STATEMENT OF WORK

De-Ice Boot Replacement wDoor MOD

30 June 2026

Reference Contract No:

A. **General:** The US Coast Guard operates a fleet of Medium Range Surveillance aircraft comprised of 18 HC-144 (CASA CN 235-300). The aircraft undergo Programed Depot Maintenance (PDM) every 48 months and there are 2 each airframes in-flow at all times. The aircraft are configured with aluminum leading edge sections which are equipped with pneumatic inflated wing leading edge de-ice boots. There are two leading edge sections per wing, one leading edge section for each horizontal stabilizer and one leading edge section for the vertical stabilizer (7 boots total). However, this SOW is specific to only 2 of the 7 leading edges. The USCG maritime patrol aircraft (MPA) operational environment creates unique challenges and compounds corrosion control efforts. Frequent removals of the LH and RH center leading edges to comply with prescribed corrosion control requirements is time consuming and promotes undesired wear and tear. Therefore, the concept of adding an access door to the lower skin has been analyzed and approved by the aircraft OEM for installation in leading edge P/N's 35-12326-0003 and 35-12326-0004 to allow easy access to this corrosion prone area of the wing leading edge.

B. **Scope:** An annual minimum of 8 each HC-144 leading edge de-ice boots are replaced during the associated PDM. There may be additional field unit repair requirements for any of the P/N's listed in the requirements section.

C. **Requirement:**

1. The vendor shall provide removal and installation service for the following HC-144 leading edge sections and boots: **LH Wing Center P/N 35-12326-0003 (Boot P/N 29S7D5154-11 and RH Wing Center P/N 35-12326-0004 (Boot P/N 29S7D5154-12)**.

2. There may be varying numbers of the quantity for each P/N supplied for the given order number.

3. All boot replacements shall be performed IAW CN-235 AMM for the HC-144 de-ice boots and/or any subsequent revisions or other publication(s) as prescribed by the customer.

4. All metal structure shall be primed using MIL-PRF-23377, Type I, Class C1 or C2 as prescribed by the boot installation procedure and as listed in CN-235 AMM.

5. The leading edge exterior shall be top coated with MIL-PRF 85285, TYPE IV, CLASS H, Coast Guard White FSCN 17860.

6. If damage or any other non-conforming conditions are discovered on the leading edge components, the respective USCG POC(s) shall be contacted immediately.

7. The Access Door MOD shall be installed in leading edge P/N's 35-12326-0003 and 35-12326-0004 IAW ADSMA 20E40D-00292, 20E40N-00128 and 20E40A-00291 engineering design and installation requirements. This modification shall be listed as a separate entry and properly annotated on the work card and FAA 8130-3.

D. **Deliverables:**

1. The vendor shall provide a detailed list of all leading edge de-ice boot P/N's replaced and manufactures

documents shall be attached to the associated leading edge section.

2. The vendor shall provide a list of costs associated with any additional repairs and/or modifications authorized by the MRS contracting officer.

3. The vendor shall provide an estimate of the repair time from receipt of the leading edges to ready to ship date of the two leading edge P/N's listed in the requirement section.

4. A list of all associated parts, part numbers, hardware and CAGE Codes shall be provided to the USCG for sustainment and procurement requirements of the access door modification to P/N's 35-12326-0003 and 35-12326-0004.

5. The vendor shall document all work performed via FAA 8130-3.

6. Points of Contacts (POC) for the HC-144 are: CWO Lance Godfrey, Lance.L.Godfrey@uscg.mil, (571) 608-0837.