

Boeing 777 Commercial Wide-Body Aircraft plus 4 747 sections
Requirement Description and Details

1. General Description:

This contract will cover the purchase and delivery of a Commercial Wide-Body Aircraft, in Support of Aberdeen Test Center. The requirement is a BRAND NAME specific for one pressurizable Boeing 777-(any sub series) wide-body aircraft in passenger configuration for destructive testing. Additionally four (4) BRAND NAME specific Boeing 747-(any subseries) wide-body aircraft cargo sections cut from between stations 720-980 or 1500-1800 (any assortment). All elements are to be utilized in destructive testing conducted by Aberdeen Test Center.

2. Background:

Aberdeen Test Center (ATC) is required to acquire and conduct commercial aircraft vulnerability testing in accordance with their interagency agreement (IAA) HSHQPM-17-X-00007 with U.S. Department of Homeland Security (DHS). Specifically, the IAA outlines that ATC will acquire wide-body and narrow-body commercial aircraft most representative of the current fleet for full-scale, pressurized, explosive vulnerability testing. It has been determined that the specific BRAND NAME and MODEL are required in order to meet the needs of the mission.

3. Requirement Description and Details:

A. Boeing 777-(any sub series) requirements:

(1) The Boeing 777 passenger configuration wide-body aircraft purchased must be in a common commercial passenger configuration. This requirement is BRAND NAME only and no other substitutions will be acceptable. The aircraft purchased must include all passenger cabin interior furnishing (galley, lavatories, walls, partitions, doors, overhead bins, seats, ceilings, etc.) and cargo compartment interior components (liners, container loading/restraint systems, fire suppression systems, etc.) and be in a flight-worthy condition that enables flight under fully pressurized conditions to Phillips Airfield, Aberdeen Proving Grounds, Aberdeen MD. The awarded vendor will be provided an access period of up to 30 days post initial arrival at destination to conduct a teardown of items considered non-essential to ATC's mission as described further. Flight-worthiness of the aircraft is required as it pertains to mode of delivery recommended by vendor. Upon final delivery post-teardown, the aircraft must be capable of maintaining a minimum differential of 8.0 psi as compared to outside air pressure.

(2). The following items are required to remain intact in the aircraft upon at time of final delivery inspection:

- I. The complete landing gear assemblies or suitable replacement which could consist of time-expired landing gear components or fabricated steel components that would be able to safely support the aircraft and not hinder the aircraft from being repositioned to a specific location on a test pad as needed. Timber shoring or cradles will not be an acceptable means of support.
- II. All passenger, emergency exits and cargo hold doors and associated mechanisms for

- opening, closing and latching.
- III. The flight deck door and surrounding bulkhead structure.
 - IV. All passenger cabin floor sections/panels must be intact and included.
 - V. All overhead passenger stowage bins including passenger service units (PSUs)
 - VI. Passenger seats including cushions. Replacement passenger seats are acceptable as long as the seats are compatible with the aircraft's seat tracks and all seats are installed in the current, commercial passenger configuration upon delivery. The vendor shall also include 30 un-installed seat-back trays which are compatible with seats with the delivery of the aircraft.
 - VII. All cargo compartment cargo handling mechanisms, bulkheads, liners and cargo hold(s) fire suppression system. If expired fire suppression agent bottles in cargo hold are replaced, the vendor may elect to retain the new bottles, however the vendor shall still include the expired bottles in final deliverable.
 - VIII. All aircraft environmental and plumbing/delivery lines and electrical wiring installed behind the sidewall panels and overhead bins.
 - IX. All flight deck and passenger windows.
 - X. All main deck sidewalls panels and associated interior fixtures (carpets, liners, insulation, Lexan panels, shock mounts, etc.).
 - XI. All ceiling panels.
 - XII. Aircraft lavatories. Vendor may remove and retain some lavatory components; however, waste tank, toilets, underneath sink cabinets and interior cabinet shelves, drawers, enclosures, etc. must remain intact.
 - XIII. One slide pack shall be included near right aft door of aircraft. A decommissioned slide pack is acceptable.
 - XIV. Structural repair manuals and systems manuals (may be hard copy or electronic-pdf format).
 - XV. Documentation that the Aircraft being proposed has had no incidents, accidents, or military service and is compliant to the specifications of the solicitation.

B. Teardown:

(1). The vendor shall not include parts they choose to remove and retain from the fuselage in their total quoted price. Any substitution of required item(s), as listed above, will be at contractor's expense.

(2). Notwithstanding the above, the contractor may, within 30 days following the delivery of the aircraft to the delivery location, elect to retain certain parts, materials, units and/or assemblies including but not limited to: engines, the auxiliary power unit, all avionics and instrumentation, flight control surfaces, hydraulic system components, electrical system components (except for those electrical system components located behind the sidewall panels and overhead bins) and interior components (except for those components specifically listed above). To accommodate this activity, the contractor shall have access to the aircraft following delivery to Phillips Airfield. ATC will make all necessary arrangements to allow the vendor access to the aircraft and to permit the contractor to bring certain tooling and equipment to the delivery location to facilitate the removal of non-mission-essential parts of the aircraft. The teardown activity must not materially or adversely impact ATC's testing activities. During such removal, contractor must replace the

parts, materials, units and/or assemblies with like parts, materials, units and/or assemblies that are of sufficient utility to permit the retention of the physical integrity of the systems(s) affected. For the avoidance of doubt, any substituted parts, materials, units and/or assemblies that are being substituted may be supplied in an unserviceable condition.

(3). In addition to any parts the vendor elects to remove and retain, the vendor must prior to the end of the teardown period:

- I. Remove the installed oxygen generators prior to delivery or remove and dispose of oxygen generators
- II. Replace any interior or cargo panels and liners removed or damaged during teardown
- III. Clean/remove any trash, remaining food from the aircraft including cargo areas
- IV. Decommission fuels, fluids, and lavatories

(4). Upon final delivery the government's inspection of the airframe's logbook must confirm that the airframe has no operational history of open logbook discrepancies indicating pressurization problems. As such the vendor must demonstrate that the aircraft can be pressurized (using an outside air supply furnished by the government or its agent) to support a minimum differential of 8.0 psi as compared to outside air pressure.

(5). Vendor shall provide aircraft orientation training to the ATC personnel at Phillips Airfield. Such training shall include (but not limited to) how to open/close passenger and cargo doors, general safety, aircraft pressurization, and external power operations.

(6). ATC intends to use the aircraft solely for destructive testing purposes and agrees that it will not allow the aircraft, nor any of its component parts, to be used on any other aircraft by any party. ATC will not conduct any destructive testing on the airframe until necessary removals and deregistration have been completed. ATC will not operate, or allow a third party to operate, the airframe or any part thereof on or as an aircraft. Prior to the commencement of any testing of the aircraft, ATC agrees that it will either (i) paint the airframe in standard aircraft white, or (ii) remove all paint on the airframe so as to cover any distinctive markings included in vendor's livery, including distinctive paint scheme and any logos visible on the exterior of the aircraft. Additional actions reasonably requested by the vendor to alter the appearance of the aircraft may be taken into consideration and must be determined necessary to minimize or eliminate any public recognition that the aircraft was previously owned or operated by the vendor.

(7). ATC shall deregister the aircraft from the FAA registry within one day after the closing date. ATC will deliver the following to the vendor with 30 days after delivery, and will reasonably cooperate to terminate any or all of the same if requested:

- I. airframe/aircraft data plate
- II. airframe/aircraft sanitary certificate
- III. airframe/aircraft airworthiness certificate
- IV. radio license and authorization
- V. airframe/aircraft registration certificate

C. Boeing 747-(any sub series) Sectional Parts:

(1). Vendor is to provide four (4) sections of Boeing 747 wide-body aircraft cargo area sections from commercial passenger aircraft of any available combination cut from between stations 720-980 or 1500-1800. Sections must:

- I. be half barrel sections cut horizontally 0-8 inches above the passenger floor
- II. be no less than 10 feet in length
- III. contain 7 full frames each
- IV. contain fully intact passenger floor and floorboards stripped of carpeting
- V. contain cargo area sidewall insulation, cargo gill liner, and cargo handling system components
- VI. be free of cargo door openings

D. Place of Performance:

(1). The vendor shall not submit the final invoice until final acceptance has occurred.

(2). Site inspection prior to delivery shall take place at vendor facility or location of aircraft if not at vendor facility.

(3). Prior to initial delivery of the aircraft, ATC reserves the right to send its personnel or named representative to perform a site visit and inspection of the aircraft to ensure it conforms to the required specifications defined herein. The vendor shall facilitate and liaison with ATC to coordinate the inspection of the subject aircraft, and avail any records relating to it.

- I. Should ATC personnel determine that the aircraft does not comply with specifications after inspection, the vendor remains responsible for fulfilling the requirement in accordance with the terms and conditions set forth in the contract, and should locate and provide a conforming aircraft within the delivery timeframe.

(4). Acceptance will be FOB Destination. The vendor shall deliver the aircraft and sectional parts to:

Aberdeen Test Center Phillips Airfield
Aberdeen Proving Ground, Maryland 21005

(5). If the designated delivery and acceptance location should change, the contractor will be notified in advance in writing.

(6). The aircraft shall be delivered within 90 days of contract award.

(7). Final acceptance will not take place until the Government is in receipt of the final aircraft, conforming to required specifications after the tear down process is completed, a maximum of 30 days after its initial arrival.

(8). Delivery of Boeing 747 sectional parts as compliant with section 3.C.(1) includes any cutting, preparation, loading, and transportation from origin to destination. ATC and vendor will establish delivery schedule of sectional parts such that all parts are received within 60 days of contract award.