

**Performance Work Statement (PWS)**  
**T-44 Condenser and Evaporator Coils Overhaul Services**

**1.0 Background:**

The Fleet Readiness Center Southeast (FRCSE) is an industrial facility located on Naval Air Station (NAS) Jacksonville, Florida (FL) that reworks, repairs, and overhauls various aircraft, engines, and components. T-44 (King Air H90) aircraft are currently being inducted into FRCSE for Aircraft Condition Inspections (ACIs) which require overhaul of the condenser coils (p/n: 50-380039) and evaporator coils (p/n: 50-380040-1). FRCSE does not have the necessary resources to overhaul these coils and requires Contractor support to accomplish this work.

**2.0 Scope:**

The Contractor shall provide all labor, supervision, facilities, equipment, tools, materials, and any other items necessary to overhaul T-44 condenser and evaporator coils (hereafter will be referred to as coils). All work shall be performed in accordance with the technical data identified in section 4.0 below. The Contractor shall be certified as a Federal Aviation Administration (FAA) Part 145 Repair Station and submit evidence of certification.

**3.0 Requirements:**

At a minimum, overhaul of coils shall include:

- 3.1 Evaluating performance of hardware assets, documenting condition of all hardware assets, and determining the scope of effort required to overhaul the hardware
- 3.2 Inspecting coil assembly for manufacturer's service bulletins, if applicable, and FAA Airworthiness Directive (AD) status
- 3.3 Pressure-testing and inspecting for signs of leakage
- 3.4 Vapor-degreasing coil assembly inside and out
- 3.5 Ultrasonically cleaning internal and external surfaces of coil assembly
- 3.6 Removing corrosion on coil assembly
- 3.7 Flushing coil assembly to remove decontamination until a 10 micron particle-size threshold is achieved
- 3.8 Repairing leaks identified in pressure check
- 3.9 Straightening bent cooling fins

- 3.10 Re-flushing coil assembly until a 10 micron particle-size threshold is achieved
- 3.11 Chromate conversion coat all bare aluminum
- 3.12 Performing final pressure-test to ensure no leaks
- 3.13 Conduct repairs required to complete overhauls if determination is made that coils are repairable. See section 6.0 for coils determined to be Beyond Economic Repair (BER).
- 3.14 Restore any ink stamp or data plate markings to ensure part is properly identified following overhaul or repair.

#### **4.0 Applicable Documents:**

- 4.1 FAA approved technical data for overhauling the condenser coil (p/n: 50-380039)
- 4.2 FAA approved technical data for overhauling the evaporator coil (p/n: 50-380040-1)

#### **5.0 Delivery:**

5.1 The Government will deliver/ship coils requiring overhaul to the Contractor within five (5) business days of task order issuance. The Contractor shall return each overhauled coil within 15 days from the date of receipt of the coil from FRCSE. All shipping from the Contractor to the Government will be at the Contractor's expense.

5.2 The Contractor is solely responsible for damage incurred during shipping to the location specified below.

5.3 The Contractor shall return coils using standard approved commercial packaging and shipping practices, and by traceable means to FRCSE at the following address:

Fleet Readiness Center Southeast  
HGR 140, NAS Jacksonville  
Jacksonville, FL 32212-0016

Mark For: (Provide contract number and task order number)

5.4 The following documentation shall be provided for each shipment:

- Itemized packing slip that includes the contract number and task order number
- FAA Form 8130-3 for each coil within the shipment

## **6.0 Unrepairable Coils:**

6.1 Beyond Economic Repair (BER) coils are estimated not to exceed 10 percent. Any coil determined by the Contractor to be BER shall be disposed of by the Contractor without overhaul. There will be no compensation for BER coils. The Government will pay for overhauled, Ready for Issue (RFI) coils only.

6.2 The Contractor shall note and record the numerical quantity of all provided coils that are rejected and considered non-repairable for any various reason, and report this quantity to the Government.

## **7.0 Destination Acceptance:**

All coils will be visually inspected by Government upon receipt of delivery. If discrepancies are noted during the inspection, the discrepant coil(s) will not be accepted and will be returned to the Contractor. The Contractor shall correct discrepancies and redeliver coil(s) at no additional charge to the Government.

## **8.0 Quality Assurance Provisions:**

All aircraft component quality standards shall be in accordance with Society of Automotive Engineers SAE AS9100D WIP - Quality Management Systems- Requirement for Aviation, Space and Defense Organizations. All components shall conform to Original Equipment Manufacturer (OEM) specifications, technical data, and other applicable directives as identified in the PWS to meet acceptable requirements to the Government. The Contractor shall have a quality control system which meets the requirements of the Federal Aviation Administration and best commercial practices. The Contractor shall maintain a quality assurance program for all components at Contractor and subcontractor operational sites. Quality shall be ensured throughout the program in all areas of fabrication, assembly, inspection, testing, and shipping sites.

## **9.0 AS9100 Standards for Aeronautical Items-FRCSE:**

The Contractor shall notify the Government immediately following a determination that a non-conforming item has been tendered for acceptance. The Contractor shall notify the Government of any component product or manufacturing process change implemented by the Contractor on any item identified in this contract. The Contractor shall provide access of all applicable records and facilities involved in the manufacture of support items to the Government upon request.

## **10.0 Warranty**

The Contractor shall warrant the coils against any defects in material and workmanship for a period not less than 12 months from the initial acceptance of the coil by the Government. Warranty shall cover 100% of the cost to overhaul and replace failed components including labor.

## **11.0 Performance Period:**

Base Year: 1 September 2016 – 31 August 2017  
Option Year 1: 1 September 2017 – 31 August 2018  
Option Year 2: 1 September 2018 – 31 August 2019  
Option Year 3: 1 September 2019 – 31 August 2020  
Option Year 4: 1 September 2020 – 31 August 2021

## **12.0 Place of Performance**

Performance shall be at the Contractor's facility.

## **13.0 Key Personnel**

The Contractor shall provide a Program Manager who shall be responsible for the performance of the work. The Contractor's Program Manager shall be available to communicate to Government personnel during the Contractor's normal business hours.

## **14.0 Contractor Manpower Reporting (CMR).**

14.1. The Contractor shall report ALL Contractor labor hours (including Subcontractor labor hours) required for performance of services provided under this contract for the FRCSE via a secure data collection site. The Contractor is required to completely fill in all required data fields using the following web address: <http://www.ecmra.mil/>, and then click on "Department of the Navy CMRA" or the icon of the DoD organization that is receiving or benefitting from the contracted services.

14.2. Reporting inputs will be for the labor executed during the period of performance during each Government fiscal year (FY), which runs October 1 through September 30. While inputs may be reported any time during the FY, all data shall be reported no later than October 31 of each calendar year, beginning with 2016. Contractors may direct questions to the help desk at help desk at: <http://www.ecmra.mil/>. Contractors may direct questions to the help desk by clicking on "Send an email" which is located under the Help Resources ribbon on the right side of the login page of the applicable Service/Component's CMR website.