NASA/DFRC Questions and Answers for requirement:

NND13480656Q: SHUTTLE CARRIER AIRCRAFT ENGINE REMOVAL, ASSESSMENTS AND PACKING FOR SHIPMENT

Q8. Will the mechanics be able to work 12 hour shifts Monday through Saturday?

A8: Work hours will be established when contract is awarded, NASA will only allow 10 hrs. overtime per week.

Q9. Will the nose cowls have to be removed?

A9: Yes, the nose cowls will need to be removed after the engine runs

Q10. Will NASA have ground support equipment available such as forklift, maintenance stands etc.?

A10: Ground support equipment will be available, i.e. maintenance stands, forklifts and engine stands etc. the vendor is responsible to have all equipment necessary to remove, inspect and instrumentation of the engines.

Q11. Will NASA supply barrels for disposal of used oil and fuel removed from engines during preservation?

A11: NASA will provide hazard disposal of fuel and oil for the aircraft engines.

Q12. Will aircraft be available simultaneously? Team and tooling would depart from Texas and go straight to Palmdale Ca.

A12: NASA will support both aircraft as required.

Q13. What is the date for the data review, can this be a preliminary review and can the date be flexible?

A13: The date for the data review starts at contract award, the review because it is partially electronic (NAMIS NALCOMIS, NASA Maintenance Documentation System) must be compiled by Oct 1 2013.

Q14. Can the final Data Delivery Package be delivered by the end of the year?

A14: The final delivery of the data package can be finalized by December 31, 2013, however all the engine work including shipping must be completed by Oct 1, 2013.

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Q15. Contractor would need access to and sole possession of the engine records at their location during the project.

A15: Sole possession of the engine records is not realistic; NASA will provide personnel to access the NASA Documentation System and provide copies of each required record. All historical documents (paper) and copies of the NASA electronic documentation can be taken to wherever the contractor needs them, providing shipping documentation is properly completed for tracking purposes.

Q16. "Complete "C" checks task cards developed by contractor. (The task states to perform "C" check per AMM not per Task Cards). Please clarify.

A16: This is assuming the contractor would develop their own task cards per the AMM it is not a requirement, the work completed must be clearly identified and have proof of inspection.

Q17. In reviewing the SOW for the shuttle engine removal, we note that only test #9 fuel control trim is called out and test #12 covering the performance run is NOT called out, is this an error? To accurately determine the engine serviceability, test 12 should be run. Also, did you need test 8 EVC trim?

A17: Test 9 was inadvertently called an engine performance test, NASA requires Test #9 fuel control trim which does include test 8 for the EVC as necessary, the rigging for the EVC must be correct to perform test #9. If the contractor requires test #12 to produce an FAA 8130, then NASA agrees with the test requirement.