

DRAFT

PERFORMANCE WORK STATEMENT

(PWS)

For

E-9A CONTRACTOR LOGISTICS SUPPORT

Version: 4.0 Version Date: 08 Feb 23

CONTRACT NUMBER

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PREPARING ORGANIZATION:

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E-9A CLS Performance Work Statement

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1 General Scope

This contract is for performance-based Contractor Logistics Support (CLS) for site support, aircraft Depot, Engine Depot maintenance, aircraft upgrades and modifications, and strategies that optimize total system availability while minimizing cost and logistics footprint. Sustainment strategies include the best use of public and private sector capabilities through Government and industry partnering initiatives. The Contractor is responsible for facilities, labor, services, equipment, tools, parts, materials, and consumables not explicitly stated as government furnished property (GFP) to perform the requirements for this contract.

1.1 Contract Period of Performance

The contract period of performance will end when the Government determines that no additional work will be ordered/performed. The Government will provide at least 30 days' notice of its intent to end the contract period of performance, unless ended due to the termination of the contract.

1.2 Background

The E-9A is a test support aircraft for the Eglin Gulf Test and Training Range (EGTTR). The primary mission of the E-9A is Sea Surveillance of the EGTTR to ensure the testing area is cleared of civilian boats before initiating tests, and to assist recovery of any test materials in the EGTTR after test. The secondary mission of the E-9A involves the capturing, recording and transmitting telemetry (TM) data from systems under test.

The purpose of this Performance Work Statement (PWS) is to define the requirements for the tasks to be accomplished for E-9A Contractor Logistics Support (CLS) of United States Air Force (USAF) owned aircraft located at Tyndall Air Force Base (AFB), Florida (FL). All aircraft are commercial derivative aircraft and are maintained In Accordance With (IAW) Federal Aviation Administration (FAA) standards. All aircraft are covered under Flying Hour programs for all routine/scheduled/conditional maintenance as well as parts and materials. Flying hour programs include additional support, as over and above or unscheduled tasks, including engineering services; development, test, and FAA certification of modifications; installation of modifications; and depot maintenance support.

CLS includes all organizational, intermediate, and depot level maintenance and repair, aircraft scheduling, launch and recovery, and repaint, support, supply support through a Contractor Operated and Maintained Base Supply (COMBS), Support Equipment (SE), program management, engineering services, and engineering/technical data for the E-9A fleet.

The full CLS system includes all support actions required for the following:

- Program and logistics management
- Engineering services and engineering technical data
- Aircraft scheduling to include sortie, deployment, and exercise support
- Launch and recovery of the aircraft

- Maintenance (to include depot level maintenance, subsystems maintenance), repair, inspection, and overhaul of aircraft, engines, components, spares, and SE
- Supply of all Government owned materials, spares, and SE through a COMBS
- Government and special inspections
- Design, installation, and testing of modifications
- Aircraft Paint
- Technical data

The COMBS services contractor shall provide a full spectrum of transparent Supply Chain Management (SCM) services to support safe, flyable aircraft to meet users' daily flight schedule consistent with Department of Defense (DoD) and commercial sector best practices in procuring, producing, and delivering products and services to customers. These SCM activities include, but are not limited to, managing supply and demand, sourcing parts, assembly, disposal, warehousing and inventory tracking, order entry and order management, distribution across all channels, and delivery to the customer.

2 Site Operations

The FAA certified E-9A Widget's site operations (Tyndall AFB, FL) consist of two commercial derivative E-9A De Havilland Aircraft. The E-9As are Dash 8, 100 series aircraft with multiple Supplemental Type Certificates (STCs). The powerplant consist of two Pratt and Whitney (P&W) 121A engines. The one Main Operating Base (MOB) for both aircraft is Tyndall AFB.

The primary mission is to provide sea surveillance data, used to help identify a clear area in the test range. Secondary missions include recording & relaying telemetry data, relaying ultra-high frequency (UHF) radio communications, search and rescue, and supporting aircrew movements during weather evacuations. The following systems are used to accomplish these missions:

- Sea Surveillance Radar System (SSRS)
- Telemetry System (TMS)
- Data Link System (DLS)
- UHF Relay System

2.1 Aircraft Maintenance Concept and Programs

The Contractor shall maintain aircraft logbook forms and documentation. Contractor shall perform aircraft routine maintenance at the MOB. The Contractor shall maintain all aircraft, power plants, and components IAW FAA Federal Aviation Regulations (FAR) Parts 23, 25, 43, 65, 91, 145, specified Air Force Instructions (AFIs), and Original Equipment Manufacturer (OEM) specifications to meet standards contained in Federal Regulations, Advisory Circulars, Air Combat Command (ACC) Instructions, ACC Supplements and technical orders (TO) list in the PWS. The Contractor shall maintain, to a level of Title 14 of the Code of Federal Regulations (CFR) Part 145, repair station standards at the MOB. The Contractor shall comply with applicable instructions and supplements listed in Appendix D. The Contractor shall deliver annual certification letters confirming both E-9A aircraft have been maintained, inspected, and repaired to FAA type certification and airworthiness standards. The Contractor shall include aircraft type, aircraft tail number, and statement of FAA airworthiness for each aircraft in an

annual Aircraft Airworthiness Certification Report, refer to para 18.1, Reports Summary for additional details IAW CDRL A001, Airworthiness Compliance Report, DI-SESS-81768AT.

The Contractor shall develop and maintain a Quality Program Plan containing general aircraft programs IAW applicable documents per Appendix X (To be provided in final PWS): Tool and Equipment Management, Tool Accountability, Rag Control, Special Tools, Calibration, Aircraft Impoundment & Mishap Reporting, Joint Oil Analysis Program (JOAP), Engine Run and Taxi Training, One Time Inspection (OTI), Functional Check Flight (FCF), Weight & Balance (W&B), Cannibalization (CANN), Hangar Queen Program, Foreign Object Damage (FOD) and Dropped Object Prevention (DOP) Program, and Crash Damage or Disabled Aircraft Repair (CDDAR), and Aircraft De-icing IAW CDRL A002, Quality Program Plan, DI-QCIC-81722T.

2.2 Operating Locations

The E-9A's MOB is at Tyndall AFB, FL. Operational requirements may require the aircraft to operate from other locations to include both civilian and military facilities.

- (a) The occasion may arise wherein a relocation of aircraft home base and contractor's associated support (maintenance and/or COMBS) may be necessary. In such instance, upon receipt of appropriate contractual authorization from the Procurement Contracting Officer (PCO), the contractor shall accomplish a transfer of the contractor's logistic support capability as covered by the contract in a minimum of 48 hours to assure the Air Force (AF) that adequate aircraft support is met to meet the mission requirements.
- (b) In the event that any contractor's personnel are unable to accompany such relocation for any reason, the contractor will effect replacement with personnel of equal ability.
- (c) The Government will provide the contractor with operational facilities at such relocated base in accordance with the facilities requirements as stated in paragraph xx (to be provided in final PWS).
- (d) All costs associated with such relocation incurred by the contractor including, but not limited to, packaging and shipping of hardware and software, including transportation costs, and costs incurred for termination under any subcontract then existing between contractor and subcontractors for support activity, will be borne by the Government.

2.3 Scheduled Operations

The Contractor shall meet the 53rd Weapons Evaluation Group (WEG) approved flying schedule between Monday and Friday excluding federal holidays. Typical flying window for the E-9A is between 0700 and 1700. In some circumstances, it may be required for the contractor to support additional time, or 24-hour coverage, such as when an aircraft is in a non-mission capable status or operations deem necessary (overtime will only be authorized with PCO or Airmanship, Training and Unique Missions (ATUM), E-9A, Program Office (PO) approval. In the event the 82nd Aerial Targets Squadron (ATRS) declares a down day, the Contractor shall have a least one person available on site or by telephone. If by telephone, the Contractor shall provide the E-9A PO and PCO with contact information.

The Contractor shall support deviations in the normal flight operations and support flying schedule changes. The Government will normally provide 12-hour notice for revised schedule times. The Contractor shall support adding aircraft and changes to aircraft configuration when

given a minimum of 24 hours' notice by the Government. The Contractor shall support surge operations of four single-ship sorties or two 2-ship missions per day. The Government will provide the Contractor 72-hour notification of surge operations and the total number of sorties required. The Contractor may be required to have all aircraft Fully-Mission Capable (FMC) during surge operations.

NOTE: Turnaround times between first and second flights may be short when one aircraft is undergoing maintenance or is off station.

NOTE: Contractor shall use WEG scheduling communications means as dictated by the operations squadrons.

2.4 Continuation of Mission Essential Contractor Services

Mission Essential Contractor Services consist of Search and Rescue and Evacuation Operations. The contractor shall prepare for the continuation of these essential DoD services during crisis IAW DFARS 252.237-7023. The Contractor shall establish and provide a Mission Essential Contractor Services Plan to ensure continued support of services defined as "Mission Essential" during a crisis IAW DFARS 252.237-7023. The plan shall be submitted by the Contractor 60 days after award and IAW para, 18.1 IAW CDRL A003, Management Plan, DI-MGMT-80004A. The Contractor shall participate in training events, exercises, and drills associated with Government efforts to test the effectiveness of continuity of operations procedures and practices. Contractor shall provide a recall roster with the name, address, and telephone number of Contractor personnel performing these Mission Essential services. The recall roster, not to include Personally Identifying Information (PII), shall be updated internally, monthly, and be available to Government at all times IAW CDRL A004, Contractor's Personnel Roster, DI-MGMT-81834A.

2.5 Search and Rescue (SAR), (Mission Essential)

The Contractor shall support E-9A SAR sortie(s) within an hour - when required by the Government. If a mission falls outside normal duty hours, the Contractor shall contact the PCO as soon as possible. The following are the task requirements for a SAR mission:

- Perform all tasks necessary to prepare and aircraft for flight.
- Perform all tasks necessary to launch the aircraft.
- Perform all tasks necessary to recover the aircraft after flight, refuel as necessary, and return the aircraft to the hangar or other Government designated parking spot.
- In the event the aircraft does not fly, perform all tasks necessary to return the aircraft to the hangar or other Government designated parking spot.

NOTE: The AF will maintain funds on a contract line item to support preparation, launch, two hours of flight, and recovery of a SAR mission outside of normal duty hours. SAR missions during regular duty hours are considered regular base operations. If a mission is going to require the technicians to fly on the aircraft more than two hours of flight, the PCO shall be contacted to obtain approval to support the extra time prior to the end of the two hours.

2.6 Off-Station Operation Support

The Contactor shall provide onboard maintenance personnel with the proper tooling, data, and supplies needed to perform flight line maintenance for single day missions with scheduled stops away from the MOB.

The Contractor shall provide onboard maintenance personnel with the proper tooling, data, and supplies needed to perform flight line maintenance for missions requiring one or more nights away from the MOB. Contractor travel and labor cost above an employee's regular salary for multi-day missions will be supported as Over and Above (O&A).

The Contractor shall support off-station operations of up to two single-ship mission per day. The Contractor shall comply with and ensure that all deployed employees and agents comply with pertinent service and DoD directives, policies and procedures.

The Contractor shall ensure that all aircraft required to support a deployment are mission capable to perform the identified mission IAW E-9A Minimum Essential Subsystem List (MESL) within 24 hours after official notification by the Government.

Maintenance or repair may be accomplished by the site maintainers, an OEM authorized Service Center, or an FAA Part 145 certified repair station.

2.7 Cockpit Procedures Training Support

At the request of the 82ATRS, the Contractor shall operate the power cart, ground air conditioning system, and aircraft run support upon request, to support pilot cockpit procedures training. The Government will provide at least 24 hours' notice prior to conducting training.

2.8 Mission Operator Training Support

At the request of the Contracting Officer Representative (COR) or the 82ATRS, the Contractor shall operate the power cart and ground air conditioning system, with an Airframe and Power Plant Mechanics (A&P), capable of Mission Equipment Operations, to provide walk-through familiarization with mission equipment, which includes fault codes and indications, troubleshooting, and in-flight maintenance actions as needed. This does not include formalized classroom training; however, the Government does require Contractor to *facilitate* Training. The Government will provide at least 24 hours' notice prior to requiring familiarization.

2.9 Ground Servicing Familiarization

The Contractor shall provide ground-servicing familiarizations to flight crew. The Government will provide at least 24 hours' notice prior to requiring familiarization.

2.10 Hurricane/Weather Evacuation of Aircraft (Mission Essential)

Hurricane season runs from 01 June through 30 November. The Contractor shall support the local weather evacuation plan and maintain both aircraft in mission capable status meeting the requirements as defined in the E-9A MESL. The aircraft shall be configured with additional passenger seating as necessary. The Contractor shall provide onboard maintenance personnel and the proper tooling, data, and supplies needed to perform flight line maintenance while away from the MOB.

2.11 Alternate Passenger Configuration

The Contractor shall convert the aircraft from the mission configuration to the passenger configuration as directed by the PCO.

2.12 Mission Support

The Contractor shall support COR or PO request for qualified SSRS and/or Telemetry Relay System (TMRS) maintenance technicians to fly on missions. Request shall be submitted to the Government as soon as the mission is identified.

2.13 Special Events

The Contractor shall support special events as directed by the PCO.

NOTE: Special events may include air show static displays and flyovers.

2.13.1 Notification

Flight Operations to Air-Shows Aerial Events office to notify the Government (82nd) – unit commander will notify Aerial Events Office, Commander, Air Combat Command (COMACC)

2.14 Acts of Nature

The Contractor shall report to prior to accomplishing all maintenance required as a result of an “act of nature” to include but not limited to lightning strikes, bird strikes, and hail damage when directed by the PCO as O&A.

2.15 Special Maintenance Requirements

The Contractor shall accomplish all maintenance required as a result of conditional incidents, such as: Over-G, hard landing, engine over temp, engine over torque, over speed, propeller strike, and any other special inspections as required and described in the OEM maintenance manual or as requested by the PCO. Repair and replacement of these items are not covered by flying hours. The Contractor shall coordinate requests through the COR and E-9A PO. The Contractor shall submit an O&A request to the PCO to obtain approval to include but not limited to repairs/ replacement of items and labor if required. The Contractor shall notify the E-9A PO of all occurrences and maintenance actions resulting from an “act of nature” or Government mishap.

2.16 Aircraft Crash Recovery and Mishap Support

The Contractor shall provide mishap investigation and recovery support as directed by the PCO. The Contractor shall provide upon request the most knowledgeable Engineering representative. The Contractor shall provide immediate access to any supporting documentation required. The Contractor shall provide support for E-9A mishap investigations using Department of Air Force Instruction (DAFI) 91-204_ACCSUP.

NOTE: The host base will integrate the Contractor into their crash recovery program as it relates to E-9A aircraft. The host base will furnish all crash recovery equipment except for E-9A peculiar equipment at the MOB. Refer to attachment X (to be provided in final PWS)- GFP listing.

2.17 Off-Station Aircraft Recovery (O&A)

The Contractor shall notify the COR of Non-Mission Capable (NMC) aircraft at locations other than the MOB within 2 hours. The Contractor shall provide personnel to recover NMC aircraft, off-station when directed by the PCO. The Contractor shall dispatch/depart to the aircraft within 24 hours of PCO approval with required publications, tools, test equipment, parts, and personnel to return the aircraft to airworthy status or effect necessary repairs to ferry the aircraft to MOB or an FAA Part 145 repair facility. Overnight travel may be required by the Contractor to

accomplish this action. The Contractor shall submit an O&A request to the PCO to obtain approval.

2.18 Mission Capable (MC) and Reliability Rates

The Contractor shall maintain the E-9A fleet to meet the following aircraft Mission Capability and System Reliability rates on a monthly basis for cumulative fleet:

- Aircraft Mission Capable (MC) rate of not less than 85%.
- Total Non-Mission Capable Maintenance (TNMCM) rate of not greater than 5%.
- Total Non-Mission Capable Supply (TNMCS) rate of not greater than 5%.

MC, NMCM, and NMCS rates shall be determined IAW AFI 21-103. Source data of MC rate calculation will be provided at request of the Government. Contractor will report flying hours and MC rates to REMIS.

The Contractor shall develop and deliver the report for MC, NMCM, and NMCS Monthly Status Report IAW CDRL A005, Monthly Status Report, DI-MGMT-81928. Refer to para 18.1, Reports Summary for additional details

2.19 Severe Weather

The Contractor shall develop procedures to safeguard and prevent water damage of high value items, computer systems, aircraft records, program files, and maintenance books. The Contractor shall develop checklist to execute preparation and evacuation procedures for each Hurricane Condition (HURCON) level. The checklist should be included IAW CDRL A006, Evacuation and Emergency Management Plan, DI-MGMT-80004T. The Contractor shall develop checklist to safeguard aircraft and equipment during severe weather. The Contractor shall be prepared for evacuation no later than HURCON 2.

2.19.1 Evacuation Plan

The Contractor shall develop and deliver a Government approved Evacuation Plan to support 325 FW Plan 555, Aircraft Evacuation Plan, refer to para 18.1, Reports Summary for additional details IAW CDRL A006, Evacuation and Emergency Management Plan, DI-MGMT-80004T.

Shall respond to recall within 4 hours in the event of an evacuation notification.

2.20 Emergency Management Response Plan

The Contractor shall develop a Government approved response plan IAW Tyndall AFB Comprehensive Emergency Management Plan (CEMP) 10-2. Due within first 30 calendar days of contract award IAW CDRL A006, Evacuation and Emergency Management Plan, DI-MGMT-80004T.

2.21 Information Technology (IT)

The Contractor is responsible for providing computers, internet access, monitors, printers, and ancillary equipment needed to accomplish the requirements of this contract. Contractor shall provide its employees with computers and software. All hardware (computers & laptops) must have the most current AF Standard Desktop Configuration (SDC) installed. All hardware items used must be purchased through mandatory AFWay vendors (excluding input devices) which will have the SDC image with all the AF standard applications (Office, Adobe Acrobat, Anti-Virus, etc.). Only software on the approved software listing is authorized for use on the AF network; unapproved software must go through the process for approval. All hardware &

software purchases require approval from the 82 ATRS. The Contractor shall allow COR or any other Government agent with a need, to have access to their server for E-9A program requirements. Any Government Furnished Equipment (GFE) that is provided would be controlled and accounted for IAW Air Force instruction.

2.22 Telephone System

The Contractor is responsible for providing all telephone equipment needed to accomplish the requirements of this contract. Existing infrastructure, e.g. wiring, may be used with AF concurrence from the 53 WEG. In the event an outage, Contractor will report to the 53 WEG within 48 hours.

2.23 Security Requirements

2.23.1 Base Network Requirements

Contractor shall ensure that all procured Automated Data Processing Equipment (ADPE) in fulfillment of this contract is fully compatible with Government networks and equipment. Only AF approved computers and related equipment shall be used and connected to the Tyndall Network. Contractor shall ensure computer security and compliance with USAF directives and regulations governing physical and operational security. Contractor shall ensure that information management practices/activities are IAW the following instructions: AFMAN 33-153, Information Technology Asset Management (ITAM); AFI 33-200, Information Assurance (IA) Management; AFMAN 33-363, Management of Records. The Contractor shall comply with local Security Manager Requirements for personnel needing base network access. The Contractor shall ensure all Contractor personnel requiring access to the base network have a completed NAC and complete all required computer-based training (CBT).

2.23.2 Defense Program Information (DPI) Protection/Cyber Security

The Contractor shall implement a Cyber Security Program to protect DPI associated with the E-9A program. The Contractor's program shall comply with the guidelines in USD (AT&L) Memorandum, Cyber Security in Defense Acquisition Programs, dated November 18, 2008.

Cyber Security Requirements. The Contractor shall maintain physical security of all contractor furnished equipment (CFE) computers. These shall never be left unattended (remain within control of E-9A program personnel), always stored in a locked program facility during non-duty hours, have latest anti-virus installed (where possible), have password protection for using computers (where possible). The Contractor shall maintain data integrity, including virus scan on any data prior to upload to aircraft (e.g., navigation data) Computers/laptops used on aircraft shall only be used for this intended purpose in supporting E-9A aircraft directly (i.e., administrative tasks carried out on other equipment).

NOTE: In any case, that flash media is required to interface with the aircraft, or support equipment, for moving data on/off equipment, the Contractor shall acquire media that is on the FIPS 140-2 approved products listing. At contract phase-in, the Contractor shall replace the flash media currently in use.

2.23.3 Visitor Group Security Agreement

The Contractor shall enter into a long-term visitor group security agreement with the Tyndall AFB Installation Security Manager, as needed, outlining how the Contractor integrates security requirements for contract operations with the AF.

2.23.4 Contractor Identification Badges

The Contractor shall obtain Government issued identification badges and Restricted Area Badges (RAB) and ensure personnel display contractor identification badges at all times. The Contractor shall ensure badges are removed when performing intake/exhaust inspections or performing maintenance in the immediate vicinity of operating engines. The Contractor shall immediately report lost badges to the base Security Manager. The Contractor shall retrieve Government issued Contractor badges from employees who depart for any reason before the contract expires; e.g. terminated for cause, retirement, etc. The Contractor shall provide initial and follow-on training to personnel who work in the Air Force controlled/restricted areas.

Note: RAB must be displayed while in all Tyndall AFB controlled areas

2.23.5 Operation Security (OPSEC)

OPSEC requirements are required in an effort to reduce program vulnerability from successful adversary collection and exploitation of critical information. OPSEC will be applied throughout the contract. The Government will provide critical Information list. OPSEC surveys to measure the effectiveness of the OPSEC program will be conducted by the Government. The contractor shall provide a security liaison to coordinate with 82nd ATRS Security Manager.

2.24 Safety

2.24.1 Key Control

The Contractor shall ensure Government facilities, equipment, and materials are properly secured. The Contractor shall establish and maintain procedures for key and lock combination control. The Contractor shall implement methods to ensure Government issued keys and lock combinations are not lost, misplaced or used by unauthorized persons. The Contractor shall not duplicate Government provided keys. The Contractor shall report occurrences of lost or duplicated keys to the COR. The Contractor shall be responsible for total cost when re-keying and lock replacement is required due to Contractor error.

2.24.2 Safety Requirements

The Contractor shall develop and implement a documented safety program that ensures the protection of Government property and personnel IAW the Safety, Fire Protection and Health Specification, PWS Appendix X (To be provided in final PWS), AFI 91-202, and DAFMAN 91-203. Contractor must comply with local installation occupation and safety health policies: AFI 91-202 and Air Force Occupational Safety and Health (AFOSH) standards at USAF locations.

Contractor is responsible for compliance with the Occupational Safety and Health Administration (OSHA) (Public law 91-596).

The Contractor shall develop and deliver a Safety and Health Plan and corresponding site safety checklist to the Contracting Officer ten (10) business days after contract award date and upon updates. Contractor's Health and Safety plan shall include appropriate measures to ensure the contractor reacts promptly to investigate, correct and track alleged safety and health violations and uncontrolled hazards in the contractor work areas. Contractor must comply with all Safety Plan documentation and requirements IAW CDRL A007, Environmental, Safety, and Occupational Health (ESOH) Plan, DI-SAFT-82313.

Current copies of the Safety Program and Safety Plan must be available and maintained on site.

The Contractor shall comply with applicable base, local, state, military and federal safety, occupational, and fire protection regulations and policies. In the event of a mishap, the Contractor shall take reasonable and prudent action to establish control of the mishap scene, prevent further damage to persons or property, preserve evidence until released by the mishap investigative authority, cooperate and assist Government personnel in the investigation of the mishap, and develop, and deliver an Accident/Incident Report. Refer to para 18.1, Reports Summary for additional details IAW CDRL A015, Accident/Incident Report, DI-SAFT-81563.

The Contractor shall comply with the Mishap Notification/Reporting requirements in applicable regulations found in Appendix X (To be provided in final PWS), even if the damaged property is fully indemnified by the Contractor. Report incident or mishap resulting in damage/injury, environmental hazard or loss of government equipment/personnel to COR, WEG, and E-9A PO within 1-hour of occurrence.

The Contractor shall abide by all local policies for personal electronic or communication devices (e.g., cell phones, beepers, pagers, portable music/video players, electronic games, etc.) on the flight line, munitions areas, hangars and/or other industrial work areas. The Contractor shall appropriately mark/identify equipment issued for the performance of official duties.

2.24.3 Voluntary Protection Programs (VPP)

Reserved for future use. Tyndall AFB is not currently part of OSHA's VPP. However, OSHA's VPP could be implemented at Tyndall AFB during the life of the contract. All Air Force contractors are required to familiarize themselves with the requirements of VPP.

2.24.4 Environmental Management

The Contractor shall comply with all applicable federal, state, local, military, and base laws, regulations, and requirements regarding environmental protection.

2.24.5 Hazardous Material

The Contractor shall implement a hazardous material program IAW CDRL A008, Hazardous Materials Management Program (HMMP) Plan, DI-MGMT-81398D.

The Contractor shall comply with all applicable federal, state, local, military, and base laws, regulations, and requirements regarding hazardous material (HAZMAT).

The Contractor shall coordinate with base HAZMAT Office with and shall comply with base HAZMAT handling requirements and ensure compliance to regulatory requirements for the proper receipt, storage, issuance, inspection, distribution and disposal of HAZMAT.

The Contractor shall participate in the installation Hazardous Material Management Process (HMMP) team and support base HAZMAT compliance IAW AFI 32-7001 and AFI 32-7086.

The Contractor shall manage and track HAZMAT using the Government provided access to the AF HAZMAT tracking system.

The Contractor shall provide hazardous waste collection containers.

The Contractor shall ensure personnel have met training requirements prior to handling of hazardous materials.

The Contractor shall document evidence of training in the proper handling of hazardous materials for their personnel.

The Contractor shall make training records available to the COR and host base personnel IAW CDRL A004, Contractor's Personnel Roster, DI-MGMT-81834A.

2.24.6 Foreign Object Damage Prevention Program

The Contractor shall establish and manage the FODFOD program for the aircraft maintenance operating area IAW DAFI 21-101. The Contractor shall appoint a FOD Monitor for the E-9A FOD Program who will work with the 325th Fighter Wing/CV to ensure compliance with that program and complying with preliminary and final reports, as necessary. The Contractor FOD representative shall attend the Airfield Operations Board meetings, as required (quarterly unless problems develop) to provide input regarding the FOD program. The Contractor shall accomplish FOD walks on the E-9A ramps, collecting debris, at Tyndall AFB daily and more frequently if problems are encountered. If a FOD incident occurs, the Contractor shall inform the COR within two hours during duty hours or the beginning of the next duty day, if after hours. The Contractor shall accomplish the appropriate investigation and forms documentation and submit to the COR within three business days. The Contractor shall develop and deliver an Accident/Incident Report IAW CDRL A015, Accident/Incident Report, DI-SAFT-81563., refer to para 18.1, Reports Summary for additional details.

2.25 In-Flight Emergencies and Aircraft on Ground

In-flight Emergency (IFE) Support

The Contractor shall respond to operational emergencies. The Contractor shall link an E-9A systems engineer to flight crew within 30 minutes of notification of airborne E-9A flight crew seeking assistance for the control/resolution of in-flight emergencies. The Contractor shall provide recommendations to assist in the resolution of in-flight emergency conditions. Control, direction, and responsibility for action/inaction taken to resolve the emergency condition rests with the Aircraft Commander. The Contractor shall be available to conduct In-flight Emergency (Conference Hotel) during applicable flying hours.

For IFE support provided during normal business hours, the Contractor shall immediately provide email notification and summary of IFE to the Program Engineer. For IFE support provided outside of normal business hours, the Contractor shall provide notification and summary of IFE to the Program Engineer no later than 8:30 a.m. Central Time the next working day

Aircraft on Ground (AOG) Support

When an aircraft has been identified as needing AOG support, the Contractor shall participate in AOG telecoms or meetings. The Contractor shall regard participation in AOG as its highest systems engineering support priority under this E-9A Contract. In the event of conflict, other systems engineering support requests shall be worked in order of priority provided by the E-9A PO. The Contractor shall provide an AOG focal point to support the E-9A PO in response to AOG within 24 hours of notification. The Contractor shall support AOG responses with technical assistance and by coordinating, integrating and documenting all resolution activities. The Contractor shall support safety and accident investigations. When the Contractor's support is mutually deemed significant (i.e. greater than 160 hours of combined contractor and subcontractor effort), the requested support will be separately funded and authorized by the PCO.

3 Modifications

3.1 Contactor Integrated Modifications

The Contractor shall furnish labor, materials, and all required data to develop, design, fabricate, test, implement, and sustain modifications, and support installation procedures and development of Engineering Change Proposal(s), or other Government-approved instructions, to aircraft and equipment, when directed by the PCO or E-9A PO.

The Contractor shall perform all modifications IAW FAA approved data. The Contractor shall provide FAA Designated Engineering Representative (DER) or the Organization Designation Authorization (ODA) to approve modification procedures for which FAA approved data does not presently exist. Modifications to be done by FAA FAR Part 145 certified repair stations or the E-9A's MOB with FAA certified personnel and IAW AFI 21-101. The E-9A PO reserves the right to act as airworthiness approval authority in place of the FAA.

If a modification installs replacement equipment, the new equipment will be incorporated into the approved maintenance and inspection schedules. The Contractor shall submit a

Rough Order of Magnitude (ROM) for proposed modification when requested by the Government for PCO approval.

3.1.1 Frequency Allocations

Unless directed otherwise by the PCO, the Contractor shall submit a completed DD Form 1494 or any form requested by the E-9A PO that may replace the DD Form 1494, Application for Equipment Frequency Allocation to the Government within 270 days contract award, for all airborne equipment that radiates electromagnetic energy into free space. Instructions for preparing the form are contained in DAFI 17-220, Spectrum Management, and on the form itself. See PWS Appendix X (To be provided in final PWS) for current RF devices installed on aircraft.

3.2 Government Integrated Modifications

The Contractor shall support government integrated modifications as directed by the PCO. Support may include but not limited to:

- Attending weekly modification meetings
- Escorting external contractors on base
- Escorting external contractors on aircraft
- Briefing external contractors on all requirements to be on the ramp or in aircraft hangar (FOD, Tool Control)
- Coordinating aircraft availability for modification

4 Maintenance and Supportability

4.1 Aircraft Maintenance

The Contractor shall perform all scheduled and unscheduled maintenance for the E-9A fleet IAW Air Force Policy Directive (AFPD) 62-6, CFR Title 14 FAR Part 25, Part 33, Part 35, Part 43, Part 45, Part 91, Part 135, and Part 145 or applicable Supplemental Type Certificates.

4.2 Certification Requirements

The Contractor shall maintain the aircraft in a FAA certified configuration. The Contractor shall obtain approval from the E-9A PCO for any deviations.

The Contractor shall ensure all employees complete required training. The Contractor shall provide qualified FAA certificated mechanics IAW FAA FAR 65 to perform all organizational and depot level maintenance required in this PWS.

The Contractor shall provide a mix of qualifications: FAA certified A&P mechanics and Inspection Authorization personnel necessary to provide all maintenance requirements for the E-9A airframe, engine, propeller and flight technicians, FCC Certified Avionics Systems technician with A&P Certifications, IAW applicable FAA FAR 65.

The Contractor shall ensure at least half of the E-9A mechanics have a minimum of two years' experience on de Havilland Turbo-prop airframe and engines.

4.3 Aircraft Appearance Standards

The Contractor shall maintain interior and exterior aircraft appearance IAW best commercial practices and OEM requirements. The Contractor shall match all repaired or replaced items to the existing color and texture of the installed components to meet OEM specifications. The Contractor shall repair or replace damage or defects due to fair wear and tear. The Contractor shall ensure all delayed discrepancies are repaired within 45 calendar days or during the next scheduled inspection whichever occurs first. If existing color and textures cannot be obtained, the Contractor shall provide the E-9A PO with alternatives and recommendations.

The Contractor shall replace exterior placards and labels when they become damaged, worn, torn, unreadable, or begin to peel no later than (NLT) next scheduled inspection or within 45 calendar days without an approved waiver, whichever occurs first.

4.3.1 Interior and Exterior Repair

The Contractor shall repair or replace damage or defects due to neglect or abuse of interior and exterior components of the aircraft when directed by the PCO.

NOTE: Determination of neglect or abuse will be made between the PCO, E-9A PO and COR. The Contractor shall submit an O&A request to the PCO for approval.

4.4 Aircraft and Maintenance Forms

The Contractor shall maintain component, engine, aircraft, and support equipment maintenance records IAW TO 00-20-1: *AEROSPACE EQUIPMENT MAINTENANCE INSPECTION, DOCUMENTATION, POLICIES, AND PROCEDURES*, and the aircraft logbooks per FAA regulations listed in PWS Appendix X (To be provided in final PWS), Applicable Documents.

4.5 Logistics and Maintenance Information Data System

The Contractor shall have available at the onset of full performance an Automated Aircraft Maintenance Program (AAMP) database for the duration of the contract. The AAMP shall provide real time (within one hour of occurrence), quick and accurate identification of areas requiring improvement as well as identifying support and resource problems that require Major Command (MAJCOM) involvement. The Contractor shall analyze the data and recommend methods to the Government for improving downward trends or conditions. The Contractor shall use the AAMP database to record flying schedule deviations, maintenance performance

indicators (maintenance rates and attrition) and trend data to improve operations, measure the logistics processes that provide training capability to the unit and provide a historical database for E-9A flying operations. The Contractor shall make available access to the AAMP system to the Government personnel during the term of the contract.

4.5.1 AAMP

The contractor shall maintain E-9A AAMP subscription and applicable software. The Contractor shall continuously review AAMP and ensure all inspections and maintenance tasks are completed within required intervals. The Contractor shall document completion of inspections and maintenance tasks in the AAMP system and provide Government with access to AA MP Database and all applicable E-9A information. The Contractor shall deliver and report AAMP requirements IAW CDRL A008, CONTRACTOR LOGISTIC SUPPORT MAINTENANCE REPORT, DI-PSSS-82220, refer to para 18.1.

NOTE: (Moved to Data Rights Section) Any information/data generated within the maintenance data collecting system, shall be provided to the Government with unlimited rights in data. Reference **DFARS 252.227-7015**. “Unlimited Rights,” as used in this clause, means the right of the Government to use, disclose, reproduce, prepare derivative works, distribute copies to the public, and perform publicly and display publicly, in any manner and for any purpose, as well as the right to have or permit others to do so.

The Contractor shall input all applicable data into the AAMP database. The Contractor shall update the database with the previous day’s data NLT 1400 hours central standard time.

4.5.2 Performance and Trend Analysis

The Contractor shall analyze the flying schedule, deviations, daily maintenance status, sortie debriefs and other available data to populate the AAMP database.

Provide both Logistics Product Data Sets and Maintenance Data sets and daily reports

Maintenance Performance metrics: Provide Daily rate report for TNMCM, Ground Abort, Aircraft on the Ground Rate (AOG). TNMCS support the monthly CDRL report.

Provide monthly report, and monthly summaries for performance requirements established in this paragraph. In addition to the data provided in the daily report, the contractor will provide monthly summaries for performance. monthly summaries and charts outlining goals and achievement and/or shortfall with get well plans for all Performance Metrics IAW para 18.1, Monthly Reports and IAW CDRL A005, Monthly Status Report, DI-MGMT-80368.

4.6 Electrostatic Discharge Program (ESD)

The Contractor shall develop and implement an ESD Program IAW TO 00-25-234, Section VII (7).

4.7 Life Support Equipment (Osborne)

The Contractor shall provide, store, inspect, and maintain the E-9A life support equipment for each aircraft IAW FAA, OEM and Air Force standards, including replacement or refurbishment of items because of normal usage, consumption, or expiration of shelf life. This shall be managed IAW E-9A aircraft configuration requirements in AFMAN 11-301v2. Actions will be completed

and documented on AFTO Form 46. The Contractor shall remove the military unique items from the life rafts and provide to the Government for inspection. The Contractor shall reinstall the military unique items before returning the life raft to service.

4.8 Maintenance Planning and Forecasting

The Contractor shall develop and deliver a 3-year forecast, presented on a 6-month basis for maintenance planning and scheduling.

The Contractor shall develop a maintenance plan to maintain the E-9A aircraft IAW the OEM and OEM manual Maintenance Planning Manual (MPLM) and Maintenance Program Manual (MPM) formerly PSM 1-8-7 and PSM 1-8-7P.

The Contractor shall continually forecast inspection and maintenance requirements and ensure the actions will be accomplished prior to the due date IAW CDRL A010, Maintenance Forecast.

4.9 Service Actions

It is the intent of the Government to maintain FAA type certification of the aircraft by use of FAA approved changes and parts overhaul/repair. The Contractor shall immediately notify the Government of all service actions, e.g., Airworthiness Directive / Service Bulletins (AD/SB) and Commercial Technical Directives for the aircraft, equipment, and support equipment. The notification will include the Contractor's recommendation on adopting the action, the cost of incorporation, and a parts list IAW CDRL A011, Airworthiness Directives/Service Bulletins/Advisory Data, DI-MISC-81241.

Upon notification of approval by the Service Action Review Board (SARB), the Contractor shall accomplish all applicable service actions that require less than eight labor hours in accordance with AD/SB publication, no special tools, no kits, and no special skills. In addition, the Contractor will participate, upon the Government's requests, in SARBs. The Contractor shall submit O&A request for actions that do not fit the above criteria.

In the event the Government elects not to comply with an AD or SB (under the provisions of the FAA Act of 1958, governing "Public Use Aircraft"), the Government will provide the Contractor with written formal notification. Copies of such notification will be supplied to the FAA by the contractor if the FAA so requests.

The Contractor shall document the accomplishment of ADs/SBs and Commercial Technical Directives inspections/installation in the aircraft logbook and AFTO Forms 781A and 95. The Contractor shall update applicable data and drawings, if required, when AD/SBs are accomplished. The Contractor shall deliver copies of the updated data and drawings. The Contractor shall deliver copies of ADs and SBs and Commercial Technical Directives to the E-9A PO as they are received. The Contractor shall develop and deliver an Airworthiness Directives/Service Bulletin/ Advisory Data Report as required IAW CDRL A011, Airworthiness Directives/Service Bulletins/Advisory Data, DI-MISC-81241. If directed by the Government the contractor, shall coordinate and execute service actions via the Time Compliance Technical Order (TCTO) process; E-9A PO will notify once TCTO has a way forward to resolve configuration, safety, service bulletins, service instructions, etc. Provide additional ancillary TCTO consumable materials as required outside of the TCTO material kit or sustainment TCTO materials list, as identified by the Government in the draft TCTO.

4.10 Weight and Balance

The Contractor shall weigh the aircraft for any of the following conditions:

- Aircraft modifications or repairs are accomplished and calculated on actual weight and moment data are not available.
- Complete aircraft repaint.
- Unsatisfactory flight characteristics are reported by the pilot to which cannot be traced to flight control system malfunction, improper aircraft loading, or error in weight and balance data and/or computation.
- Recorded W&B data is suspected of being in error.
- A series of minor modifications since the last weighing are estimated to change the empty weight by 0.3% or have caused a CD change greater than 0.1% of MAC.
- Removal and replacement of flight surfaces.
- Comply with TO-1-1B-50
- The contractor shall input all W&B data into the Automated Weight and Balance System (AWBS).

The Contractor shall weigh the aircraft IAW applicable E-9A Aircraft Maintenance Manuals listed in PWS Appendix X (To be provided in final PWS).

The Contractor shall manage the W&B program for the aircraft IAW DAFI 21-101. The Contractor shall annotate on the appropriate forms, weight, balance changes, and provide notation as required. The E-9A PO can request the historical and current W&B information at any time.

4.11 Equalized Maintenance Program

The Contractor shall complete maintenance according to the tailored Equalized Maintenance Plan provided by the Government.

The Contractor shall provide any suggestions to improve the efficiency of the Equalized Maintenance Plan to the Government.

The Contractor shall not perform maintenance which would delay the ability to fly within a 48-hour notification during hurricane season (01 Jun to 30 Nov).

The Contractor shall request and obtain E-9A PO approval for accomplishing Maintenance Work Cards later than scheduled.

The Contractor shall request and obtain E-9A PO approval for accomplishing Maintenance Work Cards 25% earlier than scheduled.

The Contractor shall correct discrepancies discovered during scheduled inspections.

The Contractor shall request and obtain approval from E-9A PO for delaying discrepancies repairs.

The Contractor shall schedule major overhauls, e.g., landing gear and propellers, during the non-hurricane season prior to the due date with E-9A PO approval.

A report will be provided to the COR and E-9A PO of all work accomplished, deferred tasks, or otherwise unaccomplished work, regardless of reason IAW CDRL A012, Maintenance Status

Update, DI-MGMT-80368A. Status updates for Equalized Maintenance shall be presented in documented format monthly.

4.12 Organizational Level Maintenance Service

The Contractor shall perform all organizational level maintenance to the E-9A fleet IAW applicable documents listed in PWS Appendix X (To be provided in final PWS). The Contractor shall schedule and complete aircraft maintenance around flight schedules. The Contractor shall perform inspections and correct discrepancies discovered during scheduled inspections.

The Contractor shall only defer discrepancies with Government approval.

During hurricane season (1 June through 30 November), the Contractor shall not initiate any extended maintenance actions without prior coordination with the 82nd ATRS except when required to return the aircraft to a MC status.

The Contractor shall restore aircraft to a minimum of the “Ops” mission as defined in the E-9A MESL Table 1.1 within 48 hours’ notice from the Government.

4.13 Cannibalization

The Contractor shall inform the COR of any impacts to the flying schedule, and request approval from the Government for any cannibalization or removal for troubleshooting, prior to initiating any cannibalization action.

The Contractor shall report cannibalization actions in the Monthly Status Report IAW CDRL A005, Monthly Status Report, DI-MGMT-81928, refer to para 18.1, Reports Summary for additional details.

4.14 Depot Level Maintenance Services

The Contractor shall accomplish all required depot level maintenance when directed by the PCO.

The Contractor shall accomplish depot maintenance at an FAA-certified repair station IAW CFR Title 14, Part 145 with appropriate ratings for the work being performed.

The Contractor shall assess aircraft condition and maintenance requirements upon induction into depot and develop a schedule for completion of work and delivery of the aircraft.

The Contractor shall negotiate the delivery schedule with the PCO.

The Contractor shall input the schedule, deferred discrepancies, and all completed task cards into AAMP.

4.14.1 Depot Maintenance Acceleration/Compression

The PCO can direct the contractor to accelerate/compress the depot schedule to return the aircraft to the home station directly due to an emergency requiring expeditious action. Price, delivery and other terms and conditions shall be negotiated and reflected in a modification to the contract in the event this paragraph becomes operative. Said directive shall, if time is available, be in writing. If sufficient time is not available to issue a written directive, it may be issued verbally. Any such verbal directive shall be confirmed at the earliest possible date, in writing, by the PCO.

4.14.2 Depot Level Repair of Mission Systems

The Contractor shall accomplish depot level mission system component repair through applicable vendors IAW PWS Appendix X (To be provided in final PWS). The Contractor shall submit an O&A request to the PCO for approval prior to depot level repair of mission system components performed by a vendor.

4.15 Aircraft Wash

The Contractor shall wash and clean the exterior of the aircraft to include the landing gear wells every 30-calendar day and perform a fresh water wash every 15-calendar days.

The Contractor shall complete a freshwater wash after low altitude missions (below 1000 feet Mean Sea Level) not to include takeoff and landing operations.

The Contractor shall remove smudges, stains, and grease-marks daily during the accomplishment of scheduled inspections or maintenance.

In the event an aircraft wash cannot be performed at the E-9A MOB, a waiver shall be acquired IAW Tech Order (TO) 1-1-691, and the Contractor shall support an alternative wash location. Tyndall AFB is located within 1.25 miles of saltwater body and is classified as a severe corrosive environment.

4.16 Aircraft Paint Touchup

The Contractor shall repaint or touch-up any painted area that exposes bare metal as soon as practical, NLT 15 business days after being discovered.

The Contractor shall feather, sand, prime and paint IAW the E-9A paint drawing 99-9010 and T.O. 1-1-8 to match existing colors.

4.17 Complete Aircraft Repaint/Partial Paint and Strip

The Contractor shall accomplish complete aircraft repaint when directed by the E-9A PO.

The Contractor shall paint aircraft using a FAA FAR CFR Title 14, Part 145 repair facility IAW the T.O. 1-1-8, de Havilland Dash 8 Series Structural Repair Manual (SRM) 51-20 (Formerly PSM 1-8-3) and the E-9A PO approved E-9A Paint Scheme Drawing 99-9010.

The Contractor shall not use hexavalent chromium-based or trivalent chromium-based paint in the E-9A Complete Aircraft Repaint.

The Contractor shall accomplish an in-depth corrosion inspection, to include removal of telemetry antenna structure, treatment, E-9A PO approved repairs, and documentation of all defects.

The Contractor shall balance the flight controls.

The Contractor shall weigh the aircraft and update all weight and balance data after a complete repaint.

The Contractor shall complete the aircraft repaint effort within 45 calendar days from date the aircraft arrives at the paint facility. See PWS Appendix X (To be provided in final PWS) for estimated workload.

The Contractor shall provide all decals required for Aircraft Repaint per E-9A Paint Scheme Drawing 99-9010.

The Government reserves the right to inspect and, if necessary, reject the aircraft repaint for issues described in TO 1-1-8.

Partial Paint and Strip for components that require more than a touchup or require special painting procedures shall be done at a FAA FAR CFR Title 14, Part 145 repair facility.

4.18 Aircraft Cleaning

The Contractor shall clean aircraft interior components IAW T.O. 1-1-691 and OEM guidance.

4.19 Mission Systems Maintenance Support

The Contractor shall maintain capability and accomplish mission systems maintenance IAW PWS Appendix X (To be provided in final PWS), TO 1E-9A-18 and applicable vendor manuals as listed in PWS Appendix X (To be provided in final PWS).

The Contractor shall repair and maintain parts, Line Replacement Units (LRUs), Shop Replaceable Units (SRU) and components in a serviceable and properly configured condition to support daily operations.

The Contractor shall maintain the capability to perform troubleshooting, repair, overhaul, modification, and maintenance of transmitters, recorders, computers, data conditioning and conversion equipment, radar systems, printed circuit cards, airborne and ground analog and digital telemetry components, and timing device components.

The Contractor shall provide FAA certification or a Certificate of Conformity (CoC) for FAA certified repaired parts IAW FAA requirements.

Contractor personnel shall be required to occasionally fly on the E-9A to support maintenance, e.g., troubleshooting, and testing actions.

4.20 Data Link System (DLS)

The 53 WEG is responsible for the removal/reinstallation and maintenance for the DLS components, except for removal/reinstallation of system antennas. When discrepancies are noted with the DLS, the Contractor shall notify the 53 WEG.

The Contractor shall support on-aircraft trouble shooting performed by Air Force technicians. When aircraft wiring or power is the source of a discrepancy, the Contractor shall be responsible for trouble shooting and repair.

4.21 Flight Termination System (FTS)

The Contractor is responsible for maintaining the airworthiness condition of the six FTS antennas. The system is no longer used. All equipment except for the antennas has been removed and the antennas are no longer required to function as antennas.

4.22 Inter-Range Instrument Group (IRIG)

The Contractor shall sustain a preventative maintenance and periodic testing program that ensures the E-9A telemetry antenna, receiving, retransmission and recording systems meet the requirements of IRIG. The IRIG standard is available at web site <http://www.ntia.doc.gov/osmhome/106.pdf>.

4.23 Major and Minor Repairs

The Contractor shall perform all major and minor repairs IAW FAA approved data.

The Contractor shall provide FAA DER or the ODA approved repair procedures for which a standard repair does not presently exist.

The Contractor shall provide a copy of all FAA Form 337 or FAA Form 8130-31 to both COR and E-9A PO.

If repairs exceed normal organizational level, the Contractor shall request depot status IAW the requirements outlined in DAFI 21-103.

The Contractor shall document all major repairs on the AFTO 95 and all major and minor repairs on the AFTO 781A.

The Contractor shall document all repairs in the aircraft logbooks IAW FAA requirements.

4.24 Hardware Substitutions

The Contractor shall ensure that all part substitutions meet FAA airworthiness standards.

The Contractor shall electronically notify COR and E-9A PO Engineering of any hardware substitutions not directed or approved by the OEM or called out in the Illustrated Parts Breakdown (IPBs) before proceeding with the substitution.

The Contractor shall notify E-9A PO Engineering and the COR of OEM initiated substitutions.

The Contractor shall update the IPB supplement documenting the substitutions.

4.25 Systems Engineering Program

The Contractor shall have a documented System Engineering Plan.

The Contractor shall employ known systems engineering disciplines into an integrated life-cycle balanced system of products and processes in compliance with E-9A quality, schedule, and cost requirements using the Air Force Life Cycle Management Center AFLCMC process for Systems Engineering as a guide.

The Contractor shall develop system engineering documents using AFI 63-101_20-101 as a guide.

The Contractor shall update the system engineering documents as needed, or by the request of the E-9A PO.

4.26 Non-Recurring Engineering Services

The Contractor shall accomplish “non-recurring” engineering services in support of the requirements of this PWS.

The Contractor shall perform engineering services upon receipt of specific task assignments from the E-9A Program Office through the PCO.

The Contractor shall accept the task within five business days or deliver to the PCO an alternate approach to the stated problem.

The Contractor shall provide the E-9A Program Office, through the PCO, estimates on time and man-hour requirements.

4.27 Engineering Inquiries

The Contractor shall support requests for engineering, substitute parts and general inquiries in support of aircraft and mission systems logistics efforts and Government objectives.

The Contractor shall support Engineering Inquiries up to 10 hours per request.

The Contractor shall request approval from the PCO prior to expending more than 10 hours on any single Engineering Inquiry.

4.28 Petroleum, Oil and Lubricant (POL)

The Contractor shall provide all POL except for aircraft fuel.

The Government will provide fuel for USAF-owned support equipment and vehicles (cars, trucks).

The Contractor shall perform all aircraft POL and oxygen servicing IAW OEM, Occupation Safety and Health Administration (OSHA), TO 00-25-172 and TO 42B5-1-2 in Appendix X (To be provided in final PWS).

The Contractor shall perform all fueling of aircraft.

The Contractor shall comply with procedures in TO 42B-1-23 in reclaiming all fuel removed from aircraft.

4.29 Oil Analysis Program (OAP)

The Contractor shall establish and maintain an Oil Analysis Program IAW AFI 21-131, TO 33-1-37-3 and report analysis data IAW CDRL A013, Oil Analysis Report, DI-MISC-80390, refer to para 18.1, Reports Summary for additional details.

The Contractor shall perform engine oil samples on a flying hour basis, IAW P&W Maintenance Manuals.

The Contractor shall use a FAA approved laboratory to test and monitor oil JOAP/SOAP samples.

4.29.1 Abnormal Oil Sample Results

The Contractor shall notify the Government upon an engine having abnormal oil sample results.

The Contractor shall begin testing oil samples at a new interval as determined by the laboratory on that engine until the engine is repaired or replaced.

4.30 Software Support

4.30.1 Mission Systems Software

The Contractor shall maintain the mission systems software in its current configuration.

The Contractor shall notify the Government when software updates are available.

The Contractor shall update the mission systems software when directed by Government.

The Contractor shall not alter, modify, or correct the resident software coding documentation without written approval from the E-9A PCO.

The Contractor may reproduce copies of the operational software for use in troubleshooting, Government approved modifications, system re-hosting, or test purposes.

4.30.2 Software Discrepancy Reporting

The Contractor shall notify the Government of any software updates/software changes/user change requests/discrepancies that affect system performance, testing, or maintenance and report/recommend changes that would enhance system performance, capability, or improve system maintainability.

The Contractor shall take no action that alters the system software or coding without written approval from the Government.

The Contractor shall report software configuration changes, discrepancies and recommend system performance, capability, and maintainability enhancements in a Software Discrepancy Report (SDR) developed and provided to the Government IAW CDRL A014, Software Discrepancy Report, DI-MISC-81627, refer to para 18.1, Reports Summary for additional details.

5 Inspections

5.1 Pre and Post Flight requirements

The Contractor shall perform preflight/post flight inspections IAW Technical Order (T.O.) 00-20-1 and applicable E-9A technical manuals as listed in PWS Appendix X (To be provided in final PWS).

The Contractor shall have the aircraft pre-flighted, serviced and located on the launch spot with an aircraft ground power unit not later than 30 minutes prior to scheduled take-off time.

The Contractor shall ensure the aircraft is air conditioned during the period starting 30 minutes prior to engine start if ground temperatures exceed 75 degrees Fahrenheit or if ground relative humidity exceeds 95%.

The Contractor shall recover aircraft, debrief the aircrew, perform appropriate post flight inspections, complete aircraft and latrine servicing, and correct discrepancies.

The Contractor shall hangar the aircraft to the maximum extent possible when aircraft are not being utilized for flight operations.

The Contractor shall perform aircraft recovery and marshaling IAW AFMAN 11-218.

The Contractor shall perform aircraft towing operations IAW DAFI 21-101 and DAFMAN91-203.

5.2 Foreign Object Damage (FOD) Inspection

The Contractor shall perform FOD inspections on all areas where aircraft are parked and hangered weekly IAW DAFI 21-101

The Contractor shall report FOD incidents in an Accident/Incident Report IAW CDRL A015, Accident/Incident Report, DI-SAFT-81563 and include FOD, refer to para 18.1, Reports Summary for additional details IAW DAFI 21-101 Attachment 6.

5.3 OEM Maintenance Inspections

The Contractor shall perform all established mandatory inspections IAW OEM maintenance manual and FAA FAR.

The Contractor shall request approval from the Government for all Contractor developed checklists.

5.4 Operational Check Flight (OCF) / Functional Check Flight (FCF)

The contractor shall support mission system OCF and aircraft FCF as described in Government's FCF/OCF program.

The Contractor shall execute OCF and FCF inspections.

The Contractor shall perform OCFs on repaired or disturbed systems and document AFTO 781A IAW TO 00-20-1.

The Contractor shall support the Government established FCF program IAW TO 1-1-300.

The Contractor shall debrief each FCF/OCF and report status IAW CDRL A005, Monthly Status Report DI-MGMT-81928. Refer to para 18.1, Reports Summary for additional details

5.5 Special Inspections

The Contractor shall accomplish inspections such as Government directed OTI, Conditional Inspections, Borescope Inspections, and Special Inspections, not required by OEM procedures as part of the aircraft support services.

The Contractor shall submit an O&A request to the PCO for approval prior to conducting special inspections.

5.5.1 Deferred Discrepancies

The Contractor shall anticipate and inform the E-9A PO, and provide the rationale, for any delayed discrepancies.

The Contractor shall request approval from the E-9A PO to defer discrepancies.

The Contractor shall track any status that drives deferred discrepancies.

The Contractor shall brief deferred discrepancies to the E-9A PO during the weekly IPT meeting.

5.6 Engine, Propeller, and Landing Gear

The Contractor shall accomplish scheduled inspections, overhauls and unscheduled repairs of the engines, propellers, and landing gear using a CFR Title 14, Part 145 repair station facility as required by maintenance manuals. See PWS Appendix X (To be provided in final PWS) for estimated workload.

5.7 Corrosion Prevention and Control

The Contractor shall develop and maintain a corrosion control program for inspection and treatment of aircraft and equipment.

The Contractor shall develop written procedures for inspections, prevention, and treatment of aircraft and equipment corrosion and shall continuously seek new or improved corrosion control procedures and methods.

The Contractor shall inspect the aircraft, interior and exterior, for corrosion during routine maintenance, scheduled maintenance inspections and rework operations.

The Contractor shall treat and rework corrosion IAW T.O. 118, T.O. 1-1-691 and OEM maintenance publications. Corrosion discrepancies not corrected and outstanding for 15 days will result in NMC status.

The Contractor shall support the Government's Corrosion Prevention Advisory Board meetings as requested by the E-9A PO.

The Contractor shall develop and deliver a Corrosion Control Report, refer to para 18.1, Reports Summary for additional details IAW CDRL A016, Corrosion Control Report, DI-MGMT-80368.

6 Subscription, Technical Orders, and Manuals

6.1 Contractor Technical Library

The Contractor shall organize and maintain a Contractor technical library IAW T.O. 00-5-1, AF Technical Order System to sustain the tasks defined in this PWS.

The Contractor shall standardize the appearance of the library.

The Contractor shall ensure the library includes commercial publications and access to Government publications for flight, operations, maintenance, checklists, bulletins, directives, catalogs and drawings to support and operate the system and associated support equipment.

The Contractor shall ensure all items are maintained to the current revision.

The Contractor shall maintain a master list of all items in the technical library to include publication number, title, and current revision level.

The Contractor shall make the library accessible to Government personnel.

The Contractor shall not remove the library from AF Installation unless authorized by the Government.

The Contractor shall relinquish all data to the Government upon completion of the contract.

6.2 Technical Order Distribution Office (TODO) and Publications Distribution Office (PDO) Accounts

The Contractor shall establish and maintain TODO and PDO accounts.

The Contractor shall provide data to the Air Force upon request.

6.3 Aircraft Manuals

The Contractor shall be the distribution and management source for commercial aircraft flight, operations, maintenance, and parts manuals.

The Contractor shall maintain all engine and accessory/component maintenance and parts manuals.

6.4 Mission System Maintenance Manuals

The Contractor shall be responsible for the maintenance and distribution of TO XX.XX.XXX (To be provided in final PWS) and all applicable aircraft and mission systems.

The Contractor shall ensure that the manuals are continuously updated and current.

The Contractor shall not change or alter manuals without prior Government approval and shall provide recommended corrections and improvements to TM manuals. Updates to the manual as a result of modifications will be O&A.

6.5 Technical Drawings and Data

The Contractor shall maintain a technical drawing library consisting of both aircraft and mission specific equipment drawings.

The Contractor shall ensure engineering drawings and electronic media are continuously updated to reflect configuration status.

The Contractor shall provide access to the Government to this library.

6.6 Documentation Updates

The Contractor shall maintain currency of maintenance manuals, flight manuals, vendor manuals, drawings, checklists, and catalogs required to support and operate the aircraft and associated equipment.

The Contractor shall update and distribute E-9A aircraft data (including drawings) to reflect current engineering, manufacturing, installation, purchasing, and test requirements for the life of the contract.

6.7 Subscription Services

The Contractor shall maintain the required subscription services for the following:

- Flight Management System (currently Universal) and Navigation System
- AAMP (currently CAMP) *
- Airframe/Aircraft Maintenance (De Havilland) *
- Powerplant Pratt and Whitney (manuals) *
- Propellers (Collins Aerospace)
- Engine Trend Analysis Software *
- Wireless data transmission service compatible with Engine Trend Analysis Program
- Mission System and OEM service literature (for example: CDSI, Spirit, Telephonics)
- Inventory Management System (for example: TC Max)

The Contractor shall provide electronic access to deHavilland and P&W manuals to the E-9A PO.

The Contractor shall provide electronic access to the commercial airplane flight manual to the E-9A PO.

The Contractor shall ensure all subscriptions are active prior to the end of phase-in.

NOTE: CAMP/RAMCO will be transitioning to G081 (definition) by FY24. Contractor shall maintain CAMP/RAMCO until data is transferred to G081. Contractor shall be required to maintain all data in G081 after data transfer. Government will be responsible for transitioning into this Maintenance Information System (MIS).

NOTE: * The Government may be obtaining subscriptions for these manuals. The contractor shall propose these subscriptions in the event Government decides not to procure them.

6.8 Engine Trend Analysis Program

The Contractor shall maintain an engine trend monitoring subscription with P&W and Wyles Inc. (or other applicable) and provide Government with access to this subscription for PO monitoring, as needed. Engine Trend Analysis Program includes automatic data transmission/download to P&W/OEM after each flight.

The Contractor shall review documents, and report anomalies (such as over temperature, over torque, over speed) identified in reports, and inform E-9A PO of identified data per event, IAW CDRL A017, Engine Anomaly Report, DI-MGMT-80368.

6.9 Configuration Management

The Contractor shall track configuration status of the E-9A aircraft engine systems, subsystems, software, SE, technical manuals/data IAW, EIA649-1A, AFI 63-131, AFMCI 21-126, TO 00-5-15, and local guidelines (as applicable). The Contractor shall not perform any aircraft configuration modification without the approval from the PCO.

The contractor shall deliver a Configuration Status Accounting Report IAW CDRL A018, Configuration Status Accounting Report, DI-SESS-82333B, quarterly, refer to para 18.1, Reports Summary for additional details.

Contractor shall participate in any Configuration Change Boards (CCBs), at the request of the Government.

6.10 Technical Data Support

The Contractor shall organize and maintain a technical library to sustain the tasks defined in this PWS at site and comply with the requirements of all applicable directives within this PWS and as listed in PWS Appendix X (To be provided in final PWS).

The Contractor shall ensure that the library provides commercial and Government publications for aircraft operations and maintenance. The Contractor library shall also include checklists, bulletins, directives, catalogs, and drawings to support and operate the aircraft and associated SE.

The Contractor shall develop and implement a technical library revision program that ensures timely delivery, updates, and accountability of technical data.

The Contractor shall make the library accessible to Government personnel. The Contractor shall relinquish data to the Government upon request.

If the required publications cannot be obtained via internet sources, the Contractor shall obtain an Air Force Technical Order Distribution Account (TODA) IAW TO 00-5-1.

6.11 Commercial Data Support

The Contractor shall procure and maintain subscription services for all commercial data IAW 1.20.42.

When an emergency AD or SB is published, the Contractor shall notify the COR and the E-9A PO in writing, within one business day from receipt.

The Contractor shall then develop and deliver a recommendation via electronic mail to the same offices within 5 business days, refer to para 18.1 IAW CDRL A011, Airworthiness Directives/Service Bulletins/Advisory Data, DI-MISC-81241.

7 Over and Above

7.1 Over & Above (O&A) Request Criteria

The following criteria will be used to determine whether a discrepancy or defect found outside the inspection requirements or outside the scope of the PCO-authorized work performed:

1. A discrepancy or defect affecting Safety of Flight (SOF) will be repaired
2. A discrepancy or defect affecting items listed on the Mission Essential List will be repaired
3. A discrepancy, defect or any corrosion that is located in an area not easily accessible or located in an area that would require the removal of panels by the using activity will be repaired
4. A discrepancy or defect that is or may cause damage to other components or other areas will be repaired
5. Support Equipment repair in event of extraordinary events

For the purpose of negotiating prices for Fixed Hourly Rate Items, the “hands on” labor rate (including labor hours to which the fixed hourly rate is applied) shall be limited in price to only the labor rate of the technician that personally engaged in the direct performance of allowable subject work performed.

“Hands on” labor shall not be negotiated for a higher labor category (ex: support or supervisory type personnel, such as, but not limited to: engineering, inspection, planning and estimating, timekeepers, payroll clerks, purchasing, materials handling, quality control, storing and issuing personnel).

Quality control personnel are not considered “hands-on” laborers and their labor rate shall not be negotiated for “hands on” labor. Quality control personnel are considered personnel who apply standards to finished work/products to determine that finished production work is serviceable in all respects.

The following work shall be included in the composite/fixed hourly rate and not proposed separately on over and above work requests:

1. Movement of work stands
2. Obtaining parts, tools or materials
3. Cleaning in and around the work area
4. Idle/stand by time awaiting quality inspection
5. In-plant transportation and handling of components removed from the aircraft
6. Setup and Teardown (going to the tool crib, getting tools, preparing the work area, returning tools, disposal of supplies)
7. Pulling TOs and drawings
8. Personal, Fatigue and Delay (PF&D)
9. Inspection for foreign objects

7.1.1 O&A Documentation and Processing

The Contractor shall perform all O&A documentation and processing. Mission operations that occur other than normal duty hours or that require overnight travel or weekend events will be O&A. Approval shall be obtained by PCO at least 5 days prior to work started. Utilize current Over and Above process (attachment X), or form requested upon direction of the E-9A PO.

8 COMBS

8.1 Contractor Operated Main Base Supply (COMBS)

The Contractor shall operate and maintain a COMBS at Tyndall AFB, FL, to meet performance rates required in this PWS.

The Contractor shall provide all supplies and storage services necessary to operate the COMBS.

The Contractor shall provide and maintain COMBS to include the management and repair of all spares, consumables, peculiar (special) hand tools, and SE to support the aircraft, engines and propellers to meet the mission capability rates in PWS and a Supply Management System IAW PWS.

The Contractor shall provide controlled access to the COMBS to prevent unauthorized access to Government information or material.

The Contractor shall provide segregation of serviceable parts, repairable parts, and rejected parts.

The Contractor shall manage all spares/components for the aircraft, mission systems, engines, and SE.

The Contractor shall provide and maintain a range and quantity of both repairable and expendable items, repair parts, peculiar (special) hand tools, and SE necessary to support the performance requirements listed in this PWS.

8.2 Consumption Data

The Contractor shall track the rate of consumption, usage of spares, and repair parts required for maintenance support of each aircraft series and SE.

The Contractor shall inform the Government of spares or components that require repair or replacement.

The Contractor shall develop and deliver a comprehensive parts usage history report to include the last two years of data upon request from the PCO.

The Contractor shall develop and deliver a Monthly Parts Usage Report IAW CDRL A019, Parts Usage and Maintenance Data, DI-ILSS-81226, refer to para 18.1, Reports Summary for additional details.

9 Personnel

9.1 Contractor Personnel

The Contractor shall oversee the hiring, assignment, and management of their employees.

The Contractor shall provide their employees with uniforms including name badges or patches identifying the company, employee name, and position title (for supervisory personnel)

All employees shall be proficient in the English language.

Non-maintenance specific employees do not need to be FAA qualified.

All Contractor personnel who operate vehicles on the flight line shall be properly certified by airfield management and authorized IAW applicable base directives.

The Contractor personnel shall receive appropriate training and orientation from the Tyndall AFB Airfield and Motor personnel prior to operating Government-owned vehicles.

Contractor employees shall identify themselves as Contractor personnel and distinguishing badges or other visible identification must be displayed at all times. In addition, Contractor personnel shall appropriately identify themselves as Contractor employees in telephone conversations, virtual meetings, and in formal and informal written correspondence.

The Contractor shall notify the PCO of all employee terminations within five business days.

The Contractor shall maintain a current listing of employees to include name, social security number and level of security clearance.

9.2 Key Personnel

The Contractor shall provide names and contact information for key personnel listed in PWS Appendix X (To be provided in final PWS) to the PCO and COR at least 30 calendar days prior to full contract performance and deliver updates within 7 calendar days if changes are made throughout contract performance IAW CDRL A004, Contractor's Personnel Roster, DI-MGMT-81834A.

The Contractor shall develop, deliver, and maintain an organizational chart identifying key personnel with a line of responsibility between the organizational elements.

9.3 Contract Program Manager

The Contractor shall designate a single on-site Operations Manager to act as a Point of Contact (POC) and shall have authority to act for the Contractor on operational matters and responsible for the overall execution and performance.

Contractor shall designate an alternate designee to act as Program Manager POC for all contractual and all matters performance of the E-9A contract.

The Contractor shall deliver the POC names, position, and contact information to the PCO within 10 business days of contract award, and deliver updates within 7 calendar days if changes are made throughout contract performance IAW CDRL A004, Contractor's Personnel Roster, DI-MGMT-81834A.

9.3.1 Program Manager Requirements

The Contractor shall, at a minimum, establish and maintain a program management structure to effectively manage the E-9A CLS Program.

The Contractor's program management structure shall identify an on-site single POC with aircraft maintenance management experience and meet the following requirements:

- a. Conduct program reviews and brief aircraft status and risk management status during program reviews
- b. Prepare briefing slides, as necessary for scheduling and maintenance meetings
- c. Identify, review, analyze, and forecast all budgetary and financial impacts to program
- d. Provide primary or alternate manager presence during normal duty hours.
- e. Provide contact information for non-duty hours
- f. Oversee daily operations of the contract
- g. Establish and maintain all programs IAW the requirements of this PWS
- h. Confer on issues pertaining to the services provided and attend meetings requested by the COR and E-9A PO

9.4 Mission System Maintenance Personnel

9.4.1 Intermediate Mission Systems Maintenance Personnel

The Contractor shall provide mission systems maintenance personnel to accomplish intermediate level maintenance requirements IAW PWS Appendix X (To be provided in final PWS).

The Contractor shall have a minimum of one technician certified in micro miniature repair with experience repairing aircraft electronic systems. The technician shall also meet one of the following minimum experience levels performing aircraft electronic systems intermediate or depot level maintenance:

- Five (5) years' experience as a FAA certified repairman; IAW FAR Title 14 Part 65.101
- Level 7 Air Force certification (or other service/civil service equivalent)
- Experience maintaining current configuration of E-9A mission systems or similar military mission weapons systems.

The Contractor shall provide no less than one Avionics (or Environmental & Electronics equivalent) Technician. The technician shall also meet one of the following minimum experience levels performing aircraft electronic systems intermediate or depot level maintenances

- Five (5) years' experience as a FAA certified repairman, with FCC and A&P certifications; IAW FAR Title 14 Part 65.101
- Level 7 Air Force certification (or other service/civil service equivalent)
- Experience maintaining current configuration of E-9A mission systems or similar military mission weapons systems

9.4.2 Organizational Maintenance Technicians

The Contractor shall provide mission systems maintenance personnel to accomplish organizational level maintenance requirements IAW PWS Appendix F.

The Contractor shall have a minimum of one technician that meets one the following minimum experience levels performing organizational level maintenance:

- Five (5) years' experience maintaining aircraft electronic systems
- Experience maintaining current configuration of E-9A mission systems or similar military mission weapons systems.

9.5 Security Clearance

The Contractor shall be required to obtain the following for their employees:

Common Access Card (CAC) – all employees shall obtain a CAC.

RAB – In order to satisfy the requirement of this PWS, some contract employees will require a restricted area badge that work or transit in areas that are designated as restricted by Tyndall AFB. This may include hanger areas, ramp areas and other flight line/ramp locations. Contractor shall be familiar with these restricted areas and coordinate with local security forces for any concerns, and coordinate with E-9A PO for awareness of the concern. In accordance with DAFI 31-101, a SECRET clearance is required in order to obtain the restricted area badge.

Additionally, contractor personnel who perform and supervise flight line maintenance shall be required to obtain a restricted area badge. Supervision, including quality assurance inspectors, shall obtain authorization to escort non-badged personnel (such as sub vendors) as required.

Secret Clearance – In accordance with DAFI 31-101 all contractor employees must maintain a SECRET clearance and to be issued unescorted restricted area badges as needed/required as per above. Contractor employees may require access to secure facilities in order to assess data at the collateral SECRET level. This may occur during routine maintenance and/or troubleshooting procedures. This requirement further underscores the necessity to comply fully with the regulation DAFI 31-101. Furthermore, contractor personnel who perform and supervise maintenance on the telemetry system or have access to any other classified system shall obtain secret clearances in order to facilitate interactions with the test organizations that utilize the data collected by the E-9A.

Note: Although the data is encrypted (unclassified) while on the E-9A, the facility contains data that requires SECRET clearances for all contractor personnel having unescorted access to the facility. The contractor shall not possess or generate classified material and all classified discussions will take place in secure government facilities. A DD Form 254 is required to support this requirement.

Note: DAFI 31-101 is CUI Distribution C, and can be provided upon contract award.

9.6 Personnel Contractor Employee List

The Contractor shall provide the following to the 82 ATRS Security Manager, and E-9A PO within 30 calendar days prior to start of full contract performance and provide updates for any changes throughout contract performance. In addition, develop and deliver notification of a new employee, no later than 7 days prior employee start to E-9A and 82 ATRS Security Manager IAW CDRL A004, Contractor's Personnel Roster, DI-MGMT-81834A.

- Name, address, and telephone number of company representatives
- Contract number and contracting agency
- Highest level of classified information to which Contractor employees require access
- Location(s) of contract performance
- Date contract performance begins

9.7 Training

The Contractor shall ensure that their personnel are properly trained in the areas commensurate with their duties. Documented compliance of FAA required training and certification for applicable personnel shall be available for inspection, as needed.

The Contractor shall maintain a special certification roster for applicable personnel, as needed, IAW AFI 21-101.

The Contractor shall develop and maintain individual employee training records to document training and track recurring training requirements.

The Contractor shall ensure all employees remain current on certifications.

The Contractor shall make the training records available to the Government.

The Contractor shall request Government training listed in 9.7.1 for Contractor personnel from the host base.

9.7.1 General Training

The Contractor shall ensure all required Contractor personnel receive initial and follow-on Government provided training for the following items, at a minimum:

- Flight Line Driving
- Fire Extinguisher
- Information Security Program Management
- Installation Security Program (OPSEC/Communications Security (COMSEC))
- Flight Line Security
- Aircraft Forms and Documentation Training
- Aircraft Marshalling
- Aircraft Towing
- Taxi Orientation
- Aerospace Ground Equipment (AGE) and Documentation Training
- Electrical Hangar Door operations
- Hazardous Materials Handling
- FOD/Foreign Object Protection (FOP) & Tool/Rag Control
- Other site-specific training required by the unit commander
- TODO Training

9.7.2 Engine Run Training and Certification

The Contractor shall develop and implement an engine run training and certification program IAW DAFI 21-101 and Appendix X (To be provided in final PWS).

Contractor shall ensure personnel required to perform engine run are properly trained and certified.

The Contractor shall ensure aircraft engine motoring is accomplished by qualified engine run personnel.

9.8 Contractor Travel

The Contractor shall request authorization from the PCO prior to travel.

Note: Any payment for travel and per-diem cost for which a contractor is entitled to be paid, shall be made upon the submission of properly certified invoices, supported by such other evidence as required by the PCO, covering expenditures for which payment is sought. Payment shall be in accordance with FAR 31.205.46.

9.9 Technical Assistance Requests

The Contractor shall provide engineering support to resolve technical assistance requests (-107 requests) as directed by the PCO, using TO 00-25-107 as a guide.

The Contractor shall use the Air Force automated technical assistance request (AutoTAR) system to review and respond to -107 requests.

The Contractor shall designate a minimum of 2 personnel to AutoTAR as Contractor POC's. The Contractor shall develop and deliver a response to -107 requests within three (3) days of notification. This response shall be one of the following:

- A resolution of the -107 request
- An estimated completion date to resolve the -107 request
- A request for clarifying information from the E-9A PO or the -107 initiator

NOTE: The Program Engineer will grant adjustments to the estimated completion date if it is shown Government inaction specific to a -107 request caused an unreasonable delay in the Contractor's performance of that task. The adjustment will be limited to total time of Government caused delay as determined by the Program Engineer.

10 Original Equipment Manufacturers (OEM) Agreements

10.1 OEM Agreements

The Contractor shall establish and maintain agreements with OEMs to provide engineering support and technical data for the airframe, engine, avionics, and mission systems and mission system software.

The Contractor shall obtain proprietary data license agreements for the access and use of proprietary data for all aircraft.

The Contractor shall have access to OEM engineering with the capability to provide the drawings, alterations, repair documentation and updates to maintenance plans.

The Contractor shall ensure these agreements are in effect 30 calendar days prior to full scale performance. Reference CDRL A024 IAW PWS paragraph 13.3.

Note: The Contractor is not relieved of any contract requirements or entitled to any adjustments to the contract terms because of a failure to resolve a disagreement with an associate contractor. All costs associated with the agreements are included in the negotiated cost of the contract.

Note: The below list is provided for convenience. This list is not all-inclusive. Additional OEMs may exist beyond what is stated here.

Primary OEM's:

- Aircraft – de Havilland Aircraft Company
- Engines and Propellers – Pratt and Whitney
- TMRS – Creative Digital Systems Integration (CDSI)
- SSRS – Telephonic Corporation
- Recorders Devices – Saffron Group
- Communication systems - Spirit Aeronautics
- Navigation - Universal

11 Quality Requirements

11.1 Quality System Requirements

The Contractor shall document and maintain a Quality System Program that is compliant and Certified with Aerospace Standard (AS) 9110 and IAW applicable documents in Appendix X (To be provided in final PWS).

The Contractor shall document, develop, maintain, and comply with an approved Quality Management System IAW CDRL A020, Quality Management System, DI-MGMT-82184.

NOTE: The Quality Management System shall at a minimum include written process(es) that define the Contractor's approach for:

- Maintaining customer focus
- Achieving continuous reliability improvement
- Defining the management reporting structure within the contractor's organization
- Defining the key work processes required to perform E-9A CLS

The Contractor shall develop and deliver an approved Quality Assurance Program (QAP) IAW AFI 21-101 within 30 calendar days of contract award IAW CDRL A021, Quality Assurance Program Plan, DI-QCIC-81794.

NOTE: The approved QAP must contain, at a minimum, processes for:

- Managing FOD, DOP, and Tool and Equipment Management
- Validation and inspection of maintenance actions/documentation
- Maintenance spot-checks,
- Corrosion control
- Safety
- Weight and Balance

The Contractor shall submit Service Difficulty Report (SDR) to the FAA and the PO whenever a condition exists against defective items manufactured, repaired, or overhauled by the vendor or OEM IAW CDRL A022, Service Difficulty Report, DI-MISC-81627.

The Contractor shall ensure the quality system meets all minimum quality standards, thresholds, acceptable quality levels, quality definitions and discrepancy categorization as identified in the Government Quality Assurance Surveillance Plan.

The Contractor shall provide all the quality system procedures, planning, data, and other documentation comprising the quality system to the Government for review, as requested.

The Contractor shall support and participate in quality audits accomplished by the Government.

The Contractor shall incorporate corrective action(s) to eliminate the cause of defects or non-conformances upon completion of quality audits.

The Contractor shall support Government quality assurance surveillance to periodically evaluate the Contractor's performance.

The Contractor shall reference DCMA INST 8210.1C with change one incorporated, Chapter 5 to develop the contractors Ground Operating Procedures (GOPs).

The Contractor shall have the capability to generate a list of currently issued/checked out special purpose vehicles, special tools, safety and test equipment on demand.

The Contractor shall implement and maintain a quality system for the Government Property Management System and Management Information System.

The Contractor shall conduct logistics Quality Assurance (QA) internal reviews, surveillances, and audits of Government property IAW FAR 52.245-1 (Government Property clause) paragraph (f) (i through x), ANSI/ASQC Q9001-2015, Property Management Plan, and as determined by the CO.

The Contractor shall ensure all manufacturing processes, repair processes, and quality systems procedures are IAW current applicable ANSI/ISO Standards, FAR 52.246-3, FAR 52.246-4, and 14 CFR Part 145.

The Contractor shall prevent and report counterfeit and Suspected Unapproved Parts (SUP) for material within COMBS provided services, to include new procurement/purchase and repair/overhaul repair.

The Contractor shall be accountable for all subcontractors and vendors.

The Government or COR will perform any necessary inspections, verifications, and evaluations to the Contractors overhaul and repair facilities, and operating site to ascertain the adequacy of the quality system.

The Contractor shall ensure separation of Quality Assurance Program and maintenance/repair personnel through separate teams and separate lines of authority, with the goal achieving an impartial review of work quality.

The Contractor shall include processes and procedures to manage calibration, shelf-life controlled items, supply/vendor quality, hazardous materials, life support equipment, off-site maintenance, deficiency reporting, and configuration management.

Note: The Ground and Flight Risk Clause (GFRC) is included in this contract. Reference FAR clause 252.228-7001

11.2 Deficiency Reports

The Contractor shall submit system deficiency reports in accordance with FAA directives when appropriate.

Note: The E-9A program does not currently use any Government managed components and does not participate in the Joint Deficiency Reporting System.

The Contractor shall include a summary of all SDRs delivered as part of CDRL A005, Monthly Status Report DI-MGMT-81928.

12 Meetings

12.1 Meeting Support

The Contractor shall support required meetings and teleconferences to discuss program status, review requirements compliance, provide technical support, and resolve open issues, and as requested.

12.1.1 Program Management Reviews (PMR)

The Contractor shall develop presentation materials and deliver/present program performance and status, trend analysis, requirement compliance, and resolution of open issues IAW CDRL A023, Program Management Reviews Briefing Materials, DI-MGMT-81605.

The Contractor shall make recommendations on action(s) to be taken in response to trend analysis to prevent further reductions in performance/reliability.

NOTE: The trend analysis shall evaluate both system and component performance/reliability to determine if there is action that can be taken to prevent further reductions in performance/reliability.

12.1.2 Aircraft Information Working Group (AIWG)

The Contractor shall support the annual AIWG meeting as requested by the E-9A PO.

12.1.3 System Safety Group (SSG)

The Contractor shall support the annual SSG meeting as requested by the E-9A PO.

12.1.4 Operations and Maintenance (O&M) Meetings

The Contractor shall participate, as requested, in the following O&M meetings, at a minimum. The Contractor shall present aircraft status as required.

- 53 WEG Production Meeting: Daily
- 53 WEG Scheduling: Weekly/Monthly
- 53 WEG Staff Meeting: Weekly
- 82 ATRS Squadron Staff Meeting: Weekly
- PO Integrated Product Team Meeting: Weekly
- Intermediate Repair Evaluation Program: Monthly
- Maintenance Standardization and Evaluation Program: Monthly
- Wing FOD: Monthly
- Vehicle Control Officer (VCO): Monthly

- Flight Line Manager Meeting: Monthly
- O&M Program Review: Quarterly

12.1.5 Contractor Hosted Meetings

The Contractor shall host meetings as directed by the PCO.

The Contractor shall hold daily production meetings and include COR, E-9A PO and 82 ATRS invitation/participation.

NOTE: Alterations of this schedule will be coordinated through the E-9A PO.

13 Transition Phase in-out

13.1 Phase in/out and Manning Reporting

The Contractor shall develop and deliver all reports and deliveries IAW CDRLs

13.2 Contractor Man-Year Equivalent (CME) Reporting

The Contractor shall report *ALL* Contractor labor hours (including subcontractor labor hours) required for performance of services provided under the contract for the AF via a secure data collection site.

The contractor shall completely fill in all required data fields at <http://www.ecmra.mil>.

The Contractor shall notify the PCO via email once the site has been successfully updated.

The Contractor shall comply with the Systems for Award Management (SAM) Contractor Manpower Reporting Application (CMRA) and report all Contractor labor house (including subcontractor labor hours if not reported directly by subcontractor) required for performance of services provided under this contract.

NOTE: Reporting inputs will be for the labor executed monthly. To assist with inputting of data, it is recommended the contractor manage data internally, monthly.

The Contractor shall ensure a smooth transition is accomplished during both the phase-in and phase-out periods as follows: (60 calendar days).

13.3 Phase-In Period Requirements

The Contractor shall develop a comprehensive Phase-in Plan that includes the following IAW CDRL A024, Phase-In Plan, DI-SESS-82303:

- Aircraft Acceptance Inspection
 - Reports will be completed IAW TO-00-20-1 and AFI 21-101 and delivered to the E-9A PO for current aircraft configuration status. This will be completed 10-days prior to the conclusion of the contract phase-in.
- Critical path schedule of 60-day transition period including a timeline for inventory transition and milestones
- Coordination with Incumbent Contractor where joint actions or access to incumbent's processes, work area, or personnel are required.
- Risks and issues for successful transition

- Any remedial measures planned or implemented to prevent delays
- Conducting an inventory of all GFP and Contractor Acquired Property (CAP), IAW Para X.X, and parts on aircraft, through a 100% “hand-count”, physical inventory prior to the beginning of full contract performance.
- Coordination with Incumbent Contractor and the Government COR to observe all operations during the transition period such as: Workflow, priorities, scheduling, equipment handling/processing, parts storage, safety, and security
 - Familiarization visits shall not interfere with the activities of the Incumbent Contractor personnel or operating location daily operations
- Submit applications to obtain Contractor identification badges, vehicle passes, security clearances using DD Form 2875, Government internet and e-mail connectivity
- Accomplish site familiarization/establish unit liaison
- Ensure all Contractor personnel complete the initial host base training and briefing requirements (provided by the Government) NLT 15 days prior to end of the transition period
- Contractor shall establish agreement with OEM IAW PWS paragraph 10.1.

The Contractor shall execute the Phase-in Plan and take all actions required to achieve full performance capability of the PWS at the end of the transition period.

The Contractor shall develop and deliver a status of transition progress to E-9A PO on a weekly basis IAW CDRL A025, Phase-In Status Report, DI-MGMT-80368A, including but not limited to:

- Current progress
- Risks and issues for successful transition
- Status of any milestones/actions that are past-due or at risk of not completing on schedule
- Provide remedial measures planned and/or implemented to prevent further delay and resolve the issue

The Contractor shall, along with the Incumbent Contractor and a designated Government representative, conduct an inventory at each operating site IAW Government Inventory Template.

The Contractor shall verify the serviceability and availability of historical records and FAA parts certifications, as applicable during the inventory.

The Contractor shall deliver a copy of the inventory, signed by the Contractor, Incumbent Contractor, and Government Representative NLT 5 days prior to the end of the transition period IAW CDRL A026, Inventory Report, DI-MGMT-82173.

NOTE: The Government PCO will execute transfer of Government property accountability IAW DFARS PGI 245.103-71 once the signed copy of the inventory is submitted

13.4 Phase-Out Period Requirements

Inbound contractor shall complete an aircraft acceptance inspection. These reports will be completed IAW TO-00-20-1 and AFI 21-101 and delivered to the E-9A PO for current aircraft

configuration status. This will be completed 10-days prior to the conclusion of the contract phase-in.

The Contractor shall develop a comprehensive Phase-Out Plan IAW CDRL A027, Phase-Out Plan, DI-MGMT-81945 that includes the following:

- Aircraft Transfer Inspection
 - These reports will be completed IAW TO-00-20-1 and AFI 21-101 and submitted to the E-9A PO for current aircraft configuration status. This will be completed NLT 10-days prior to the conclusion of the contract phase-out.
- Critical path schedule of 60-day transition period including a timeline for inventory transition and milestones
- Coordination with Incoming Contractor where joint actions or access to incumbent's processes, work area, or personnel are required.
- Risks and issues for successful transition
- Any remedial measures planned or implemented to prevent delays
- Conducting an inventory of all GFP and Contractor Acquired Property (CAP), IAW Para X.X, and parts on aircraft, through a 100% "hand-count", physical inventory prior to the beginning of full contract performance. This inventory must be approved by the Government
 - Any surplus parts requiring turn in for disposal will be verified and identified in current inventory management system for disposal prior to contractor's action
 - All active Beyond Economic Repair (BER) cases will be processed and disposed by end of period of performance
 - Identify the processes that will be used to manage material to ensure there is no break in availability during or after contract transition
 - Identification of GFP assets in repair cycle by part number, serial number (if applicable), physical location and expected return date
- Coordination with Incoming Contractor and the Government COR to observe all operations during the transition period such as: Workflow, priorities, scheduling, equipment handling/processing, parts storage, safety, and security
 - Familiarization visits shall not interfere with the activities of the Incumbent Contractor personnel or operating location daily operations

The Contractor shall allow recruitment notices to be placed in the work areas by the Incoming Contractor during the 60-day Phase-Out period.

The Contractor shall allow Incoming Contractor personnel access, on a non-interference basis, to observe equipment operation, workflow, reporting, priorities, forms, documents, scheduling, storage, safety, security, and quality control procedures during the 60-day Phase-Out period.

The Contractor shall provide the assistance and support required to ensure the orderly transition of all logistics support and transitional planning necessary to commence uninterrupted performance.

The Contractor shall, along with the Incoming Contractor and a designated Government representative, conduct an inventory at each operating site IAW Government Inventory Template.

The Contractor shall verify the serviceability and availability of historical records and FAA parts certifications, as applicable during the inventory.

The Contractor shall deliver a copy of the inventory, signed by the Contractor, Incoming Contractor, and Government Representative NLT 5 days prior to the end of the transition period IAW CDRL A026, Inventory Report, DI-MGMT-82173.

NOTE: The Government PCO will execute transfer of Government property accountability IAW DFARS PGI 245.103-71 once the signed copy of the inventory is submitted

The Contractor shall execute the Phase-Out plan.

The Contractor shall develop and deliver a status of transition progress to E-9A PO on a weekly basis IAW CDRL A028, Phase-Out Status Report, DI-MGMT-80368A, including but not limited to:

- Current progress
- Risks and issues for successful transition
- Status of any milestones/actions that are past-due or at risk of not completing on schedule
 - Provide remedial measures planned and/or implemented to prevent further delay and resolve the issue
- A breakdown of long-lead parts not on hand identified by location, need, and quantities with an estimate date of delivery
- Return, transfer, and disposition of COMBS GFP inventory
- Identification of warranty information of current COMBS GFP inventory

The Contractor shall continue to receive and deliver final Deficiency Reports (DR) to the Government until all DRs initiated before the end of period of performance are completed.

The Contractor shall submit a report at the end of period of performance of all open DR investigations to the Government and the Incoming Contractor, including if the asset is GFP or CFP

NOTE: All open routine Engineering Inquiries/Product Quality Deficiency Report (EIs/PQDRs) DRs will receive Government disposition NLT 14 days before end of period of performance; if disposition not received from the Government, then incumbent contractor will not be responsible to process open EIs/PQDRs.

NOTE: Routine Engineering Investigation DRs initiated within 14 days before period of performance ends will be processed by the Incoming Contractor.

The Contractor shall verify and identify any surplus parts marked for disposal in the current inventory management system prior to disposal.

13.5 FAA and Service Information Documentation Review, FAA Airworthiness Directives and Other FAA Service Information

The Contractor shall review and deliver publications pertaining to FAA compliance, Operational Safety, Suitability and Effectiveness (OSS&E) and manufacturers' information or suggested actions.

The Contractor shall monitor the issuance of FAA ADs, including emergency ADs and immediately adopted rule ADs.

The Contractor's review shall include, at a minimum, the following, refer to para 18.1, Reports Summary for additional details IAW CDRL A011, Airworthiness Directives/Service Bulletins/Advisory Data, DI-MISC-81241.

- FAA ADs on:
 - de Havilland DHC-8 Q100 series aircraft
 - P&W 121 Type engine
 - DHC-8 Q100 Series STCs
 - OEM propeller system
- FAA Special Airworthiness Information Bulletins (SAIBs)
- New or revised FAA rulemaking documents:
 - Notices of Proposed Rule Making (NPRM)
 - Final rules
- Aircraft, engine, STC or component service documents such as:
 - Service Letters
 - Service Bulletins
 - Bombardier Communiques

The Contractor shall immediately (within 24 hours) notify the E-9A PO Program Engineer if an AD requires action on the E-9A within five (5) days, If the Program Engineer cannot be contacted, the Contractor shall attempt to contact the applicable Program Manager, Chief Engineer/Engineering Section Chief, Branch Chief in that order until contact is made.

The Contractor shall deliver copies and brief comments within 48 hours of receipt for other ADs or any new or revised FAA Final Rules affecting the E-9A, that require operator compliance within 12 months, refer to para 18.1, Reports Summary for additional details IAW CDRL A011, Airworthiness Directives/Service Bulletins/Advisory Data, DI-MISC-81241.

The Contractor shall deliver the following information within thirty (30) *calendar days* of release IAW CDRL A011, Airworthiness Directives/Service Bulletins/Advisory Data, DI-MISC-81241, for each document in which the Contractor recommends E-9A PO action be taken, including ADs addressed in the previous paragraph, refer to para 18.1, Reports Summary for additional details:

- A summary of the activity discussed within the service publication and a brief description of the changes made by any revision. Include Contractor's recommendation and specific justification for benefits gained by incorporation considering the uniqueness of the AF mission, maintenance concepts and unique configurations.
- Publication effectivity by tail number/core engine, referencing group number effectivity based on configuration. Also, identify if spares are affected.
- Status of incorporation of previous revisions on each aircraft, engine or related spares (status will be determined and tracked from the best available data as provided by the E-9A PO).
- If earlier version of the publication has been completed, identify any additional work requirements necessary.
- All affected AF TOs; TCTOs, Manuals, Minimum Equipment List (MEL), or MESL.
- Notification to the E-9A PO if a lack of data precludes publication evaluation and recommendation of an appropriate method (i.e., inspection, documentation review, etc.) for determining resolution.

The Contractor shall use an FAA Form 8130-31 to record aircraft conformity to FAA type certificate.

The Contractor shall deliver electronic copies of the FAA Form 8130-31, and any additional documentation, to the E-9A PO as part of the maintenance action.

The Contractor shall update applicable data and drawings when ADs and SBs are accomplished. Applicable costs and required timelines are covered under Over and Above requirements.

14 Service Summary (SS)

14.1 Service Summary Requirements

The Contractor shall ensure the performance objectives and performance thresholds are achieved as follows:

14.1.1 Performance Objectives and Thresholds

The Contractor shall achieve performance thresholds identified in applicable program Quality Assurance Surveillance Program (QASP) for this PWS. The performance thresholds are designed to:

- a. Align Contractor performance with objectives
- b. Focus on critical success factors in meeting performance objectives
- c. Reflect performance goals
- d. Promote continuous improvement in performance

NOTE: The E-9A PO and COR will exercise surveillance over the performance thresholds. The absence of any contract requirement from the SS shall not detract from its enforceability nor limit the rights or remedies of the Government under any other provision of the contract.

14.1.2 Surveillance Methods

The Contractor shall support the E-9A PO and COR surveillance methods as identified below:

- a. One hundred (100) percent inspection of the output
- b. Periodic inspection of the process or output
- c. Customer complaints

NOTE: The E-9A PO and COR will monitor Contractor performance to determine if it meets the contract thresholds as set forth in the performance measures and this PWS.

14.1.3 Contractor Performance Evaluation

The Contractor shall be aware that the E-9A PO and COR evaluate the performance of the Contractor to determine whether it meets the performance measures of the contract. In the event the performance measure is not met, the E-9A PO and COR will issue written notification to the Contractor, PCO, and E-9A PO when performance measure is not met. In those cases when corrective action is not taken by the Contractor, the PCO will respond appropriately. Contract Performance Assessment Reports (CPAR) will be performed annually at a minimum.

15 Government Furnished Services

15.1 Government Furnished Services

The Contractor shall conform to the provisions of AFI 31-101 for safeguarding the Government-furnished buildings and all classifications of Government property contained therein.

The Contractor shall maintain and dispose of all records, files, documents, and work papers provided by the Government or generated by the Contractor per AFI 33.322 Records Management and Information Governance Program

15.2 Facilities

The Contractor shall not perform any alterations to the facilities without specific written permission from the Tyndall AFB Civil Engineer (CE) and shall provide documentation, describing in detail, the modification.

The Contractor shall comply with any workarounds identified and implemented resulting from inspections.

The Contractor shall perform daily housekeeping for all assigned maintenance areas, aircraft storage hangars, parking ramps, shop maintenance rooms, offices, and bathrooms.

The Contractor shall empty all trash containers at the end of each workday.

The Government provided facilities are listed in the Base Support Agreement. Real Property (RP) and have been inspected for compliance with the OSHA and Air Force Consolidated Occupational Safety Instruction, AFI 91-203.

15.3 Contractor Care of Government Furnished Facilities

The Contractor shall be responsible for good housekeeping practices within areas of responsibility.

The Contractor shall clean their assigned facilities to maintain a neat, orderly, and safe working environment free of fire and safety hazards.

The Contractor shall sweep the hangar floors weekly.

The Contractor shall not operate hangar floor cleaning machines within five feet of aircraft or engines.

The Contractor shall perform “clean as you go” in all facilities and additionally, empty trash cans daily or more frequently as they become full.

The Contractor shall not leave aircraft panels, cowlings, or other parts lying on the hangar floor, in office areas, under wings, in aisles, or in egress routes.

The Contractor shall relocate materials to storage areas when not in use.

The Contractor shall return to storage areas and account for all tools when not in use.

The Contractor shall support an average of four yearly special events held within the E-9A hanger by removing/repositioning all E-9A equipment in the hanger and cleaning the hanger floor.

The Contractor shall utilize and train employees in conservation of Government provided utilities.

15.4 Government Furnished Property (GFP)

The Government will furnish an initial inventory of GFP to support requirements of the contract IAW Appendix X (To be provided in final PWS) of the contract. The initial stock of GFP shall be jointly inventoried as provided in PWS paragraph 13.3, Phase-In. At the end of the contract, final stock of materials shall be jointly inventoried as provided in PWS paragraph 13.4, Phase-Out and the Contractor shall return residual inventory to the Government in the same quantities and condition as received.

The Contractor shall provide the Government with recommended changes to the GFP.

The Contractor shall ensure Contractor personnel do not remove any GFP or purchasing documents from any AF Installation, except in support of deployments.

The Contractor shall report missing GFP to the COR within 10 business days of inventory completion.

The Contractor shall support the Government’s Report of Survey Investigation DODI 7000.14 or other action for determination of cause, real or potential liability/responsibility, administrative action and/or criminal investigation associated with the damage/loss on equipment or parts.

The Contractor shall contact the PCO or COR to report any equipment or parts damaged or in suspected damaged beyond fair wear and tear condition.

The Contractor shall replace, replenish, and return all Government Property on Attachment X (to be provided final PWS), on or before 25 days before the end of contract period of performance as detailed below:

- Replace/replenish and deliver as CAP, all GFP (attachment to the Basic Contract Award) consumed, disposed, or dispositioned (outside of the stratification process) during the contract period of performance. The replacement/replenishment items delivered as CAP

may include equivalent or higher-level suitable substitutes (i.e. part number rolls, Alternate-For and/or For-Spares-Ordering)

- All GFP returned at end of contract period of performance that is listed in the Government Furnished Property (on basic award, attachment)
- Return all GFP listed in the Government Furnished Property List (on basic award, attachment) that is not consumed, disposed, or dispositioned during the contract period of performance
- Consumables are not required to be replenished to GFP level (on basic award, attachment) however, replenish and replace actions for consumables shall continue through end of period of performance

15.5 Item Unique Identifier (IUID)

The Contractor shall physically mark the inventory when directed by the PCO, IAW MIL-STD-130. This may require the COMBS Services Contractor to accomplish this effort or may require another Contractor (e.g., the E-9A aircraft OEM(s)) to physically mark the inventory.

NOTE: Currently the only GFP requiring physically marking are the two E-9A aircraft and are listed in PWS Appendix X (To be provided in final PWS).

15.6 GFP BER

The Contractor shall obtain direction/validation from the Government prior to replacement action for GFP items determined to be BER (75% of a new/ overhauled/repared 100% service life remaining equivalent replacement cost).

The Contractor shall process items determined to be Beyond Physical Repair (BPR) and substantiated by a Teardown Deficiency Report developed and delivered to the Government IAW CDRL A029, Teardown Deficiency Report, DI-PSSS-81534B, refer to para 18.1, Reports Summary for additional details.

The Contractor shall submit original, complete, detailed, itemized, and priced vendor teardown reports and at least three (3) replacement pricing quotes with requests for BER replacement actions to the COR for validation of BER calculations or to substantiate BPR conditions. The COR may approve BPR replacement without a tear down report based upon their personal onsite physical evaluation of the item and/or personal knowledge of maintenance/operational circumstances rendering the item BPR.

The Contractor shall provide BER/BPR replacement assets that meet aircraft effectivity requirements specifications and shall have 100% service life remaining. Exceptions shall be submitted to the Government for validation and approval.

The Contractor shall obtain direction from the PCO when the Government chooses to repair parts, tooling, test equipment or SE deemed BER if excessive lead-time or non-availability affects fleet support.

The Contractor shall develop and deliver to the E-9A PO an annual BER/BPR status report detailing fleet wide replacement requisition, disposal, and trends IAW CDRL A030, Beyond Economical Repair Report, DI-MGMT-80368A.

15.7 Acquisition of Investment Material

The Contractor shall have the ability to lease and purchase parts, tools, and SE when validated by the E-9A PO and directed by the PCO.

The Contractor shall furnish additional spares that may be required to meet the flying schedule under the Flying Hour provisions for parts, material, and equipment.

The Contractor shall add the CAP to the GFP/GFE inventory list.

The Contractor shall manage, repair, replace, and replenish Government provided spares and SE.

The Contractor shall ensure spares and repaired, and overhauled items bear a FAA Serviceable Tag or Form 8130-3 CoC.

15.8 Government Furnished Property, Material, & Equipment (GFP, GFM & GFE)

The Contractor shall manage, repair, replace, and replenish Government provided spares and support equipment listed in Appendix X (To be provided in final PWS) of contract.

The Contractor shall ensure that sufficient parts and equipment will be available to meet the usage/supply rates.

The Contractor shall identify obsolete GFP and a recommended course of action to the E-9A PO IAW CDRL A031, Obsolete GFP, DI-MGMT-80368A.

15.9 Approved Vendors

The Contractor shall maintain a documented program of approved vendors, suppliers, and licensed repair stations to provide the off-equipment maintenance requirements necessary to support the logistics provisions of this PWS. Approved vendors are vendors who can supply FAA serviceable parts and materials, or in compliance with FAA approved configuration(s) and are not listed by the FAA or Government Industry Data Exchange Program (GIDEP) as not being able to deliver parts/materials per specifications.

The Contractor shall seek exceptions from PCO, if required.

15.10 Parts Manufacture Authority (PMA) Parts

The Contractor shall use Parts Manufacture Authority (PMA) parts for E-9A repair actions when OEM parts are not available.

15.11 Warrantied Items

The Contractor shall return items to the OEM/vendor for all repairs during the warranty period at no cost to the AF.

15.12 Shelf-Life Items

The Contractor shall develop an item shelf-life program This program shall identify incoming/stocked assets in the COMBS that are managed by item shelf life and rotate shelf-life assets from the COMBS prior to the expiration of the item.

The Contractor shall ensure that Contractor Furnished Property (CFP) and GFP items with a shelf life are removed no later than their expiration data.

The Contractor shall refurbish or destroy expired items as applicable. Destroyed items shall be physically rendered unusable, e.g., O-rings will be cut into multiple pieces.

The Contractor shall maintain a log of all shelf-life items refurbished or destroyed for the life of the contract.

The COR or other Government representative will witness the destruction of any items that cannot be refurbished and sign the log.

15.13 Support Equipment Maintenance

The Contractor shall maintain all Government furnished SE IAW applicable documents in Appendix X (To be provided in final PWS).

The Contractor shall provide maintenance corrosion control/painting, inventory, storage and issue control for all SE, special purpose vehicles, special tools, safety and test equipment, to include overhaul, major and minor repairs, hardware replacement, paint, upgrade, modification and calibration on all E-9A aircraft SE.

The Contractor shall maintain Contractor owned items to the same standards of GFP IAW AFI 21-101 and TO 35-1-4.

The Contractor shall be responsible for custody, maintenance, and calibration of Government and Contractor provided support equipment to ensure availability of serviceable equipment at all times. All maintenance and calibration procedures shall be IAW approved FAA, IRIG, Air Force Metrology and Calibration Program (AFMETCAL), and applicable OEM standards.

The Contractor shall perform all calibration requirements IAW OEM maintenance manual and FAA requirements.

The Contractor shall ensure all government furnished/owned TMDE used in support of the contract is calibrated and certified by their local/supporting base Precision Measurement Equipment Laboratory (PMEL) in accordance with AFMETCAL Program guidelines as outlined in AFI 21-113, AFMETCAL Management, and TO 00-20-14, AFMETCAL Program.

The Contractor shall send all Contractor Owned/Furnished Equipment/TMDE to a FAA-approved commercial calibration laboratory performing measurements traceable to the National Institute of Standards and Technology (NIST).

In those instances, in which an item of government owned/furnished test maintenance diagnosis equipment (TMDE) could not be supported by the PMEL, the contractor will provide the PMEL with the technical data necessary to complete an AFTO Form 45, Request for Calibration Responsibility Determination, which the PMEL will forward to AFMETCAL. AFMETCAL will then make the determination and if Air Force calibration is not possible, authorize calibration by an AFMETCAL-approved commercial laboratory performing measurements traceable to the National Institute of Standards and Technology (NIST).

NOTE: Costs for calibration and repair of GFE/GFP TMDE will be provided by the PO directly to the local/supporting PMEL.

15.14 GFP/GFE Annual Inventory

The Contractor shall establish and maintain an approved inventory program.

The Contractor shall maintain an approved inventory data system that can be viewed by the Government for all GFP in COMBS and/or the depot facility.

The Contractor shall establish and maintain an inventory program that results in each repairable part number being physically inventoried annually, or as directed by PCO, with Government representation.

The Contractor shall perform consumable inventory on a statistically selected sample basis.

The Contractor shall develop and maintain a spares inventory listing, which provides the status of inventoried spares.

The Contractor shall have accountability of all GFP.

The Contractor shall document a 100 percent inventory of GFP, and deliver the results to the Government IAW CDRL A026, Inventory Report, DI-MGMT-82173, refer to para 18.1, Reports Summary for additional details.

15.15 Parts Usage Report

The Contractor shall develop and deliver a quarterly Parts Usage Report of all direct material used in the performance of the contract IAW CDRL A019, Parts Usage and Maintenance Data, DI-ILSS-81226, refer to para 18.1, Reports Summary for additional details.

The Contractor shall deliver a summary Parts Usage Report at the end of each contract period.

The Contractor shall seek to repair lowest level component possible.

The Contractor shall return parts to the applicable vendor or supplier in the event of a returnable or repairable part.

15.16 Supply Management System

The Contractor shall provide and maintain a supply management system to manage all material requirements necessary to support the E-9A CLS program.

The Contractor shall identify and track all parts and support equipment contained in the COMBS inventories by part and serial number.

The Contractor shall ensure access to the supply data system is limited to authorized personnel.

The Contractor shall manage, track, and monitor, at a minimum, the following:

- Current Inventory list
- Current GFP Inventory by nomenclature, serial, and part number
- Master Parts Listing with prices
- Material Consumption
- Repairs, Overhauls, and Refurbishments
- Replenishment
- Ordering
- Parts Usage Data
- Shelf-life items
- Life limited and time change items

Annually, or when required, at the direction of the PCO, the Contractor shall develop and deliver an electronic copy of the data to the AF in a format acceptable to the Government IAW CDRL A032, Supply Management System Report, DI-MGMT-80368A.

15.17 Accountable Property System of Record (APSR)

The Contractor shall accomplish all actions to comply with DoD Financial Improvement and Audit Readiness (FIAR) requirements. This includes, but is not limited to, reporting all transactions for contractor managed and possessed GFM/GFP to the GFM-A Accountable Property System of Record (APSR/"AFEMS and DPAS"), entering new items, and updating item indicative data in the GFM-A APSR.

The Contractor shall maintain auditable records and provide key supporting documentation for transactions upon request, within two business days, to support audit requirements.

The Contractor will adhere to AF policy for contractor managed and possessed GFM in DAFI 23-101 and AFI 63-101_20-101 as applicable.

The Contractor, working with the program office, shall conduct a physical inventory of all government furnished property, to include data in the contract, the correct APSR, and the IUID Registry semi-annually for materiel managed by the contractor and annually for equipment used by the contractor (T-0)

The Contractor shall maintain property accountability in accordance with the procedures of DoDI 5000.64; DoDI 4140.01, Supply Chain Materiel Management Policy; and Defense Logistics Manual 4000.25, Vol. 2, Supply Standards and Procedures (T-0).

16 Packaging, Handling, Storage, and Transportation (PHS&T)

The Contractor shall provide all PHS&T using best commercial practices.

17 Diminishing Manufacturing Sources and Material Shortage (DMSMS) and Parts Obsolescence

The Contractor shall:

- a) Support the Government for DMSMS issues
 1. Establish a means for communication, information, and dissemination of technical and related data in support of the E-9A aircraft
 2. Participate in the DMSMS working group meetings, supplier visits, and Business Case Analysis (BCA) development
 3. Provide, to the Government, any data for aircraft and support equipment systems, including software and non-electronic components—materials and structural, mechanical, and electrical (MaSME) required to assist in the Obsolescence Working Group (OWG) as requested by the Government to include the following:
 - a. All serviceable/available on the shelf spares

- b. BER quantities
- c. NMCS quantities
- d. Rolling repair average for the requested duration
- e. Usage/consumption data
- f. Flight hour data by base
- g. Comments/justification for the adjustments from previous quarters

4. Work action items as a result resulting from DMSMS Working Group meetings and report the results to the working group by the agreed-to closure dates. The Contractor shall report DMSMS issues and forecast issues, in addition to top five drivers with get well plan and get-well date to include anticipated/estimated costs IAW CDRL A033, Diminishing Manufacturing Sources and Material Shortages (DMSMS) Life Cycle Management Data, DI-MGMT-82274.

18 Program Management and Reports

18.1 Reports Summary

The Contractor shall submit all reports required within this PWS in a format compatible with Government systems.

The Contractor shall obtain Government approval of all reporting formats required within this PWS prior to the first delivery date unless otherwise indicated below.

The Contractor shall deliver all reports in electronic format. While this reports summary offers consolidated information, refer to applicable CDRLs throughout for additional information.

1. Contract Funds Status Report (CFSR) (Required monthly as of the last day. Due NLT the 10th day of the following month) IAW CDRL A034, Contract Funds Status Report (CFSR), DI-MGMT-81468A.

The Contractor and Government shall develop and maintain processes, incorporating best practices for streamlining timelines, (with the E-9A PO having final approval and change request) to identify and document contract funds requirements, funding changes, budget estimates, and funds in excess of contract needs. The Contractor shall develop, maintain, and deliver a CFSR.

The CFSR shall include the following:

- Report title, contract number, and date
- Total obligated by contract, Contract Line-Item Number (CLIN), and Accounting Classification Reference Number (ACRN) for each fiscal year
- Current Month Invoiced by contract, CLIN, and ACRN for each fiscal year
- Committed, Not Invoiced
- Total, to Date, Expended
- Percent of Dollars Expended/Obligated

- Funding Balance by CLIN and ACRN
 - Projected Dollars to be expended
 - Additional Requirements and Action Required
 - Pending Over & Above actions: Type, CLIN, Description, & Price
2. Airworthiness Directive/Service Bulletin Advisory Data Report as required IAW CDRL A011, Airworthiness Directives/Service Bulletins/Advisory Data, DI-MISC-81241

The AD/SB shall include the following:

- Report title, contract number, and date
 - List of E-9A applicable ADs & SBs issued to include directive/bulletin number, title, & brief description
 - Applicable ADs required compliance date
 - Contractor recommendation for compliance/noncompliance with supporting justification and proposed schedule
 - Compliance status for approved actions
3. Monthly Status Report IAW CDRL A005, Monthly Status Report, DI-MGMT-80368

The Monthly Status Report shall include the following and any additional assigned to, throughout

- Report title, contract number, and date
- Monthly and yearly hours flown broken out by mission profile – i.e., Weapon System Evaluation Program (WSEP), Navy, Maintenance, Pilot Proficiency, etc.
- Monthly and yearly sorties flown, Sorties lost/canceled and cause, i.e., logistics, higher headquarters, weather, etc
- MC, TNMCM, TNMCS rates, fleet cumulative
- Maintenance Cancellation Rate
- Maintenance Scheduling Effectiveness Rate, Delayed (or Deferred)
- Discrepancies Rate Awaiting Maintenance (AWM), Repeat Rate, Recur Rate, Break Rate, Aircraft Hangar Queen Rate, FCF Release Rate, FOD Rate.
- Parts Status: Order Response Time (ORT), Mission Incapable (MICAP) Response Time (MRT) MTCI Overhaul Turnaround Time, GFP Consumable Stock Range & Depth, Bench Stock/PEB Range & Depth, GFP Repairable Deficiency to Requisition Objective, DMSMS, Base Repairable Due in From Maintenance (DIFM),
- Total CANNs to include affected aircraft tail numbers, parts cannibalized, and projected date replacement parts will be/were received
- Total Ground and Air Aborts
- Possessed Hours
- Abnormal results from engine trend analysis, record of oil samples submitted, Record of oil consumption by aircraft tail number for oil serviced between flights and during oil changes and abnormal sample results
- Engine and Propeller Serial Numbers

- Engine and Propeller Total Time
- Landing Gear Landing Cycles, Full and Abbreviated
- Engine, Propeller, Landing Inspection, and Life Limited Components, due dates
- Status of Government directed modifications
- Record of completed modifications
- Record of issued and completed ADs and approved SBs and OEM service literature
- Location of corrosion (as identified)
- Extent of corrosion (as identified)

4. Configuration Status Accounting Report (CSAR) quarterly IAW CDRL A018, Configuration Status Accounting Report, DI-SESS-82333B

The Contractor shall be responsible for accomplishing Configuration Status and Accounting System (CSAS) and sub-system requirements IAW instructions contained in AFI 21-101 and AFI 21-103. A&P Mechanics and IAs shall record engine and propeller historical data on AFTO IMT 95 IAW T.O. 00-20-1. COMBS personnel shall track and report configuration status on spares and SE. This data shall be incorporated into the Configuration Status Accounting Report (CSAR) which shall be developed provided to the COR NLT the tenth day after the end of the quarter. This report shall contain:

- Report title, contract number, and date
- Aircraft configuration status.
- Aircraft modification status.
- Engine and propeller status.
- Engines removed for overhaul.
- Engine overhaul or inspections projected for the next three years.
- Propellers removed for repair or overhaul.
- Propeller overhaul or inspection projected for the next three years.
- Update of all historical data records and requirements.
- All recurring airframe inspections as required by the FAA
- Record of SBs and ADs, including compliance status, for each aircraft.
- Spares and support equipment.
- Identification of any DMSMS supply problems.

5. Accident/Incident Report as required and, in the event, due within 3 calendar days of accident or mishap IAW CDRL A015, Accident/Incident Report, DI-SAFT-81563

The report shall include the following

- Contract, Contract Number, Name and Title of Person(s) Reporting
- Date, time, and exact location of accident/incident
- Brief Narrative of accident/incident (Events leading to accident/incident)
- Cause of accident/incident, if known
- Estimated cost of accident/incident (material and labor to repair/replace)

- Nomenclature of equipment and personnel involved in accident/incident
- Corrective actions (taken or proposed)
- Other pertinent information

6. Teardown Deficiency Reports (TDR) as required IAW CDRL A029, Teardown Deficiency Report, DI-PSSS-81534B

The TDR shall include the following:

- Report title, contract number, and date
- Item part & serial number, nomenclature, & description
- Analysis of deficiency including cause of failure
- Recommendation of corrective action
- Recommendation for actions to prevent recurrence of the failure

7. Parts Usage Report required quarterly. Due NLT the 10th day of the following quarter IAW CDRL A019, Parts Usage and Maintenance Data, DI-ILSS-81226

The Parts Usage Report shall include the following:

- Report title, contract number, and date
- Usage Data for GFP, CFP, and Consumables
 - Part Number & Description
 - 1. Subseries/Revisions (in the event of part number revision/rolling)
 - Unit of Issue
 - On-Hand Quantity
 - On-order Quantity
 - Back-order Quantity
 - Usage – by quarter for last twelve (12) months
 - Total Usage – total usage for 24-month period
 - Covered by flying hour or O&A

8. Contract Phase-In Plan updated version due NLT 15 business days prior to beginning of Contract Phase-In IAW CDRL A024, Phase-In Plan, DI-SESS-82303

The Contract Phase-In Plan shall include a detailed plan to accomplish contract transition and phase-in to include a transition milestone schedule, an organization chart, and the following minimum elements:

- Hiring and training personnel
- Completing all workforce requirements (i.e. training, security, etc.)
- Conducting joint inventories
- Implementing a Supply Management System
- Transitioning and tracking in-progress maintenance
- Establishment of OEM agreements and subscription services
- Milestone chart

- Secure AAMP access
 - Aircraft acceptance inspection timelines
9. Software Discrepancy Report as required IAW CDRL A014, Software Discrepancy Report, DI-MISC-81627

The Software Discrepancy Report shall include the following minimum elements:

- Report title, contract number, and date
 - Analysis of deficiency including cause of failure
 - Determination of whether condition is recurring, repeatable, or a one-time occurrence
 - Assessment of severity of system impact
 - Recommendation of corrective action
 - Recommendation for actions to prevent recurrence of the failure
10. Weekly Status Report due weekly. Due NLT 1200 CST, on Monday of the following week IAW CDRL A009, Weekly Status Report, DI-MGMT-80368

The weekly status report shall include:

- AAMP Maintenance/Logistics Data Requirements
- Cost, Schedule, and Performance status of ongoing work
- Aircraft Status
- Hours Flown
- Number of Sorties Flown
- Inspection(s) completed (Safety of Flight and Non-Safety of Flight)
- Modification status
- Scheduled Mission Events
- Deferred discrepancies

11. Evacuation and Emergency Management Plan due at the beginning of the contract. Due NLT 60 calendar days of start of contract IAW CDRL A006, Evacuation and Emergency Management Plan, DI-MGMT-80004T

The evacuation & emergency management plan shall include, at a minimum:

- Procedures and checklists for hurricane preparation and evacuation
- Severe weather procedures and checklist for aircraft and equipment safeguarding
- Procedures to safeguard and prevent water damage of high value items, computer systems, aircraft records, program files, and maintenance books
- Plan to provide onboard maintenance personnel, proper tooling, data, and supplies for hurricane/weather evacuations
- Recall procedures and checklists
- Key personnel contact information

11. Annual Reports

Aircraft Airworthiness Certification Report Required annually. Due NLT 45 calendar days following the end of the FY IAW CDRL A001, Airworthiness Compliance Report, DI-SESS-81768AT

The Aircraft Airworthiness Certification Report shall include:

- Aircraft type
- Aircraft Tail Number
- Statement of conformity with FAA Airworthiness for each aircraft

Cost Report Due annually. Due NLT 30 calendar days following the end of the last option period. IAW CDRL A034, Contract Funds Status Report (CFSR), DI-MGMT-81468A

The cost report shall include:

- Report Title, Contract Number, Reporting Period, and Date
- Brief description of the material type for each applicable CLIN (i.e., overhead, repairable, consumables, major end items)
- Material Expenditures (total dollars) of each CLIN, for each material type, for the Fiscal Year (FY)
- Brief description of the services performed for each applicable CLIN to include level of maintenance (i.e. depot, intermediate, organizational) and labor type (i.e. maintenance, administrative, engineering)
- Labor Expenditures (total dollars) of each CLIN, for each labor type, for the FY
- Total Labor Hours by CLIN, for each labor type, for the FY

13. Annual Inventory Report due annually. Due NLT 45 calendar days following the end of the FY IAW CDRL A026, Inventory Report, DI-MGMT-82173

The annual inventory report shall include:

- a. Report title, contract number, and date.
- b. Serialized/Non-Serialized Items list will include:
 1. Item Number,
 2. Description
 3. Commercial and Government Entity (CAGE)
 4. Marking Instruction
 5. Model Number
 6. NSN
 7. Nomenclature
 8. Part or Indent Number
 9. Quantity
 10. Serial Number
 11. Type Designator
 12. Unique Item Number

13. Unit Acquisition Cost
 14. Unit of Measure
 15. Use As-Is
 16. Expiration date, if applicable
- c. Quantity of each item in stock
 - d. Additions made during the year due to contract action
 - e. Deletions made during the year due to Government approved disposal
 - f. BER/BPR parts data
 - g. List of Contractor recommended parts required to support aircraft

18.2 Indemnification of Government Assets

By the execution of this contract by the United States Government, the Contractor hereby agrees to indemnify and hold harmless the Government against any and all losses, claims, liabilities, and expenses, for aircraft costs and aircraft component costs logistically supported under this contract, which are in the possession, care, custody, or control of the contractor and/or its subcontractors to the extent such damage or loss is caused by the contractor/subcontractor while on the contractor's premises, vendor/subcontractor premises, or the MOB. Reimbursement of any damage to or loss of an aircraft will not exceed the replacement cost of that particular aircraft, including all modifications and improvements. Third party claims are excluded from this provision. Acts of God are expressly excluded unless provisions to cover these occurrences are covered by the Contractor's insurance policies.

19 Data Rights

The Contractor shall deliver any and all information/data generated within the maintenance data collecting system developed in performance of this PWS to the Government with "Unlimited Rights."

APPENDIX A – ACRONYMS (Draft)

| | |
|----------|---|
| A&P | Airframe and Power Plant Mechanics |
| AAMP | Automated Aircraft Maintenance Program |
| ACC | Air Combat Command |
| ACRN | Accounting Classification Reference Number |
| AD | Airworthiness Directive |
| ADPE | Automated Data Processing Equipment |
| AF | Air Force |
| AFB | Air Force Base |
| AFI | Air Force Instruction |
| AFMETCAL | Air Force Occupational Safety and Health |
| AFMETCAL | Air Force Metrology and Calibration Program |
| AFPD | Air Force Policy Directive |
| AGE | Aerospace Ground Equipment |
| AIWG | Aircraft Information Working Group |
| AOG | Aircraft on Ground |
| AOG | Aircraft on the Ground Rate |
| APSR | Accountable Property System of Record |
| AS | Aerospace Standard |
| ATRS | Aerial Targets Squadron |
| E-9A | Airmanship, Training and Unique Missions |
| AWBS | Automated Weight and Balance System |
| AWM | Awaiting Maintenance |
| BCA | Business Case Analysis |
| BER | Beyond Economic Repair |
| BPR | Beyond Physical Repair |
| CAC | Common Access Card |
| CAGE | Commercial and Government Entity |
| CANN | Cannibalization |
| CAP | Contacting Acquired Property |
| CBT | Computer-Based Training |

E-9A CLS Performance Work Statement

| | |
|--------|---|
| CCB | Configuration Change Board |
| CDDAR | Crash Damage or Disabled Aircraft Repair |
| CDSI | Creative Digital Systems Integration |
| CE | Civil Engineer |
| CFE | Contractor Furnished Equipment |
| CFP | Contractor Furnished Property |
| CFR | Code of Federal Regulations |
| CFSR | Contractor Funds Status Report |
| CLIN | Contract Line Item Number |
| CLS | Contractor Logistics Support |
| CME | Contractor Man-Year Equivalent |
| CMRA | Contractor Manpower Reporting Application |
| CoC | Certificate of Conformity |
| COMACC | Commander Air Combat Command |
| COMBS | Contractor Operated and Maintained Base Supply |
| COMSEC | Communications Security |
| COR | Contracting Officer Representative |
| COTR | Contracting Officer Technical Representative |
| CPAR | Contractor Performance Assessment Reports |
| CSAR | Configuration Status Accounting Report |
| DAFI | Department of Air Force Instruction |
| DER | Designated Engineering Representative |
| DIFM | Due in From Maintenance |
| DLS | Data Link System |
| DMSMS | Diminishing Manufacturing Sources and Material Shortage |
| DoD | Department of Defense |
| DOP | Dropped Object Prevention |
| DPI | Defense Program Information |
| DR | Deficiency Report |
| EGTTR | Eglin Gulf Test and Training Range |
| EI | Engineering Inquiries |
| ESD | Electrostatic Discharge Program |
| FAA | Federal Aviation Administration |

E-9A CLS Performance Work Statement

| | |
|--------|--|
| F AE | Functional Area Evaluators |
| FAR | Federal Aviation Regulations |
| FCF | Functional Check Flight |
| FIAR | Financial Improvement and Audit Readiness |
| FL | Florida |
| FMC | Fully-Mission Capable |
| FOD | Foreign Object Damage |
| FOP | Foreign Object Protection |
| FTS | Flight Termination System |
| FY | Fiscal Year |
| GFE | Government Furnished Equipment |
| GFM | Government Furnished Material |
| GFP | Government Furnished Property |
| GFR | Ground and Flight Risk |
| GIDEP | Government Industry Data Exchange Program |
| GOP | Ground Operating Procedures |
| HAZMAT | Hazardous Material |
| HMMP | Hazardous Material Management Process |
| HURCON | Hurricane Condition |
| IA | Information Assurance |
| I AW | In Accordance With |
| IFE | In-flight Emergency |
| IPB | Illustrated Parts Breakdown |
| IRIG | Inter-Range Instrument Group |
| IT | Information Technology |
| ITAM | Information Technology Asset Management |
| IUID | Item Unique Identifier |
| JOAP | Joint Oil Analysis Program |
| LRU | Line Replacement Units |
| MAJCOM | Major Command |
| MaSME | Materials and Structural, Mechanical, and Electrical |
| MC | Mission Capable |
| MEL | Minimum Equipment List |

E-9A CLS Performance Work Statement

| | |
|-------|---|
| MESL | Minimum Essential Subsystem List |
| MICAP | Mission Incapable |
| MIS | Maintenance Information System |
| MOB | Main Operating Base |
| MPLM | Maintenance Planning Manual |
| MPM | Maintenance Program Manual |
| MRT | MICAP Response Time |
| NIST | National Institute of Standards and Technology |
| NLT | No Later Than |
| NMC | Non-Mission Capable |
| NMC | Obsolescence Working Group |
| O&A | Over and Above |
| O&M | Operations and Maintenance |
| OAP | Oil Analysis Program |
| OCF | Operational Check Flight |
| ODA | Organization Designation Authorization |
| OEM | Original Equipment Manufacturer |
| OGR | On-site Government Representative |
| OPSEC | Operation Security |
| ORT | Order Response Time |
| OSHA | Occupational Safety and Health Administration |
| OSS&E | Operational Safety, Suitability and Effectiveness |
| OTI | One Time Inspection |
| P&W | Pratt and Whitney |
| PCO | Procurement Contracting Officer |
| PDO | Publications Distribution Office |
| PF&D | Personal, Fatigue and Delay |
| PHS&T | Packaging, Handling, Storage, and Transportation |
| PII | Personally Identifying Information |
| PMA | Parts Manufacture Authority |
| PMEL | Precision Measurement Equipment Laboratory |
| PMR | Program Management Review |
| PO | Program Office |

E-9A CLS Performance Work Statement

| | |
|------|---|
| POC | Point of Contact |
| POL | Petroleum, Oil and Lubricant |
| PQDR | Product Quality Deficiency Report |
| PWS | Performance Work Statement |
| QA | Quality Assurance |
| QAE | Quality Assurance Evaluators |
| QAP | Quality Assurance Program |
| QAS | Quality Assurance Specialist |
| QASP | Quality Assurance Surveillance Program |
| QC | Quality Control |
| RAB | Restricted Area Badge |
| ROM | Rough Order of Magnitude |
| RP | Real Property |
| SAIB | Special Airworthiness Information Bulletins |
| SAM | Systems for Award Management |
| SAR | Search and Rescue |
| SARB | Service Action Review Board |
| SB | Service Bulletin |
| SCM | Supply Chain Management |
| SDC | Standard Desktop Configuration |
| SDR | Service Difficulty Report |
| SDR | Software Discrepancy Report |
| SE | Support Equipment |
| SOF | Safety of Flight |
| SRM | Structural Repair Manual |
| SRU | Shop Replaceable Units |
| SS | Service Summary |
| SSG | System Safety Group |
| SSRS | Sea Surveillance Radar System |
| STC | Supplemental Type Certificates |
| SUP | Suspected Unapproved Parts |
| TCTO | Time Compliance Technical Order |
| TM | Telemetry |

E-9A CLS Performance Work Statement

| | |
|-------|---------------------------------------|
| TMDE | Test Maintenance Diagnostic Equipment |
| TMRS | Telemetry Relay System |
| TMS | Telemetry System |
| TNMCM | Total Non-Mission Capable Maintenance |
| TNMCS | Total Non-Mission Capable Supply |
| TO | Technical Order |
| TODA | Technical Order Distribution Account |
| TODO | Technical Order Distribution Office |
| UHF | Ultra-High Frequency |
| USAF | United States Air Force |
| VCO | Vehicle Control Officer |
| VPP | Voluntary Protection Program |
| W&B | Weight & Balance |
| WEG | Weapons Evaluation Group |
| WSEP | Weapon System Evaluation Program |

Section 1 APPENDIX B: DEFINITIONS

Act of Nature: Events that are beyond the control of the Contractor or the Government, e.g. lightning strikes, bird strikes, and hail damage.

Aircraft: Includes airframe, powerplant(s), and mission systems.

Airframe: The basic Dash 8, cockpit avionics, crew communications, and exterior structural components which includes exterior radome panels, antennas, front and rear fairings, and mounting frames.

Base Closure Dates: Any day the base closes other than on a National Holiday (i.e. the day after Thanksgiving).

Commercial Technical Directives: Special instructions and efforts (service, repairs, modifications, and inspections) such as those required by Federal Aviation Administration (FAA) Airworthiness Directives, airframe, engine and component manufacturer's service bulletins. There are mandatory and discretionary technical directives.

Contract Program Manager: Contractor personnel who shall be responsible for the performance of the work and shall have *full* authority to act for the Contractor on all matters relating to the performance of the contract.

COR - The person(s) chartered to be the onsite technical advisor to the TCO. Individuals designated to perform quality assessment functions and manage performance IAW the Quality Assurance Program. They serve as on-site technical managers assessing Contractor performance against contract performance standards. Personnel in this area have many titles, including Quality Assurance Personnel, Quality Assurance Evaluators (QAE), Quality Assurance Specialist (QAS), Functional Area Evaluators (FAE), and On-site Government Representative (OGR) or Contracting Officer Technical Representative (COTR)

Contractor: Prime Contractor for this effort.

Data: All management, scientific engineering and logistics information, reports, and documentation that is required.

Data Link System (DLS): Government furnished DLS equipment is installed on the E-9A to interface the aircraft with the Gulf Range Drone Control System (GRDCS). The E-9A identifies its location to the GRDCS for display in the GRDCS control center. The equipment on the aircraft also relays information between the control center and other users of the airspace.

Defect: Any nonconformance of a characteristic with specified requirements.

Depot Level Maintenance: Maintenance performed on or off equipment at a major repair facility. It can occur at the MOB if the work is accomplished by a team brought in to accomplish the work.

Disassembly: Teardown of the item or parts sufficient to permit the type and amount of inspection and work required.

Engine: The complete basic engine as specified in applicable Technical Order (T.O.) handbooks listed in the work specification, and Appendix D.

Federal Holiday: Federal law (five U.S.C. 6103(a)) establishes the public holidays for Federal employees. Most Federal employees work on a Monday through Friday schedule. For these employees, when a holiday falls on a non-workday -- Saturday or Sunday -- the holiday usually is observed on Monday (if the holiday falls on Sunday) or Friday (if the holiday falls on Saturday). These holidays include New Year's Day, Birthday of Martin Luther King, Jr., Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving Day, and Christmas Day.

Fully Mission Capable (FMC): See Definition in Appendix K.

Government Property: all property owned by, leased to the Government, or acquired by the Government under the terms of the contract. It includes both Government -furnished property (GFP) and Contractor-acquired property (CAP).

Government Furnished Plant Equipment: Personal property of a capital nature (including equipment, machine tools, test equipment, furniture, vehicles, and accessory and auxiliary items) for use in manufacturing supplies, in performing services, or for any administrative or general plant purpose. It does not include special tooling, special test equipment.

Government Furnished Materials: Property that may be incorporated into or attached to a deliverable end item or that may be consumed or expended in performing a contract. It includes, assemblies, components, parts, raw materials, and small tools, and supplies that may be consumed in normal use in performing a contract.

Government Furnished Property: Property in the possession of, or directly acquired by the Government and subsequently made available to the Contractor.

Hazardous Material: Any material that by virtue of its potentially dangerous nature requires controls to assure adequate protection. This excludes ammunition, weapons, explosives, actuated devices, propellants, pyrotechnics, chemical and biological warfare materials, medical and pharmaceutical supplies, and bulk fuels

Hurricane Season: The time during which the E-9A needs to be able to leave the MOB with 48 hours' notice. The season runs from 1 June through 30 November.

Inspect or Check: An examination of an item to determine identity, condition, and proper installation.

Intermediate Level Maintenance Tasks: Intermediate level maintenance tasks are defined as repairs to components accomplished off-aircraft in a MOB maintenance shop. Examples of these tasks are component repair, SRU removal and replacement, unit test, alignment, bench check, and cleaning.

Key Personnel: Key personnel are those individuals whose departure from the program would result in a serious impact on the ability of the Contractor to fulfill the terms of the contract and support day-to-day operations. The criticality may be based on position, e.g. program manager, lack of redundancy, e.g. the last quality assurance person, or an individual's unique skills and capabilities.

The following contractor personnel are considered key or essential to the performance of the E-9A CLS Program contract.

- a) E-9A Program Manager

- b) E-9A Assistant Program Manager
- c) COMBS Manager
- d) Contract Administration Manager
- e) Engineer, Lead
- f) Quality Assurance, Lead
- g) Aircraft Maintenance, Lead
- h) Avionics and Electronic Technician Maintenance, Lead

Major discrepancy: contract non-conformances, which are considered critical or major. IAW FAR 46.101, a major non-conformance means a non-conformance, other than critical, that is likely to result in failure or reduce the usability of the services for their intended purpose. A critical nonconformance means a non-conformance that is likely to result in a hazardous or unsafe condition for individuals using, maintaining, or depending upon the services; or is likely to prevent performance of a vital agency mission.

Minor discrepancy: IAW FAR 46.101, a minor nonconformance means a non-conformance that is not likely to materially reduce the usability of the services for their intended purpose or is a departure from established standards having little bearing on the effective use or operation of the services.

Minimum Essential Subsystem List (MESL): Provides guidance on which subsystems are required to be operational for specific missions, e.g., sea surveillance. The MESL is document in AFI 21-103, Air Combat Command Supplement, and Addendum Q.

Mission Capable (MC): See Definition in Appendix K.

Mission Capable Rate: See Definition in Appendix K.

Mission Systems: This includes the SSRS, DLS, UHF relay, and TMS.

Non-Mission Capable (NMC): See Definition in Appendix K.

Non-Mission Capable for Maintenance (NMCM): See Definition in Appendix K.

Non-Mission Capable for Supply (NMCS): See Definition in Appendix K.

Non-Reporting Time (NRT): See Definition in Appendix K.

Organizational Level Maintenance: Maintenance performed on the aircraft or on equipment installed on the aircraft. Examples include cleaning, inspecting, and replacing items, e.g. tires, avionics components.

Over and Above (O&A): Charges not covered in the flying hour rate or separately priced in a contract line item. O&A Charges are Government directed tasks within scope of the contract but not specifically forecasted such as bird strikes, lightning strikes, FOD, dropped or damaged components, as well as Government directed actions beyond the scope of the current contract but do not require a change in the PWS or any contract clauses.

Partial Mission Capable (PMC): See Definition in Appendix K.

Parts: Essential elements, components, or subassemblies of an item.

Petroleum, Oil, Lubricants: This includes all aircraft, SE, and vehicle fuels; engine, SE, and vehicle oils; and any/all-necessary lubricants.

Phase-In Joint Inventory: An inventory conducted by both the Contractor and a Government representative in order to determine the working order and condition of all equipment during the phase-in period.

Phase-Out Joint Inventory: An inventory conducted at the end of the last performance period by both the Contractor and a Government representative in order to determine the working order and condition of Government property.

Property Control System: A system that is established in writing by the Contractor in to control, protect, preserve, and maintain all Government property.

Procurement Contracting Officer (PCO): The individual authorized to enter into contracts for supplies and services on behalf of the Government.

Quality Systems: Model for Quality Assurance in Production, Installation, and Servicing.

Real Property: Land and rights in land, ground improvements, utility distribution systems, and buildings and other structures. It does not include foundations and other work necessary for installing special tooling, special test equipment, or plant equipment.

Refuse: Includes all household-generated waste, non-hazardous commercial and industrial waste, and other similar non-hazardous waste material intended for disposal. No included are explosives and incendiary waste, and contaminated waste from medical and radiological processes. Also excludes recyclable materials source separated from the waste stream specifically for recycling.

Repair: The restoration or replacement of parts or components of material as necessitated by wear and tear, damage or failure of parts in order to maintain the specific items of material in efficient operating condition.

Sea Surveillance Radar System (SSRS): The Sea Surveillance Radar System consists of the Sea Surveillance Radar, the HF Data Link, and ancillary equipment needed to successfully gather radar data and transmit it to a ground site.

Support Equipment (SE): Support equipment includes all ground equipment and associated test, support, and control software required to support and maintain the weapon system.

Telemetry System (TMS): The TMS consists of equipment required to track, receive, process, record, and relay telemetry data from a source.

Total Non-Mission Capable for Maintenance (TNMCM): TNMCM is the sum of NMCB and NMCM time.

Total Non-Mission Capable for Supply (TNMCS): TNMCS is the sum of NMCB and NMCS time.

Total Non-Mission Capable for Supply (TNMCMS) Rate: TNMCMS rate is calculated by dividing the TNMCS hours by the possessed hours less Non-Reporting Time (NRT) hours.

Unlimited Rights: Right of the Government to use, disclose, reproduce, prepare derivative works, distribute copies to the public or other contractors, and perform publicly and display publicly, in any manner and for any purpose, as well as the right to have or permit others to do so.

Zonal Maintenance: A 45-day block of time allocated during non-hurricane season to accomplish inspections and maintenance that cannot be accomplished during day-to-day operations during hurricane season.

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Section 2 **APPENDIX C: SAFETY**

Provided as a separately attached document.

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7 APPENDIX D: APPLICABLE DOCUMENTS.**General Information.**

The following list of documents shall be used, at a minimum, and is **not** all-inclusive. The Contractor shall maintain and update all instructions, regulations, manuals, technical orders, and other directives, not limited to those listed, either hard copies or a listing of electronic sources of the documents. To acquire instructions, regulations, and technical orders as defined in this PWS; the Contractor must be able to retrieve data from electronic media such as CD-ROM and or the Internet. The Contractor shall maintain these items available to all employees.

D.1 Department of Defense (DoD) Specifications

| Publication Number | Title | Applicability |
|--------------------|----------------------------|---------------|
| DOD 5200.2R | Personnel Security Program | Mandatory |

D.2 DoD Policy Directives and Instructions

| Publication Number | Title | Applicability |
|--------------------|------------------------------|---------------|
| DOD 5200.01 | Information Security Program | Mandatory |

D.3 Code of Federal Aviation Regulations (FAR)

| Publication Number | Title | Applicability |
|------------------------|---|---------------|
| FAR Title 14, Part 25 | Airworthiness Standards; Transport Category Aircraft | Mandatory |
| FAR Title 14, Part 33 | Airworthiness Standards; Aircraft Engines | Mandatory |
| FAR Title 14, Part 35 | Airworthiness Standards; Aircraft Propellers | Mandatory |
| FAR Title 14, Part 43 | Maintenance, Preventive Maintenance, Rebuilding, And Alternation | Mandatory |
| FAR Title 14, Part 45 | Identification and Registration Marking | Mandatory |
| FAR Title 14, Part 65 | Certification: Airmen Other Than Flight Crew Members | Mandatory |
| Publication Number | Title | Applicability |
| FAR Title 14, Part 91 | General Operating and Flight Rules | Mandatory |
| FAR Title 14, Part 135 | Operating Requirements: Computer and on Demand Operations and Rules Governing Persons on Board Aircraft | Mandatory |
| FAR Title 14 Part 145 | Repair Stations | Mandatory |

D.5 Air Force Instructions (AFI)

| Publication Number | Title | Applicability |
|-------------------------------|--|---------------|
| AFI 10-701 | Operations Security (OPSEC) | Mandatory |
| AFI 10-220 (I) | Contractor's Flight and Ground Operation | Mandatory |
| AFI 11-2E-9A, Vol. 1 | E-9A Aircrew Training | Mandatory |
| AFI 11-202V3 | General Flight Rules | Mandatory |
| AFI 11-218 Tables 1.1 & 1.2 | Aircraft Operations and Movement on the Ground | Mandatory |
| AFI 11-301, Vol 1, ACC Supp 1 | Aircrew Life Support Program | Mandatory |
| AFI 11-401 | Aviation Management | Mandatory |
| AFI 21-101 | Aircraft and Equipment Maintenance Management | Mandatory |
| AFI 13-204 Vol. 3 | Airfield Operations and Base Flying Procedures | Mandatory |
| AFI 21-103, Atch 2 & 17 | Equipment Inventory, Status, and Utilization Reporting | Mandatory |
| Publication Number | Title | Applicability |
| AFI 21-103 ACC SUP Addendum Q | Equipment Inventory, Status, and Utilization Reporting System/E-9A Minimum Essential Subsystem List (MESL) | Mandatory |
| AFI 21-109 | Communication Security (COMSEC) Equipment Maintenance and Maintenance Training | Mandatory |
| AFI 21-113 | AF Metrology and Calibration | Guidance |
| AFI 21-124 | Oil Analysis Program | Guidance |
| AFI 31-101 | Integrated Defense | Guidance |

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| Publication Number | Title | Applicability |
|---|--|---------------|
| AFI 10-701 | Operations Security (OPSEC) | Mandatory |
| AFI 10-220 (I) | Contractor's Flight and Ground Operation | Mandatory |
| AFI 11-2E-9A, Vol. 1 | E-9A Aircrew Training | Mandatory |
| AFI 11-202V3 | General Flight Rules | Mandatory |
| AFI 11-218 Tables 1.1 & 1.2 | Aircraft Operations and Movement on the Ground | Mandatory |
| AFI 11-301, Vol 1, ACC Supp 1 | Aircrew Life Support Program | Mandatory |
| AFI 31-401 ACC SUPP 1 | Information Security Program Management | Mandatory |
| AFI 32-2001 | The Fire Protection Operations and Fire Prevention Program | Guidance |
| AFI 32-7001 | Environmental Management | Guidance |
| AFI 32-7086 Tyndall AFB | Hazardous Material Management | Guidance |
| AFI 33-364 | Records Disposition Procedures and Responsibilities | Guidance |
| AFI 91-203 Chap 36.4 Chap 5-11 Chap 24 | Fuel Servicing Operations General Industrial Operations Acft Flight Line- Grd Operations | Guidance |
| AFI 91-204 ACC SUPP | Safety Investigation and Reports | Guidance |
| AFPD 16-14 | Information Security | Mandatory |
| AFPD 62-6 | USAF Airworthiness | Guidance |
| AFI 23-101 | USAF Material Management | Guidance |
| 325 FW 555 | Aircraft Hurricane Evacuation | Guidance |
| CEMP 10-2 | Tyndall AFB Comprehensive Emergency Management Plan | Guidance |

D.6 USAF Technical Orders (TO)

| Publication Number | Title | Applicability |
|--|--|---------------|
| 00-5-1 | AF Technical Order System | Guidance |
| 00-20-1 Para's: 2.4, 2.4.1, 2.4.2, 2.4.3, 2.4.4, 2.8, 2.8.1, 2.8.2, 2.8.3, 3.1 all, 3.4, 3.5 all, 3.6 all, 3.7 all, 3.8 all, 3.9, 4 all, 5 all applicable, 7 all applicable, 7.3 all, 7.5 all, 7.6 thru 7.12 all, 9.1 all applicable, 9.2, 9.3, 9.4, 9.6, App A (G) | Aerospace Equipment Maintenance Inspection, Documentation, Policy and Procedures | Mandatory |
| 00-20-14 | Air Force Metrology and Calibration Program | Mandatory |
| 00-25-107 | Request for Depot Status | Mandatory |
| 00-25-172 | Ground Servicing of Aircraft & Static Grounding/Bonding | Mandatory |
| 00-35D-54 | USAF Deficiency Reporting and Investigation System | Guidance |
| 1-1-8 | Application and Removal of Organic Coatings, Aerospace & Non-Aerospace Equipment | Guidance |
| 1-1-300 | Acceptance / Functional Check Flights and Maintenance Operational Checks | Mandatory |
| 1-1-689-1 1-1-689-3 1-1-689-5 | Avionics Cleaning and Corrosion Prevention / Control- Organizational/Unit and Intermediate Maintenance | Guidance |
| 1-1-691 | Cleaning & Corrosion Prevention and Control, Aerospace and Non-Aerospace Equipment | Guidance |
| Publication Number | Title | Applicability |

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| | | |
|---------|--|----------|
| 1-1A-14 | Installation Practices for Aircraft Electrical and Electronic Wiring | Guidance |
|---------|--|----------|

D.7 Air Combat Command Directives, Instructions, and Manuals

| Publication Number | Title | Applicability |
|--------------------|--|---------------|
| HQ ACCI 21-118 | Logistics Maintenance Performance Indicator Reporting Procedures | Guidance |

D.8 Mission System manuals and E-9A Aircraft Specifics

| Publication Number | Title | Applicability |
|--------------------|--|---------------|
| TM3255 Vol 1 | E-9A Special Mission Equipment Manual | Mandatory |
| TM3255 Vol 2 | E-9A Special Mission Equipment Manual | Mandatory |
| TM3256 | Ground Support Van Subsystem for E-9A P/N 8408-4000-1 (Reference Only) | Mandatory |
| 99-9010 | E-9A Paint Scheme | Guidance |

D.9 Air Force Forms

The Contractor shall ensure latest revisions of all forms are completed IAW corresponding directives as follows.

| Form Number | Title | Directive Document |
|-------------|--|--------------------|
| AFTO 43 | USAF Technical Order Distribution Office (TODO) Assignment or Change Request | T.O. 00-5-1 |
| AFTO 45 | Request for Calibration Responsibility Determination | T.O. 00-5-1 |
| AFTO 95 | Significant Historical Data | T.O. 00-20-1 |
| AFTO 187 | Technical Order Publication Request | T.O. 00-5-1 |
| AFTO 276 | Special Requisition for Air Force Technical Order | T.O. 00-5-1 |

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| Form Number | Title | Directive Document |
|-------------|--|---|
| AFTO 781A | Maintenance Discrepancy and Work Document | T.O. 00-20-1 |
| AFTO 781D | Calendar and Hourly Item Inspection Document | T.O. 00-20-1 |
| AFTO 781F | Aerospace Vehicle Flight Report and Maintenance Document | T.O. 00-20-1 |
| AFTO 781G | General Mission Classification | T.O. 00-20-1 |
| AFTO 781H | Aerospace Vehicle Flight Status and Maintenance Document | T.O. 00-20-1 |
| AFTO 781J | Aerospace Vehicle Engine Flight Document | T.O. 00-20-1 |
| AFTO 781K | Aerospace Vehicle Inspection, Engine Data, Calendar Inspection, and Delayed Discrepancy Document | T.O. 00-20-1 |
| DD 250 | Material Inspection and Receiving Report | DFARS Appendix G http://farsite.hill.af.mil/reghtml/regs/far2afmcfars/fardfars/dfars/dfarsApxF.htm |
| DD 2345 | Military Critical Technical Data Agreement | DOD 5230.25 |
| SF 364 | Report of Discrepancy (ROD) | AFJMAN 23-215 DLAR 4140.55 DSCC/DLA |

D.10 Industry/Commercial Publications

The Contractor shall ensure requirements in this PWS are accomplished IAW the following industry publications

E-9A CLS Performance Work Statement

| Publication Number | Subject | Document Description |
|--------------------|--|--|
| ISO 9001:2015 | International Standards Organization (ISO) | Quality Management System |
| 1-81-1A | Airframe (de Havilland) | Flight Manual DOT & FAA |
| 1-8-1 | | Operating Data |
| 1-8-2 | | Aircraft Maintenance Manual (9 volumes) |
| 1-8-2 | | Aircraft Maintenance Manual Customized Chapters |
| 1-8-2ER | | Engine Rigging Manual |
| 1-8-2S | | Ramp Servicing Manual |
| 1-8-2T | | Tools and Equipment Manual |
| 1-8-2W | | Wiring Diagrams (4 volumes) |
| 1-8-2W/CCV | | Wiring Diagrams Manual Customized Chapters |
| 1-8-3 | | Structural Repair Manual (2 volumes) |
| 1-8-3 | | Structural Repair Schemes |
| 1-8123-3RS | | Generic Structural Repair Schemes (4 volumes) |
| 1-8-4 | | Illustrated Parts Catalog (8 volumes) |
| 1-8-6 | | Component Maintenance Manual (38 volumes) |
| 1-8-7 | | Maintenance Program Manual |
| 1-8-7A | | Non-destructive Testing |
| 1-8-7P | | Maintenance Planning Manual (2 volumes) |
| 1-8-7TC | | Maintenance Task Card Manual (3 volumes) |
| n/a | | Service Letters |
| n/a | | All Operator Messages (3 volumes) |
| n/a | | In-service Activity Reports (3 volumes) |
| n/a | Aircraft Engines (Pratt & Whitney) | Maintenance Manual (3 volumes) |
| n/a | | Component Maintenance Manual |
| n/a | | Parts Catalog (2 volumes) |
| n/a | | Service Bulletins (9 volumes) |
| n/a | | Spare Parts Bulletins |
| n/a | Propellers (Hamilton-Sundstrand) | 14SF Propeller System Service Bulletins (2 volumes) |
| P5185 | | 14SF Propeller Maintenance Manual |
| 61-13-02 | | Component Maintenance Manual |
| 61-21-03 | | Component Maintenance Manual |
| 61-21-04 | | Component Maintenance Manual |
| 61-24-01 | | Component Maintenance Manual |
| n/a | Inverters, 600, 750, & 1000 VA (1A17 - 1A22, 1A24, 1A26) | Instruction Manual for Flite-Tronics PC-17/PC-17A & Avionics Instruments, Inc. 1000 VA Aircraft Static Inverters |

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| Publication Number | Subject | Document Description |
|-----------------------------------|---|--|
| n/a | Time Code Receiver-Generator (2A3) | Operating and Service Manual for Truetime Model 805-351 GPS Time Code Unit |
| 0040-6078-15001 | Time Diversity Modem (2A5) | Operating and Service Manual for BR Comm 6078-1500 and 60781510 Airborne Time Diversity Modems |
| 2750A-3707A | Radar Monitor (2A11) | Operation and Maintenance Manual, SRL Model 2750A-14 High Resolution Video Monitor |
| AN-USH-34 | Audio Recorder (2A13) (Optional) | Operational Manual for Spescom VR2002A/VR2004A Communications Recorder |
| OM 163-201 | Telemetry Digital Tape Transport Units | Operation Manual, Heim Recorder |
| n/a | Telemetry Receiver (4A1 - 4A10) | Operating and Maintenance Manual for Astro Link MTR602 Dual Channel Telemetry Receiver/Combiner |
| n/a | Sea Surveillance Radar (various & Unit 7) | Service Manual for Eaton Airborne Sea Surveillance Radar AN/APS-128K |
| n/a | Ground Support Van (GSV) Subsystem | Operation and Maintenance Instructions for LTV-Sierra Ground Support Van Subsystem for Airborne Platform/Telemetry Relay System E-9A, Part No. 8408-4000-1 |
| n/a | Distribution Amplifier (4B5 - 4B7) | Operation and Maintenance Manual for APCDM Model 5000 VDA-1X4(WB) Distribution Amplifiers |
| n/a | Telemetry Operator's Console (4B2) | Operation and Maintenance Manuals for Industrial Computer Source Model 8540/8560 Chassis and Installed Hardware |
| n/a | Marconi Signal Generator (4C1) | Operation and Maintenance Instructions for Model 2031 Marconi Signal Generator |
| n/a | Oscilloscope (4C2) | Operation and Maintenance Instructions for Model 2252 Oscilloscope |
| n/a | Spectrum Analyzer (4C4) | Operation and Maintenance Instructions for Model HP-8560E Spectrum Analyzer |
| n/a | Upconverters (5A7 - 5A8) | Operation and Maintenance Instructions for Model MUCM-10 Multi-Module Upconverter |
| n/a | FDM (4C9) | Application Notes for Metraplex 300 Series Signal Conditioner Modules |
| T.O. 12R2-2ARC164-2 (MX- 64-008A) | UHF Receiver-Transmitter (5A17 - 5A24) | Intermediate Maintenance Instructions for Magnavox Radio Set AN/ARC-164(V) |

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| Publication Number | Subject | Document Description |
|--------------------|---|--|
| MX-69-117 | | Intermediate Maintenance Instructions for Radio Receiver-Transmitter RT-1146B/ARC - 164(V) |
| 965220 | Telemetry Antenna Control Computer (Aircraft 047 configuration) | Preparation for Use, Operation, and Service of SECS 80/519 Parallel Input/Output Module |
| 965270 | | Preparation for Use, Operation, and Service of SECS 80/732 Analog Input/Output Module |
| 965970 | | Preparation for Use, Operation, and Service of SECS 80/ATR2 Chassis |
| 966086 | | Preparation for Use, Operation, and Service of SECS 80/PS115 and SECS 80/PS230 Power Supplies |
| 966301 | | Preparation for Use, Operation, and Service of SECS 80/608 Bus Arbitration and Termination Module |
| 966465 | | Preparation for Use, Operation, and Service of SECS 80/164 Memory Module |
| 966585 | | Preparation for Use, Operation, and Service of SECS 80/534 Four-Channel Serial I/O Module |
| 966650 | | Installation and Service of Cable CA80/534P and Four-Channel Serial I/O Module used in ATR1 and ATRIA Chassis |
| 966739 | | Installation and Service of Cable CA80/519 for 72-Line Parallel I/O Module used in ATR1 and ATR2 Chassis |
| 966744 | | Installation and Service of Cable Set CA80/534 for Four-Channel Serial I/O Module used in ATR1 and ATRIA Chassis |
| 966749 | | Installation and Service of Cable CA80/732 for Analog I/O Module used in ATR1 and ATR2 Chassis |
| 967175 | | Preparation for Use, Operation, and Service of SECS 286/010 and 286/020 16-Bit Microcomputer |
| 967188 | | Installation and Service of Cable Set CA80/286 for 16-Bit Microcomputer Module used in ATR1 and ATR2 Chassis |
| 967330 | | Installation and Service of Cable CA80/534S for Four-Channel Serial I/O Module used in ATR1 and ATR2 Chassis |

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| Publication Number | Subject | Document Description |
|--------------------|---|---|
| 67350 | | Preparation for Use, Operation, and Service of SECS 80/056DP (028DP) 256K (128K) Byte Dynamic RAM |
| Project A-4345 | Telemetry Antenna (Unit 6) | Maintenance and Installation Manual |
| 523-0761666-007118 | HF1 Radio Receiver / Exciter | Rockwell-Collins 671U-4/4, Instruction Manual |
| 006-00190-0005 | HF2 Radio Receiver transmitter | Bendix / King KHF 950, Installation Manual, Allied-Signal Aerospace |
| 006-10541-0002 | HF2 Radio Control Display unit | Bendix / King KCU1051, Installation Manual, Allied-Signal Aerospace |
| 006-15541-0000 | HF2 Radio Control Display unit | Bendix / King KCU1051, Component Maintenance Manual, Allied-Signal Aerospace |
| 064-1015-XX | HF2 Radio Receiver / Exciter | Bendix / King KTR953, Maintenance Manual, Allied-Signal Aerospace |
| 006-5190-04 | HF2 Radio System | King Radio Corporation, Maintenance / Overhaul manual |
| 34-53-10 | Automatic Direction Finding System, ADF-60 | Rockwell-Collins Instruction Book (repair manual) |
| 34-56-10 | Distance-Measuring Equipment (DME-42) | Transceiver Rockwell-Collins Instruction Book (repair manual) |
| 34-56-11 | Distance-Measuring Equipment (DME-42) | Indicator Rockwell-Collins Instruction Book (repair manual) |
| TM-1900 | TACAN, Radio Receiver- Transmitter RT-1321/ARN-136(v) | Installation, Maintenance, Overhaul Manual |
| TM-1901 | TACAN, Azimuth Computer CP-1398/ARN-136(v) | Maintenance, Overhaul Manual |
| - | Digital Integrated Flight Control System (SPZ-8000) | Pilot's Manual for de Havilland Dash 8 Series 100/300 |
| A15-1146-027 | SPZ-8000 Digital Automatic Flight Control System de Havilland DHC-8 | Maintenance Manual (Honeywell 22-14-00) |
| A09-1147-008 | Digital Flight Guidance Controller (GC-600/8xx) | Component Maintenance Manual (Honeywell 22-17-61) |
| A09-1147-07 | Flight Guidance Computer (FZ-600/800) | Component Maintenance Manual (Honeywell 22-11-74) (2 volumes) |
| A09-1147-02 | Attitude Heading Reference Unit(AHRU) | Component Maintenance Manual (Honeywell 34-21-44) |

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| Publication Number | Subject | Document Description |
|--------------------|--|---|
| A15-3321-006 | Radio Altimeter System (AA-300 Series) | System Description and Installation Manual |
| 1B8023137 | Weather Radar (Primus 400 ColoRadar) | Airborne Digital Multicolor Weather Radar System Description and Installation Manual |
| 1B8023138 | Weather Radar (WR-400) | Receiver / Transmitter Component Maintenance Manual (2 volumes) |
| 1B8023139 | Weather Radar (WI-400) | Digital Indicator Component Maintenance Manual |
| 1B8023140 | Weather Radar (WA-400) | Antenna Pedestal Component Maintenance Manual |
| A09-3435-012 | Digital Air Data Computer(AZ800/810) | Component Maintenance Manual with Illustrated Parts Catalog (Honeywell 34-16-21) (6 volumes – 1A/B, 2A/B, 3A/B) |
| 09-3435-07C | Digital Air Data Computer (AZ810) | Component Maintenance Manual – Testing and Troubleshooting (Honeywell 34-16-13) |
| - | UNS-1 Flight Management System | Sensors Manual Installation and Specifications |
| Report # 2202 | UNS-1 Flight Management System | Technical Manual |
| 34-60-09 | UNS-1 Flight Management System | Technical Manual |
| Report # 2423sv701 | UNS-1D Flight Management System | Operator's Manual |
| - | FlexComm II | Operations Manual / Technical Documentation |
| - | Flight Termination System | Operations Manual / Technical Documentation |
| - | Terrain Collision Avoidance System | Operations Manual / Technical Documentation |
| - | Cockpit Voice Recorder | Operations Manual / Technical Documentation |
| - | Flight Data Recorder | Operations Manual / Technical Documentation |

8 APPENDIX E: CDRLs – Reserved

| CDRL | DID | Long Name | Subtitle | PWS Reference |
|-----------|-----------------|---|----------|---------------|
| CDRL A001 | DI-SESS-81768AT | Airworthiness Compliance Report | | |
| CDRL A002 | DI-QCIC-81722T | Quality Program Plan | | |
| CDRL A003 | DI-MGMT-80004A | Management Plan | | |
| CDRL A004 | DI-MGMT-81834A | Contractor's Personnel Roster | | |
| CDRL A005 | DI-MGMT-81928 | Monthly Status Report | | |
| CDRL A006 | DI-MGMT-80004T | Evacuation and Emergency Management Plan | | |
| CDRL A007 | DI-SAFT-82313 | Environmental, Safety and Occupational Health (ESOH) Plan | | |
| CDRL A008 | DI-MGMT-81398D | Hazardous Materials Management Program (HMMP) Plan | | |
| CDRL A009 | DI-MGMT-80368 | Weekly Status Report | | |
| CDRL A010 | DI-MGMT-80368A | Maintenance Forecast | | |
| CDRL A011 | DI-MISC-81241 | Airworthiness Directives/Service Bulletins/Advisory Data | | |
| CDRL A012 | DI-MGMT-80368A | Maintenance Status Update | | |
| CDRL A013 | DI-MISC-80390 | Oil Analysis Report | | |
| CDRL A014 | DI-MISC-81627 | Software Discrepancy Report | | |
| CDRL A015 | DI-SAFT-81563 | Accident/Incident Report | | |
| CDRL A016 | DI-MGMT-80368 | Corrosion Control Report | | |
| CDRL A017 | DI-MGMT-80368 | Engine Anomaly Report | | |
| CDRL A018 | DI-SESS-82333B | Configuration Status Accounting Report | | |
| CDRL A019 | DI-ILSS-81226 | Parts Usage and Maintenance Data | | |
| CDRL A020 | DI-MGMT-82184 | Quality Management System | | |

| | | | | |
|--------------|--------------------|---|--|--|
| CDRL A021 | DI-QCIC-81794 | Quality Assurance Program Plan | | |
| CDRL A022 | DI-MISC-81627 | Service Difficulty Report | | |
| CDRL A023 | DI-MGMT- 81605 | Program Management Reviews Briefing Materials | | |
| CDRL A024 | DI-SESS-82303 | Phase-In Plan | | |
| CDRL A025 | DI-MGMT- 80368A | Phase-In Status Report | | |
| CDRL A026 | DI-MGMT- 82173 | Inventory Report | | |
| CDRL A027 | DI-MGMT- 81945 | Phase-Out Plan | | |
| CDRL A028 | DI-MGMT- 80368A | Phase-Out Status Report | | |
| CDRL A029 | DI-PSSS- 81534B | Teardown Deficiency Report | | |
| CDRL A030 | DI-MGMT- 80368A | Beyond Economical Repair Report | | |
| CDRL A031 | DI-MGMT- 80368A | Obsolete GFP | | |
| CDRL A032 | DI-MGMT- 80368A | Supply Management System Report | | |
| CDRL A033 | DI-MGMT- 82274 | Diminishing Manufacturing Sources and Material Shortages (DMSMS) Life Cycle Management Data | | |
| CDRL A034 | DI-MGMT- 81468A | Contract Funds Status Report (CFSR) | | |

9 APPENDIX F: MISSION SYSTEMS MAINTENANCE

This list is provided to assist with determining correct levels of repairs and shall be continuously validated by the contractor for accuracy. Known corrections shall be pushed to the E-9A PO for future updates.

| MISSION SYSTEMS MAINTENANCE CONCEPT NOMENCLATURE | O-LEVEL | I-LEVEL | DEPOT | NOTE |
|---|---------|---------|--------|------|
| TM Downlink System | X | X | Vendor | 1 |
| Directional Coupler | X | N/A | Vendor | 2 |
| Multiplexer, WB | X | N/A | Vendor | 2 |
| Multiplexer, WB | X | N/A | Vendor | 2 |
| Upconverter Assembly | X | N/A | Vendor | 2 |
| Power Amplifier Assembly | X | N/A | Vendor | 3 |
| Telemetry Operator's Console | X | X | Vendor | 4 |
| Antenna Control Computer | X | X | Vendor | 5 |
| VME Chassis | X | X | Vendor | 5 |
| 9225 VME Card | X | N/A | Vendor | 5 |
| 9226 VME Card | X | N/A | Vendor | 5 |
| 9227 VME Card | X | N/A | Vendor | 5 |
| PVIC Card | X | N/A | Vendor | 5 |
| Quad PC Card | X | N/A | Vendor | 5 |
| 16 to 1 Power Divider | X | N/A | Vendor | 6 |
| 9190 Unit | X | N/A | Vendor | 6 |
| LO/CLK Exciter | X | N/A | Vendor | 6 |
| 4 to 1 Combiner/Filter | X | N/A | Vendor | 7 |
| 7 to 1 Combiner/Filter | X | N/A | Vendor | 7 |
| 4 to 1 Divider | X | N/A | Vendor | 7 |
| 9 to 1 Divider | X | N/A | Vendor | 7 |
| Dual LNB Down Converter | X | N/A | Vendor | 7 |
| Subarray Power Supplies | X | X | N/A | 8 |
| Power Distribution Assemblies | X | X | N/A | 9 |
| Distribution Amplifiers | X | X | N/A | 10 |
| Recorder Subsystem | X | X | Vendor | 11 |
| GSV/Aircraft Interface | X | X | N/A | 12 |
| Spectrum Analyzer | X | X | N/A | 13 |
| Signal Generator | X | N/A | Vendor | 13 |
| Time Code Unit | X | N/A | Vendor | 13 |
| Oscilloscope | X | N/A | Vendor | 13 |
| Drone Control and Relay Tracking System | X | O&M | O&M | 14 |
| Sea Surveillance Radar | X | X | Vendor | 15 |
| Pedestal and E-Box | X | N/A | Vendor | 15 |
| Receiver/Transmitter | X | N/A | Vendor | 15 |

| | | | | |
|-----------------------------|---|-----|--------|----|
| Signal Processor | X | N/A | Vendor | 15 |
| UHF Voice Comm Relay | X | N/A | Vendor | 16 |
| Mission System HF Data Link | X | X | Vendor | 17 |
| Mission Communications | X | X | N/A | 18 |

The following notes describe the current maintenance concepts for the E-9A Mission Systems. Maintenance is performed IAW TM-3255 and OEM Manuals. Repair of aircraft Missions Systems components is a mix of I level and O level. For those items described as O level the replacement of minor parts and consumables (seals, hardware, knobs, lamps, etc.) may be performed locally without return to the vendor.

Notes:

1. The Contractor shall confirm the defective component on-aircraft. The item is removed from the aircraft and returned to the Vendor for repair. The Contractor will be responsible to re-install the repaired item and perform on-aircraft operational checks.
2. The directional coupler and Multiplexers are removed and replaced (R&R) on the aircraft with components shipped to the vendor for repair. Local in-shop maintenance can be performed on the UP-Converter, consisting of R&R of modules IAW OEM manuals and TM-3255. Failed modules are returned to the vendor for repair. External radio frequency (RF) cables, electrical harnesses and connectors will normally be removed, repaired, and replaced using in-shop skills. The Contractor will also provide for the local manufacture capability of cable and harness assemblies that are beyond repair.
3. Power amplifier assemblies are removed and replaced as an assembly on the aircraft. The overall assembly has power amplifier modules, a fan, and a regulator assembly that may be removed and replaced in the shop. The failed power amplifier modules are returned to the vendor for repair.
4. All Telemetry Operators' Console Line Replaceable Units (LRUs) are replaceable on-aircraft. Failed LRUs are worked in-shop to identify defective components. Identification and R&R of defective Shop Replaceable Unit (SRUs) is performed in-shop and the LRU is functionally checked for serviceability IAW OEM component manuals. Defective SRUs are returned to the vendor for repair. Defective RF cabling, electrical harnesses and connectors are removed, repaired, and replaced at the local level. The Contractor will maintain the capability to locally manufacture defective system cable and harness assemblies.
5. The Antenna Control Computer is troubleshot on the aircraft to the bad circuit card. Defective cards are returned to the vendor for repair. Defective RF cabling, electrical harnesses and connectors are removed, repaired and replaced at the local level. The Contractor will maintain the capability to locally manufacture defective system cable and harness assemblies.
6. These items are clocks and synchronization for the VME chassis cards. Defective RF cabling, electrical harnesses and connectors are removed, repaired and replaced at the local level. Defective components are shipped to the vendor for repair.
7. Combiner/Filter Assembly local repair is limited to R&R of the antenna components. The remaining Sub-Array components are R&R as an assembly on-aircraft.

8. Sub-Array Power Supplies are R&R on the aircraft as an assembly. R&R of defective power supply modules, fans, switches, and indicators are conducted in-shop. Repairable versions of the Power Supply Modules will be returned to vendor for repair.
9. Power Distribution Assemblies (PDA) is locally designed, developed, and manufactured assemblies peculiar to the E-9A. The Contractor is responsible for the on-aircraft R&R of the assembly. The Contractor will perform complete in-shop fault isolation and replacement of defective components. The Contractor will identify stock levels of expendable items necessary to sustain support for the PDA.
10. Distribution Amplifier modules are R&R on-aircraft. In-shop maintenance is limited to adjustment. Defective modules are returned to the vendor for repair.
11. Recorder Subsystem LRUs are R&R as an assembly on-aircraft. Minor maintenance such as cleaning or adjusting may be performed per the OEM manual. Fault isolation to the SRU level is conducted in-shop. Defective SRUs are returned to the vendor for repair. The Contractor will be responsible for the repair and/or replacement of defective harness and cable assemblies.
12. The Ground Support Van / Aircraft interface is an E-9A peculiar assembly. The Contractor is responsible for all levels of maintenance.
13. Items are considered test equipment and are supported by the Contractor, to include repair and calibration. Items are R&R on-aircraft for maintenance and periodic servicing.
14. The Contractor will confirm the defective component on-aircraft. The item is removed from the aircraft and turned over to the Government O&M Contractor for repair and / or replacement. The Contractor will be responsible to re-install the repaired or replaced item and perform on-aircraft operational checks.
15. The Contractor will confirm the defective component on-aircraft. The item is removed from the aircraft and returned to the Vendor for repair. The Contractor will be responsible to re-install the repaired item and perform on-aircraft operational checks.
16. The LRUs are confirmed defective on the aircraft and removed to the back shop for repair. The back shop repairs are limited to the replacement of failed SRUs, wiring, replacement of minor hardware and unit calibration. The SRUs will be returned to the vendor for repair.
17. All Mission System HF Data Link equipment will be returned to the vendor for repairs.
18. The Contractor will be responsible for all levels of repair, as no vendor is available.

10 APPENDIX G: ESTIMATED WORKLOAD DATA

Flying hour estimates and scheduled maintenance projection estimates are for *planning purposes only* and are subject to change. Both flying hours and maintenance projections are subject to the availability of funding.

FLYING HOUR AND SORTIE ESTIMATES

Estimated annual total hours – 600

Estimated annual total sorties – 250

| Fleet Total | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Hours | 53 | 45 | 25 | 45 | 53 | 53 | 56 | 57 | 53 | 53 | 53 | 53 |
| Sorties | 22 | 19 | 12 | 19 | 22 | 22 | 25 | 24 | 25 | 21 | 21 | 21 |

DEPLOYMENT ESTIMATES

| 5 | Number of Occurrences per Year | Time Frame | Duration | Location |
|--|--------------------------------|------------|----------|----------|
| Air shows (static displays and flyovers) | 2 | TBD | 2.5 days | TBD |
| Weapons systems support other Test and Training Ranges | 3 | TBD | 1 week | TBD |

SCHEDULED MAINTENANCE PROJECTIONS

| | 2022 | 2023 | 2024 | 2025 |
|---|------|------|------|------|
| Engine HSI | - | - | - | 2 |
| Propeller Overhaul Inspection | - | 1 | - | - |
| Landing Gear Overhaul (Ship set) Inspection | - | - | - | 2 |
| Paint | - | - | - | - |

11 APPENDIX H: PARTS TO BE PHYSICALLY MARKED FOR IUID

NAME

PART NUMBER

E-9A AIRCRAFT

de HAVILLAND DASH 8

12 APPENDIX I: Government Furnished Property (GFP)

Provided as a separately attached document.

13 APPENDIX J: E-9A Antenna Data

Provided as a separately attached document.

14 APPENDIX K: Mission Capable

Mission Capable Calculations:

The Contractor shall maintain a minimum mission capable (MC) rate of 85% for 11 of 12 months, calculated IAW AFI 21-101. Formula is provided below, but in the event of AFI conflict, the AFI will take precedence. The Contractor shall document daily flying hours, landings, engine starts and stops; aircraft up or down status and cite whether the aircraft was fully, partially or non-mission capable in accordance with the Minimum Equipment List (MESL) and show the resulting MC rate.

$$\{(Total\ FMC\ hours + Total\ PMC\ hours) / (Total\ Possessed\ hours - NRT\ Hours)\} \times 100$$

Page Break

Definitions

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| Fully Mission Capable (FMC) | The condition status that indicates the aircraft is capable of safe flight and can perform all the prescribed missions. |
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| <p>Mission Capable (MC)</p> | <p>MC is defined as the sum of the Fully Mission Capable (FMC) and Partially Mission Capable (PMC). Non-reporting time (NRT) shall be deducted from the total hours in the month when computing Mission Capable (MC) rates.</p> <p>The contractual MC rate is based upon the number of total hours available during the reporting period for the month in which the aircraft is available for an operational mission.</p> <p>When inspection requirements do not require a major disassembly of the aircraft, and thus, do not affect the mission capability, the aircraft is considered to be mission capable during the entire portion of the inspection phase of the inspection.</p> <p>If a preflight inspection or test flight is not performed within 24 hours of the Contractor's notification to the COR, then the MC time shall apply from the time when the Contractor notified the TPOC that the aircraft was ready for pre-flight inspection or test flight.</p> <p>The elapsed time between when the Contractor is notified of an off-site grounded aircraft problem, and fulfillment of certain conditions to meet NRT status, is reported to the COR as "excusable delay".</p> |
| <p>Non-Reporting Time (NRT)</p> | <p>The condition of an aircraft, which is not in a reporting status. NRT is the time required to: modify the aircraft; perform crash damage repairs; perform special inspections directed by the COR or E-9A PO.</p> <p>Nonreporting time (NRT) shall be deducted from the total hours in the month when computing Mission Capable rates and shall be coordinated and approved through the COR as "excusable delay". <u>Examples of NRT:</u></p> <ul style="list-style-type: none"> • Time waiting for Functional Check Flight (FCF), after the first 24 hours have elapsed since Contractor notified the Government of aircraft ready for FCF. • Time awaiting off-site station maintenance. • Time aircraft is undergoing approved Over and Above repairs. • Time aircraft is undergoing Strip and Paint. • Actions or situations substantiated and agreed to by the PCO, or designee, as beyond the control of the Contractor. • One-time special inspections directed by the PCO or designee. • The time in which parts or required maintenance personnel are in the Government transportation system, when directed by the Government. <p>The Government will not penalize the Contractor for aircraft downtime resulting from, but not limited to, locally enforced restrictions, holidays, noise abatement, religious customs, coups, restricted access, hostilities, Government restrictions and customs clearance delays which were not in existence prior to contract award.</p> |

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| <p>Not Mission Capable (NMC)</p> | <p>The material condition of an aircraft indicating that it is not capable of performing any of its missions or when a required maintenance action causes the aircraft to be non-airworthy. NMC time starts when the Contractor is notified of an inoperable condition.</p> <p>NMC time ends when the Contractor notifies the COR and Pilot-In-Command (PIC) or applicable Point of Contact that the aircraft is ready for preflight inspection or test flight.</p> <p>If the aircraft is determined to be NMC as a result of a preflight inspection or test flight and the cause is attributable to the original fault, NMC time shall continue from the original time of discovery, provided the preflight or test flight inspection is performed within 24 hours after notification is provided to the COR or PCO by the Contractor.</p> <p>Outside of Zonal Inspections, if panels and equipment are removed to conduct area inspections and the Contractor cannot replace the panels and equipment within a two-hour period, then the entire inspection is considered to have affected mission capability and shall be documented as NMC. The two-hour rule applies to scheduled maintenance only.</p> <p>When a new discrepancy is found during preflight or test flight, NMC time will start when the COR or pilot notifies the Contractor of the inoperable condition.</p> <p>If a new discrepancy is found when the aircraft is not located at the Site (aircraft is offsite) or when the aircraft is located at the Site and Contractor personnel are not available, NMC time will start when the Government notifies the Contractor of the new discrepancy. In either case, NMC time will start not later than one hour after time of discovery/flight termination.</p> <p>Aircraft shall be considered NMC for reporting purposes when the Contractor fails to correct PMC items within 10 days for CONUS aircraft, unless the Government grants a waiver.</p> <p>Aircraft shall be considered NMC for reporting purposes when the Contractor fails to correct one or multiple non-grounding discrepancies within 20 days, unless the Government grants a waiver. Corrosion discrepancies not corrected and outstanding for 15 days will result in NMC status.</p> <p>The material condition of an aircraft when it is not available for a mission because of scheduled or unscheduled maintenance as required by the Performance Work Statement (PWS).</p> |
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| <p>Not Mission Capable Maintenance (NMCM)</p> | <p>Scheduled maintenance time for reporting purposes <u>includes</u> zonal maintenance, detail, calendar, engine and special inspections when the combination of inspection requirements is such that it requires placing the aircraft in an inoperable condition.</p> <p>Scheduled maintenance time <u>does not include</u> time spent performing daily, preflight, turnaround, post-flight or corrosion inspections when the requirements do not require placing the aircraft in an inoperable condition.</p> |
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| <p>Not Mission Capable (NMC) -MESL</p> | <p>Discrepancies against any system on the MESL will be considered NMC for the purpose of determining MC rates, if the discrepancy is not corrected within 10 calendar days. After the stated time period expires, the aircraft will be carried as NMC even though the local Commander may elect to fly the aircraft (if other grounding criteria do not exist).</p> |
| <p>Not Mission Capable Supply (NMCS)</p> | <p>The material condition of an aircraft when it is not available for a mission because parts or materials are not available as required by the PWS.</p> |
| <p>Partial Mission Capable (PMC)</p> | <p>The condition status that indicates the aircraft is capable of safe flight and can perform at least one, but not all, of its missions prescribed because of an inoperable/missing item listed in the MEL.</p> <p>Recording of Partial mission Capable (PMC) time starts when it is first known that a discrepancy exists, except when caused by an in-flight malfunction, then the time starts at the termination of the flight. PMC time stops when corrective maintenance has been successfully completed.</p> |