation may require that the Contractor ship directly to a specified Coast Guard field unit. The valve shall be shipped by the fastest traceable means, i.e., air freight, next day delivery. The Contracting Officer may issue a task order modification authorizing additional funding as agreed upon by the Government and the Contractor to accomplish the expedited overhaul. The Contractor shall mark the **outside** of the shipping container "AOG" in letters not less than 2" high.

## **15.0 WARRANTY**

The Contractor's standard commercial warranty, including extended warranties, provided to the Government at no additional cost, shall apply.

In accordance with FAR 46.706(b)(5), Markings, the Contractor shall stamp or mark the supplies delivered or otherwise furnish notice with the supplies of the existence of the warranty. The purpose of the marking or notice is to inform Government personnel who store, stock, or use the supplies that the supplies are under warranty. Markings may be brief but should include:

- i. a brief statement that a warranty exists,
- ii. the substance of the warranty,
- iii. its duration, and
- iv. who to notify if the supplies are found to be defective.

For commercial items the Contractor's trade practice in warranty marking is acceptable if sufficient information is presented for supply personnel and users to identify warranted supplies.

In accordance with FAR 46.706(a), Warranty Terms and Conditions, the warranty shall clearly state:

- 1) Exact nature of the item and its components and characteristics that the Contractor warrants;
- 2) Extent of the Contractor's warranty including all the Contractor's obligations to the Government for breach of warranty;
- 3) Specific remedies available to the Government; and
- 4) Scope and duration of the warranty.

Acceptance of the standard commercial warranty does not waive the Government's rights under any "Inspection" clause that may be in the order nor does it limit the Government's rights with regard to the other terms and conditions of this order. In the event of a conflict, the terms and conditions of the order shall take precedence over the standard commercial warranty. The standard commercial warranty period shall begin upon final acceptance of the applicable material and/or services listed in the Schedule. The warranty shall cover a period of twelve (12) months.

## **16.0 INVOICING INSTRUCTIONS**

Electronic submission of invoices is encouraged. Invoices may be submitted electronically at [ALC-Fiscal@uscg.mil](mailto:ALC-Fiscal@uscg.mil).

Invoices shall be submitted to the Fiscal Department for payment as follows:

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



Contract Number: \_\_\_\_\_

Task Order Number: \_\_\_\_\_

(To be assigned at award)

## **17.0 CORRESPONDENCE**

All correspondence, unless otherwise specified in writing, shall be directed to the following address:

USCG Aviation Logistics Center  
Attn: Contracting Officer  
MRR Production Line Division, Bldg. 79  
1664 Weeksville Road  
Elizabeth City, NC 27909-5001

## **18.0 SPECIAL CONTRACT CONSIDERATIONS**

### **18.1 Government-Furnished Property**

None.