

STATEMENT OF WORK:
ONE-TIME DC-8 SPARE LANDING GEAR INSPECTIONS/REPAIRS

Dated: May 28, 2013

1.0 INTRODUCTION

NASA's Dryden Flight Research Center (DFRC) has operated a DC-8-72, Serial Number 46082, as a flying science laboratory since 1987. This aircraft is based at the NASA Dryden Aircraft Operations Facility (DAOF), 2825 East Avenue P, Palmdale, California.

The DC-8-72, N817NA, is due a landing gear inspection/overhaul near the end of CY2013. In anticipation of that NASA purchased a DC-8 Airframe from United Parcel Service (UPS) in 2011 and removed the landing gear as "spares" for this purpose. The landing gear from the United Parcel Service aircraft has last been overhauled in 2007 with relatively little flight time and landing cycles until it was removed, crated, and put in indoor storage. The purpose and scope of this Statement of Work is the inspection/repair of the spare landing gear to make airworthy.

NASA requests a quote for performing one-time inspections and repairs (to be detailed below) on the as removed spare DC-8 Nose Gear, left Main Landing Gear, and right Main Landing Gear.

2.0 OBJECTIVE AND SCOPE OF CONTRACT

The base contract shall consist of provide a firm fixed price for accomplishing:

- Unpack landing gears from shipping containers
- Perform incoming documentation to include digital pictures
- Clean landing gears
- Visual Inspect landing gears
- Verify Airworthiness Directive and Service Bulletin compliance (records review) of landing gears
- Functional Test of each landing gear per Component Maintenance Manual (CMM)
- Touch up Paint of the landing gears
- Provide 8130-3 for each landing gear with work accomplished in Block 13 of that document
- Package in government provided containers for shipment
- The Contractor shall have access to DC-8-72, N817NA's Airworthiness Directive, Service Bulletin and the Component Maintenance Manual

Contract option tasks***

Upon completion of the inspection, provide a firm fixed price for repairs, addressing Airworthiness Directives, and/or Service Bulletins required to bring the landing gears to airworthy condition. Repair work shall not be performed unless NASA DFRC concurs with the fixed price amount and exercises these options.

Contract pricing shall include labor, travel if required, materials, and equipment

necessary to complete the task except for government provided items noted in Section 7.1. For purposes of evaluation of offers, contractor shall propose their fixed price hourly labor rate to be used for the repair work. Labor rate shall be fully burdened and shall include any travel and lodging costs, if applicable.

3.0 SCHEDULE

NASA proposes to ship the spare DC-8 landing gear to the contractor's facility as soon as practical in CY2013 for the above noted scope of work. The date of completion for this work shall be negotiated with the contractor to be no later than August 31, 2013.

The Contractor shall propose a schedule for completion of the contract option tasks to be no later than August 31, 2013.

4.0 TASK REQUIREMENTS

Contractor shall furnish all management, supervision, labor, test equipment and support equipment necessary to accomplish inspections, repairs and documentation.

5.0 QUALITY ASSURANCE.

The Contractor shall provide and maintain a quality assurance and inspection program based on the AS9100 standard. If not third party accredited then NASA may choose to audit for compliance to the standard.

- 5.1 Non-conformance: The Contractor shall have in place a procedure for reporting of nonconforming articles, materials, and equipment. ("Non-conformance" is defined as a condition of any article, material, or service in which one or more characteristics do not conform to the specified requirements. This includes failures, discrepancies, deficiencies, defects, anomalies, and malfunctions).
- 5.2 Inspection: The Contractor shall provide aircraft inspectors to verify that work is performed in accordance with technical specifications and that the workmanship is airworthy. The inspectors shall ensure that all inspection/repair documentation is completed and delivered to the government.
- 5.3 Tool Control: The Government strongly encourages the Contractor to utilize a system of positive tool control.
- 5.4 Government Source Inspection: All work performed on this contract shall be subject to inspection by the Government at any time.
- 5.5 Documentation: documentation and records of all contractor performed repairs shall be delivered.

6.0 CONTRACTOR QUALIFICATION REQUIREMENTS

The contractor shall certify (and/or provide evidence where required) that the following requirements are met, or where requested, propose an alternate approach.

6.1 Corporate Experience. The Contractor shall have experience performing DC-8 landing gear inspections and hold Repair Station certification issued by the FAA.

6.2 Staff Experience. The Government strongly desires that all personnel performing this maintenance possess FAA Airframe and Power Plant (A&P) certification or work under a Repairman's certificate expressly tied with the Contractor's Repair Station certification.

6.3 Tooling. The Contractor shall certify that he possesses or can obtain (prior to commencement of this effort) all fixtures, tooling, and support equipment necessary to perform the required maintenance. The Government will not provide any tooling or support equipment.

6.4 Work Location. All work shall be performed at a site chosen by the contractor.

6.5 Reference Materials. The Contractor shall possess relevant technical reference material to perform this task.

7.0 GOVERNMENT FURNISHED ITEMS

The Government will be providing the following:

- One left main landing gear:
 - o Strut assy P/N 5759145-507
 - o Beam bogie P/N 5759181-501
 - o Tube, torque & bungee assy P/N 5719176-5507
- One right main landing gear:
 - o Strut assy P/N 5759145-508
 - o Beam bogie P/N 5759181-501
 - o Tube, torque & bungee assy P/N 5719176-5508
- One nose landing gear P/N 5714696-5531
- Inspection/Overhaul document results from the last inspection.
- Government funded shipping arrangements to/from the contractor facility.
- Shipping containers for the landing gear.
- After receiving the landing gear back from the contractor then the government will provide and install the following replacement parts on the inspected landing gear:
 - o Lines, hoses, Anti-skid valves, brake limiters, actuators