

Beechcraft King Air 300
AOG Maintenance and Scheduled Maintenance
Support Programs

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Statement of Work



Flight Program Operations

December 13, 2021

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1. Introduction and Overview

The Flight Program Operations owns and operates seventeen (17) Beechcraft King Air 300 aircrafts that are powered by Pratt & Whitney PT6A-60A engines. Flight Program Operations (FPO) is responsible for all aspects of the FAA Flight Program to include: safety, policy/standards, operations, training, maintenance, administrative services, financial and business management, acquisition, reporting, regulatory compliance, and other internal/external requirements.

In accordance with Title 14 of the Code of Federal Regulations (14 CFR) 135.426(3)(c), AJF requires that each maintenance provider perform all covered work by following Flight Program Operations' FAA-accepted General Maintenance Manual (GMM) and FAA-approved Continuous Airworthiness Maintenance Program (CAMP). Any person contracted to perform maintenance, inspection, repair, or alteration on FAA Flight Program aircraft; must be qualified, trained, certified, and authorized to perform the work.

Flight Program Operations requires discrepancy corrective actions and repair services to be performed, as required, on a fleet of Beechcraft King Air 300 aircraft over the next five (5) years. Maintenance support for scheduled and unscheduled maintenance to include Aircraft on Ground (AOG) conditions in support of the Flight Program Operations daily mission. Services required by the Government includes obtaining aircraft maintenance and aircraft technical services. The response time for services is critical to return the FPO owned aircraft to airworthy and mission capable condition. Availability of aircraft is critical to meet the mission requirements that FPO performs.

2. Scope of Work

The contractor must hold a 14 CFR Part 145 Repair Station Certificate and associated Operations Specifications listing the appropriate ratings and limitations, have access to the original equipment manufacturer (OEM) engineering support, an Authorized Beechcraft Service Center is desirable, and have the ability to provide Aircraft on Ground (AOG) support throughout the United States and Caribbean.

The contractor must have approved tooling, equipment, parts, and material to adequately repair all Beechcraft 300 aircraft systems. The contractor must also have extensive experience on performing preventive maintenance, inspections, modifications, and repairs on airframe and engine (Pratt & Whitney PT6A-60A) for Beechcraft 300 type aircraft.

The contractor may be required to correct any non-routine discrepancies discovered during scheduled and unscheduled maintenance including AOG events. The contractor will be required to perform an airworthiness releases in accordance with Flight Program Operations' FAA-approved CAMP in accordance with Maintenance Control Instructions.

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At the completion of each repair, the contractor must ensure the aircraft maintenance log (AML) are properly completed in accordance with Flight Program Operation's Maintenance Control Instructions.

Contractor must demonstrate they have facilities to accommodate a B300 for scheduled and AOG repairs

3. Contractor Responsibilities

3.1 AOG Repairs

As required, the contractor will be responsible for performing aircraft repairs remotely or at their facility.

The contractor must provide approximately 600 hours of Mobile Repair Team (MRT) for AOG aircraft when the aircraft cannot fly from a location. The MRT request has to be acknowledged within four (4) hours and technicians shall be dispatched in an expedited manner. The contractor must provide technical experience and troubleshooting support 24 hours/day, 7 days/week, including holidays, for the Beechcraft King Air300 airframe, avionics and Pratt & Whitney PT6A-60A engine when experiencing operating discrepancies and abnormalities.

The contractor technician must have a current (valid) FAA Airframe and Powerplant Certificate 14 CFR part 65 and proof of the original equipment manufacturer (OEM) aircraft familiarization (FAM) certified training.

The aircraft may be flown to the contractor's facility under Minimum Equipment List (MEL) or a Special Flight Permit for repair. Under this scenario, the repair service shall commence within 24 hours of aircraft arrival/delivery with a minimum of two (2) technicians.

All repairs to be performed will be preceded with a budgetary quote/proposal for the known items of work to be completed. Any repair work will not commence until the intended work package or repair estimate has been approved in writing by the FAA Contracting Officer (CO) or the Contracting Officer Representative (COR). The scope of the work to be performed as part of this effort is specified in Section 2 of this Statement of Work (SOW).

3.2 Scheduled Maintenance.

As required, the contractor will be responsible for performing aircraft scheduled maintenance inspections at their facility. Scheduled maintenance will consist of A, B, C and D inspections and time limited work items. See Appendix "X" for scheduled maintenance work cards.

The contractor must have adequate facilities, approved tooling, equipment, parts, and material to perform scheduled maintenance inspections in accordance with Flight Program Operations Continuous Airworthiness Maintenance Program (CAMP).

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The contractor must provide available dates and manpower, minimum of four (4) technicians for requested scheduled maintenance inspections within seven days of the request.

The contractor must hold a 14 CFR Part 145 Repair Station Certificate and associated Operations Specifications listing the appropriate ratings and limitations, have access to the original equipment manufacturer (OEM) engineering support, an Authorized Beechcraft Service Center is desired.

All maintenance inspections, repairs or alterations must be documented in accordance with Flight Program Operations' General Maintenance Manual.

3.3 Replacement Asset/Equipment Condition and Documentation

Any asset(s) required to replace existing component(s) necessary for the accomplishment of the contracted work must meet the following requirements:

Components offered as "New" must:

- Have zero (0) hours and zero (0) cycles in service since time of manufacture, and the internal components must have (0) hours and zero (0) cycles in service since time of manufacture.
- Have documentation that provides full traceability of parts and assemblies, along with documentation to establish proper certification for type design in accordance with the Beechcraft King Air 300 illustrated parts catalog or Flight Program Operations Instructions for continued airworthiness.
- Have documentation that identifies assembly internal components that are required to be tracked for traceability in accordance with the OEM manuals. Documents must identify part number and serial number.

Components offered as "Repaired/Overhauled/Serviceable" must:

- Be restored by an FAA-approved 14 CFR Part 145 Repair Station in accordance with the OEM manual requirements.
- Be restored in the last five years, and have zero (0) time and zero (0) cycles in service since time of restoration.
- Have FAA form 8130-3 Airworthiness Approval Form or equivalent.
- Have Identification documentation for all life limited subassemblies.

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Consumable components must:

- Have proper acceptable documentation in accordance with the Flight Program Operations General Maintenance Manual.

3.4 Contractor Personnel

The contractor must employ personnel who possess the required qualifications under 14 CFR, as well as the necessary skills and training to effectively accomplish the requirements of this SOW. The skills must include technical support for all applicable aircraft maintenance tasks, engine and airframe troubleshooting, parts support required for airframe and engine maintenance/inspection, field support for airframe and engine repairs, engine change, and accounting support for invoicing as described in this SOW.

The contractor must provide adequate staff of current (valid) FAA Airframe and Powerplant Certificate technicians with aircraft familiarization (FAM) certified training.

The Contractor must ensure each contractor employee working on this contract is drug and alcohol free as set forth in Title 14 CFR Part 120. The FAA Guidance for random drug and alcohol testing that implements this CFR is IAW the Department of Transportation (DOT) Office of Drug & Alcohol Policy & Compliance that requires mandatory drug testing of each employee who performs a safety-sensitive function. The Contractor must ensure that each contractor employee is randomly tested twice a year, which is comparable to the DOT random drug testing regimen. The COR, in consultation with the Flight Program Operations' management, is responsible for directing any drug testing requirements. The Contractor must apprise the Government quarterly of the status of compliance with the Mandatory Drug Testing.

3.5 Quality Control Inspection

The contractor must provide adequate quality control during the performance of all repairs on FAA Flight Program aircraft. Quality control will be strictly exercised while the aircraft is being maintained and repaired. This includes:

- Continuous monitoring of technicians and work in progress to ensure technical data is being followed, and ensuring all work is completed in accordance with the Flight Program Operations' CAMP.
- Approving aircraft for return to service in accordance with Flight Program Operations' FAA-approved CAMP.
- Performing all repair and/or maintenance actions in accordance with Beechcraft 300 aircraft maintenance manuals along with any technical instructions, i.e. Airworthiness Directive (AD) OEM Service Bulletin (SB) Engineering Order (EO), Maintenance Action Directive (MAD) or Fleet Campaign Instructions.

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- FAA will provide the contractor with all applicable supplemental manuals, technical manuals, custom Work Content Documents, the FAA GMM, and the FAA-approved CAMP.

3.6 Aircraft Inspection (Scheduled Inspections)

Before any work commences, the contractor and the FAA representative shall inspect the aircraft exterior and interior to confirm the configuration and condition of the aircraft. Any irregularities shall be documented, and a copy of the report will be provided to the FAA representative.

Any repair and/or non-routine discrepancy tasks shall be completed prior to release of the aircraft for flight. A post-maintenance inspection will be performed to ensure airworthiness, inspect for damage, and verify completeness.

4. Component Warranty

The contractor shall provide a written statement of warranty for the work performed for the FAA. The warranty statement must identify what is covered under warranty and the warranty duration.

5. Government Responsibilities

If required, the FAA will ferry aircraft from the place of disablement to a service center for repair work to be performed. In this instance.

The Government will provide the Contractor with a shipping address or location for services requested.

The Government will provide a discrepancy, squawk, work scope, description, etc. of required aircraft maintenance or technical services when required.

The Government may provide replacement parts or materials based on availability and when required for the Contractor to perform aircraft maintenance actions. The provisions for Government supplied material (s) are reserved for the discretion of the Government.

6. Government Property

An inventory of loose equipment will be performed and the property will be stored in a secure location as Government Property (GP). All GP shall be returned with the aircraft upon completion of the repair work.

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7. Over & Above (O&A) Procedures

Either the FAA or the contractor may initiate an O&A action.

- All non-routine discrepancies that need to be corrected will be submitted to the COR for approval prior to any work to begin.
- The CO must approve all obligations.
- If the FAA determines an O&A action is required, the FAA CO or COR will request a price quote. Upon approval of the price quote, the FAA COR will ensure sufficient funding is available on the O&A CLIN. The CO or COR will provide approval to the contractor by issuing a Purchase Approval in FAA format or written notification by electronic mail.
- As soon as the contractor discovers or determines an O&A action is required, the contractor must notify the FAA CO and COR via email no later than one calendar day after the discovery. The communication shall include a description of the required action, and an explanation as to why it is considered an O&A action. The FAA CO will review the contractor O&A request with the appropriate FAA personnel and provide approval or disapproval. If approved, the CO and COR will ensure sufficient funding is available on the O&A CLIN. The CO or COR will provide approval to the contractor by issuing a Purchase Approval in FAA format or notification by electronic mail.
- Upon approval and completion of the O&A task, the contractor must submit an invoice within thirty (30) days from the completion of services.
- At a minimum, all O&A actions and quotes must identify the requested support action, and include all pertinent information (e.g., aircraft system, engine serial number, part numbers, tool, rental fee) with supporting Firm-Fixed-Price (FFP) pricing documentation. Any failure to agree on a reasonable price must be considered a question of fact subject to the DISPUTES clause of the contract.
- Any pilot-reported logbook entry upon induction would be considered non-routine and should be billed as O&A. Note: Flight crewmembers do not have the authority to approve any financial obligations.

8. Period of Performance / Delivery Times

AOG Aircraft

Due to the AOG nature, the contractor shall complete most repairs within 48 hours of notification, or within 24 hours of a pre-established return to service (RTS).

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Scheduled Maintenance Inspections.

All scheduled Maintenance Inspection down times (period of performance) will be agreed upon by the Contractor and Government based on the work scope requirements prior to the induction date of the Scheduled inspection.

9. Place of Performance

The contractor's mobile response teams may be deployed throughout the United States and Caribbean. . If the repair is performed at the contractor's facility, the facility must be a 14 CFR Part 145 FAA-approved Repair Station, Authorized Beechcraft Service Center is desirable. Further, the repair facility's location should have the same address listed on the contractor's Air Agency Certificate.

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