

DRAFT Statement of Work (SOW)
J52-P-408B Turbine Vane Support Refurbishment

1. BACKGROUND

The Fleet Readiness Center Southeast (FRCSE) Jacksonville, FL, requires refurbishing support for the US Navy's Pratt & Whitney J52-P-408B turbojet engine Turbine Vane Support (part number 611340). The J52 engine powers the Navy's EA-6B Prowler electronic warfare aircraft. This aircraft is used to reduce the enemy threat by jamming its Anti-Aircraft Missile radar capability and communications channels and rendering its existing anti aircraft missiles useless.

2. SCOPE

The contractor shall inspect and refurbish Pratt & Whitney J52-P-408B turbo jet engine turbine vane supports utilizing the procedures prescribed in the manuals and work packages listed in directives 3.1 and 3.2 below. The contractor shall provide all supervision, personnel, equipment & tooling required to inspect and refurbish the turbine supports.

3. APPLICABLE DIRECTIVES

- 3.1. NAVAIR 02B-10DAD-6-2V4, Technical Manual, Depot Maintenance, Aircraft Engines Navy Models J52-P-408A/B
Work Package 090 00, 15 August 2010 Depot Maintenance Inspection and Repair, Support Assembly, Turbine Stator
- 3.2. NAVAIR 02-1-517, Standard Maintenance Procedures, Navy and USAF, P&W Aircraft Engines, Change 52 of 15 December 2009
- 3.3. Joint Aeronautical Commanders' Group (JACG) Aviation Source Approval and Management Handbook, current version dated 16 March 2011
- 3.4. Joint Aeronautical Commanders Group (JACG) Aviation Critical Safety Item Management Handbook, current version dated 16 March 2011

4. PRECEDENCE

If there are any conflicts between the SOW and the referenced directives, the referenced directives shall take precedence unless an exception is otherwise stated in the SOW.

5. CERTIFICATIONS & SOURCE APPROVAL REQUIREMENTS

The contractor shall be an approved source of supply as defined in directive 3.3 and 3.4 prior to contract award. Contractor may also be subject to First Article Testing (FAT) requirements as specified within Directives 3.3 & 3.4.

6. REPAIR SPECIFICATIONS

The refurbishing process shall entail inducting used turbine vane supports in an “as is” condition; performing the required inspection, refurbishing, and marking in accordance with Directives 3.1, 3.2, and then returning the supports to the Government.

6.1 Repairs

Supports will be supplied to the contractor in sufficient quantity to allow the contractor to fulfill each delivery order.

Tooling specified by the work packages, or equivalent tooling approved by the Government J52 Fleet Support Team (J52 FST), shall be utilized. Repair procedures requiring tooling not specified shall be developed by the contractor, at the contractor’s expense, but shall be approved by the Government (J52 FST).

Any and all repairs that exceed directives 3.1 & 3.2 approved processes shall be approved by the J52 FST engineering Team, who will ensure all repair/replacement procedures meet all applicable Critical Safety Item, (CSI), requirements. Any and all repairs requiring a welding process during a front flange replacement, and/or a PWA 271-37 plasma build up repair to the inner air seal support flange, in accordance with Figure 2 in Directive 3.1, shall be followed by an approved NDI /FPI inspection process to ensure proper, adequate, and acceptable bonding continuity and uniformity. Additionally, all flange replacement and support flange repairs shall conform to all applicable service limit dimension specifications and limits for the vane support to be considered serviceable for continued processing at the FRCSE.

6.2 Delivery Rate

The length of repair time, or Turn Around Time (TAT) for the complete repair of a vane support shall not exceed 14 working days after the repairing contractor receives the vane support, until the time, each vane support is ready for inspection/evaluation by an assigned Defense Contract Management Administration (DCMA) inspector.

Delivery orders will be issued with bulk quantities. Therefore, the Government reserves the right to ship the total quantity in manageable increments.

7. INSPECTION

The contractor shall inspect the supports for reparability per Directive 3.1. All supports not meeting these standards for reparability shall be rejected and not refurbished. Disposition of non-repairable supports is detailed in Section 10 of the SOW.

7.1 Final Inspection

Supports shall be inspected prior to shipment to the Government for compliance as specified in Directive 3.1 and 3.2.

7.2 DCMA Inspection and Acceptance

All refurbished turbine supports will be inspected, reviewed, and if acceptable in all respects, accepted at the contractor's facility, (Inspection and Acceptance at Source), by a DCMA inspector, or as detailed in a Quality Assurance Letter of Instruction (QUALI)

8. REPORTS

Anytime throughout the duration of this contract, the contractor may be required to submit an emailed progress report, as requested by a designated FRCSE technical point of contact, with the progress of, and/or, problems encountered by a vane support, identified by the applicable serial number.

9. PACKING, MARKING & SHIPPING

All shipping costs associated during return shipment (from the contractor to the Government) shall be at contractor's expense. Each part shall be shipped with a completed DD Form 250 for the parts containing the DCMA inspectors seal and signature.

All repaired vane supports shall be returned to the FRCSE using standard commercial packaging and shipping practices, and by traceable means. Due to the weight of each vane support, no more than one (1) vane support shall be returned in the same container. All possible means to protect the vane supports shall be employed, and each support shall be restrained within the container to prevent excess movement and possible damage from shifting. Each returned shipment of repaired vane supports shall have a prominent shipping label firmly affixed to the carton, with the following information printed in letters at least ¼ inch in height.

SHIP TO: FRCSE Receiving
Bldg. 110 Door 16
(For Bldg. 797 Stacker delivery)
NAS Jacksonville
Mark For: Contract Number:
J52 POC: Bob Hazelwood
Jacksonville, FL. 32212

Supports requiring refurbishment will be shipped to the contractor's site in a protected shipping carton at the Government's expense.

10. DISPOSITION OF NON-REPAIRABLE SUPPORTS

Unless returned to FRCSE, DCMA will oversee the disposition of all non-repairable supports and submit quarterly reports to the COR.

Non-repairable supports scrapped or returned to the government do not require protective containers.

11. SUPPORT EQUIPMENT

All required support equipment will be the sole responsibility of the contractor. The J52 FST will provide prints and drawings of any test or fixtures required during the repair processes and

procedures. The contractor shall be responsible for the fabrication, procurement, and expense of all required equipment, or equivalent tooling, as prescribed and described in the work packages and SPOP process procedures. All required and prescribed tooling peculiar to the repair of the vane supports shall either be approved Pratt & Whitney, (PWA) tooling, or equivalent in design and function.

12. GOVERNMENT TECHNICAL POINT OF CONTACT FOR THE J52 FST

To be provided at contract award.

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