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Performance Based Work Statement

for

C-130 Hercules Heavy Maintenance Support – Overflow

Purchase Request: **FD2060-1X-XXXXX**

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Date QAPC signs QASP*

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Distribution Statement **■**:

1.0 Description of Services:

1.1. Objective(s):

1.1.1. This Performance Work Statement (PWS) describes the services required to provide annual C-130 Hercules Heavy Maintenance Support (HMS). This support will require a maximum of twenty (20) C-130H and/or C-130J Programmed Depot Maintenance (PDM) per year with only a guaranteed minimum of six (6) C-130H Programmed Depot Maintenance (PDM) per year. The maximum yearly quantity of twenty (20) PDMs may include a maximum of four (4) C-130H “excess defense articles” currently in 1500-type storage at AMARG. Additionally, there is a potential requirement for yearly support of up to six (6) C-130J aircraft Mid-Cycle Paint activities (per fleet scheduling schedule (see 4.7.2. Table 1)), and up to sixteen (16) Unscheduled Depot Level Maintenance (UDLM) on all USAF C-130 variants to include CONUS LC-130H UDLMs. The specific aircraft work/paint specifications (WS) and work cards (WC) can be found within Appendices A, G, and J respectively.

1.1.2. The described services shall include contractor facilities, processes, and personnel to perform C-130 PDM, UDLM, Mid-Cycle Paint, Time Compliance Technical Orders (TCTO), and deployment of Continental United States (CONUS) and/or Outside the Continental United States (OCONUS) Contract Field Team (CFT) maintenance personnel. The services shall include C-130 surge capacities on all C-130 Mission Design Series (MDS).

1.1.3. Period and Place of Performance:

1.1.3.1. Period of Performance: Effective at the time of contract award, 12 month basic contract with nine (9) 12 month options. The period of performance for the contract/task order shall extend up to 12 months beyond the date of the final task order.

1.1.3.2. Place of Performance: The HMS will be performed at the contractor’s facility, unless otherwise requested UDLM efforts. The contractor PDM and Mid-Cycle Paint facilities shall be based within CONUS. The prime contractor must flow down PWS, SOW, and contract requirements to subcontractors and suppliers, as required.

1.1.3.2.1. USG reserves the right to visit the contractor facility at any time. Additionally, the contractor shall allow personnel from other agencies access to their facility and aircraft as deemed necessary by the USG to facilitate completion of the maintenance action in progress, i.e. Depot Field Team (DFT), Field Service Representatives (FSR) from Dowty to repair propeller blades, Rolls Royce for engine issues, etc.

1.2. Benefit to United States Air Force (USAF):

1.2.1. These services will benefit the USAF by providing continuous C-130 HMS during UDLM and/or C-130 PDM overflow to include relief for Mid-Cycle Paint work. By their nature, aircraft

UDLM cannot be predicted, however, the impact of UDLM workload to the USAF Air Logistics Complexes (ALC's) can be predicted. UDLM workload has been found to be disruptive to the Air Force Sustainment Center (AFSC) PDM workflow, creating manpower, facility, and equipment constraints and/or shortages. In addition, these services will support any C-130 HMS overflow, UDLM, and relief from Mid-Cycle Paint work. The availability of a supplemental source for HMS provides flexibility the C-130 Enterprise the flexibility to dedicate limited government resources to critical workloads.

1.3. Background:

1.3.1. The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for airdropping troops and equipment into hostile areas. The C-130 operates throughout the USAF serving with Air Mobility Command, Air Force Special Operations Command, Air Combat Command, U.S. Air Forces in Europe, Pacific Air Forces, Air National Guard, and the Air Force Reserve Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Antarctic ice resupply, aeromedical missions, weather reconnaissance, aerial spray missions, and natural disaster relief missions.

2.0 Services Summary:

Performance Objective	PWS Ref	Performance Threshold
Monthly Quality Standard	4.11.,	Contractor shall maintain a minimum monthly quality standard of 99.5% Government Acceptance Rate (GAR) for Safety of Flight (SOF) inspections per current Defense Contract Management Agency (DCMA) SOF list.
Category Defect Findings for PDM/UDLM/Mid-Cycle Paint work	4.11.1.,	<ol style="list-style-type: none"> 1. No Critical Findings during customer post-PDM/UDLM/Mid-Cycle Paint acceptance inspections are permissible for aircraft. 2. No more than one (1) Major finding during customer post-PDM/UDLM/Mid-Cycle Paint acceptance inspections are permissible for aircraft. 3. No more than five (5) Minor findings during customer post-PDM/UDLM/Mid-Cycle Paint acceptance inspections are permissible for aircraft.

Performance Objective	PWS Ref	Performance Threshold
Mid-Cycle Paint Duration	4.7.2., 4.11.1.,	Zero (0) Major Discrepancy: 1. Each aircraft Mid-Cycle Paint duration will not exceed a total of thirty-six (36) flow days 2. Paint or corrosion discrepancies greater than twenty-five (25) man-hours to correct 3. Incomplete, missing, or incorrect aircraft historical documents One (1) Minor Discrepancy: 1. Paint or corrosion discrepancies less than twenty-five (25) man-hours to correct 2. Minor administrative errors or those involving historical documents
Workmanship or incomplete/incorrect processes; inoperable systems or other mission limiting discrepancies that are suspected as non-conformance	4.11., 4.11.1.,	Zero (0) Major Discrepancy: 1. A discrepancy that results in safety of operation or potential for minor injury 2. Discrepancies and/or corrective actions involving greater than twenty-five (25) man-hours to correct 3. Incomplete, missing, or incorrect aircraft historical documents 4. Foreign Objects, lost/inoperable aircraft systems/equipment, defective, or damaged components or other discrepancies that are suspected as non-conformance to applicable specifications, drawings, standards, agreements, technical orders, work packages, etc.,
Workmanship or incomplete/incorrect processes; inoperable systems or other mission limiting discrepancies that are suspected as non-conformance	4.11., 4.11.1.,	One (1) Minor Discrepancy: 1. A discrepancy that is not sufficiently urgent or dangerous to warrant grounding or discontinued use of the aircraft 2. Discrepancies and/or corrective actions involving less than twenty-five (25) man-hours to correct (excluding time to facilitate other maintenance). These may include but are not limited to: loose/missing hardware, missing components/equipment, damaged but serviceable components, minor equipment document discrepancies, administrative errors or those involving historical documents.
Quality Deficiencies	4.14.1.	The quality deficiency rate shall be <.5% per year per operation i.e. PDM, UDLM, Mid Cycle Paint.
Aircraft Flow Days	4.27.1.,	The contractor shall complete aircraft PDM, Mid-Cycle Paint, and UDLM per schedule negotiated flow days no later than the time defined within each

Performance Objective	PWS Ref	Performance Threshold
		individual Statement of Work (SOW).
Compliance with Technical Data	4.26.3.,	100% compliance with all published USAF Technical Data procedures, instructions, and directives. Requests for deviations (Technical Assistance Requests IAW TO 00-25-107 or AFMC Form 202) must be approved by the Government prior to any deviation work. All work shall be performed using latest version of the USAF publication.
Program, Production, and Aircraft Maintenance Records, Forms, Publications, CDRLS, and Reports.	4.19. 4.20.	Correctly maintain, prepare, and process all required program, production, and aircraft forms, records, reports, CDRLS, specifically listed in Work Specifications and PWS/SOW with 100% compliance. All Maintenance Data Documentation (MDD) corrections shall be corrected within ten (10) calendar days.
Contractor Manpower Reporting	5.12.	Within thirty (30) calendar days of order award, the contractor shall establish a record for the order in eCMRA including Order Data, Contact Data, and Location Data. The contractor shall provide a count of contractor/subcontractor personnel performing services for each fiscal year and report all contractor/subcontractor labor hours required for performance of services for each fiscal year. While inputs may be made any time during the fiscal year, all data shall be reported no later than October 31 of the following fiscal year.
Adherence to Contractor Quality Management System (QMS)	4.12.	100% compliance with the QMS is required.

3.0 Government Property:

3.1. Contractor Responsibility: The contractor shall be responsible for Government property in their possession in accordance with (IAW) Federal Acquisition Regulation (FAR) and applicable supplements including, but not limited to, FAR Part 45, Government Property; FAR 52.245-1, Government Property; and Defense Federal Acquisition Regulation Supplement (DFARS) Procedures, Guidance, and Information (PGI) 245, Government Property.

3.1.1. The contractor shall create and maintain records of all Government property accountable to the contract, including Government Furnished Property (GFP) and Contractor Acquired Property (CAP) and applicable supplements and shall be in compliance with all applicable guidance and

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clauses listed in the contract. A physical inventory of all Government property and end items in the possession of the contractor must be performed IAW CDRL A001.

[CDRL A001, DI-MGMT-80441C Government Property Inventory Report]

3.2. Government Property to be Provided: The contractor shall acquire all reparable items, materiel, and supplies required for performing the PDM/UDLM/Mid-Cycle Paint work specifications associated with PWS and SOW IAW Defense Logistics Management System (DLMS). For source of supply (SOS), using Defense Logistics Agency (DLA) WebFLIS, the contractor shall acquire item(s) via U.S. Government (USG) stock, as a first choice. The contractor shall, as required, establish a unique DODAAC / MILSTRIP / MILSTRAP to support these requirements IAW DLM 4000.25-1 DLMS.

3.2.1.1. Appendix B GFP (LRU) with Expandability Recoverability Reparability Category (ERRC) Code T (XD2) shall be found within the applicable technical order Illustrated Parts Breakdown (IPB) and can be acquired through Commercial Asset Visibility Air Force (CAV AF). The contractors shall use CAV AF to requisition all ERRC Code T items. Appendix B is not 100% inclusive and is only to be used as a guide. Any reparable items not listed within Appendix B will be documented (within weekly production reviews) and item NSN forwarded to U.S. Government (USG) Procuring Contracting Officer (PCO) for possible addition to Appendix B.

3.2.1.2. Appendix B GFP (consumables) with ERRC Codes N (XB3) and P (XF3) shall be found within the applicable technical order Illustrated Parts Breakdown (IPB) and can be acquired through FedMall. Appendix B is not 100% inclusive and is only to be used as a guide. If item(s) cannot be obtained through USG stock, then contractor shall obtain item(s) commercially IAW applicable C-130 drawing(s) and/or technical order(s) with approval from AFLCMC/WLNE via section 4.32. Maintenance Assistance Requests process. The contractor shall incorporate all consumables, XB3 and XF3, cost into the PDM FFP.

3.2.1.3. The contractor shall complete Contract Government Furnished Material (GFM) Requisition and Inventory Report IAW CDRL A002.

[CDRL A002, DI-MGMT-82128 Contract Government Furnished Material (GFM) Requisition and Inventory Report]

3.2.2. C-130 HMS Specialized Tools, Test Equipment, and Support Equipment: The contractor shall be responsible for providing all C-130 PDM/UDLM/Mid-Cycle Paint Specialized Tools, Test Equipment, and Support Equipment listed within the applicable drawings, technical orders, and work specifications. The Government will not provide any Specialized Tools, Test Equipment, and Support Equipment.

3.2.3. Reporting of Government Property: The contractor shall create and maintain records of all Government property accountable to the contract/task order. The contractor shall record receipt and return of all GFP in the Item Unique Identification (IUID) Registry. The contractor shall complete monthly Contract Government Furnished Material (GFM) Requisition and Inventory Report IAW CDRL A002.

[CDRL A002, DI-MGMT-82128 Contract Government Furnished Material (GFM) Requisition and Inventory Report]

3.2.3.1. The contractor shall conduct physical inventory of all applicable Government property against the PWS Appendix B, contractor's Internal Property Control (IPC) System or equivalent, and CAV AF records at least quarterly to verify accurate inventory balances IAW CAV AF requirements in section 4.21.3. The contractor shall report the annual inventory balances on the applicable quarterly status report CDRL A00P.

3.2.3.1.1. The annual physical inventory of GFP is to ensure proper processing of inventory records, IAW AFMCI 21-149, property records shall be kept current at all times, and an audit trail shall be maintained from property acquisition to consumption in use or final disposition. The contractor shall complete monthly Contract Government Furnished Material (GFM) Requisition and Inventory Report IAW CDRL A002.

[CDRL A002, DI-MGMT-82128 Contract Government Furnished Material (GFM) Requisition and Inventory Report]

3.3. Reporting Loss of Government Property:

3.3.1. Definition of Loss of Government Property: "Loss of Government Property" means unintended loss of, or damage to, Government Property including property that cannot be found after a reasonable search, loss due to inadequate storage, loss due to lack of security, theft, damage requiring repair to restore the item to usable condition, or damage that renders the property useless for its intended purpose or Beyond Economical Repair. Loss of Government Property does not include manufacturing defects, obsolescence, normal wear and tear, or purposeful destructive testing. Unless otherwise stated in the contract/task order, loss of Government Property does not include normal and reasonable inventory adjustments, i.e., losses of low priority consumable material, such as common hardware, as agreed to by the contractor and the Government Property Administrator.

3.3.1.1. Reporting Loss of Government Property: The contractor shall report loss of Government Property within DCMA / Access to eTools (<http://www.dcmamil/aboutetools/>) and to Administrative Contracting Officer (ACO), PCO, and U.S. Government (USG) PM via weekly production reviews.

3.3.2. Return or Retention of Government Property: All property provided by the Government remains the property of the Government and shall be returned to the Government as directed, but no later than completion of the contract/order, unless the PCO directs the contractor to retain the property for continued use under a successor contract.

3.3.2.1. All Government property shall be returned to the Government in the condition provided unless approved in advance by the PCO. All material generated under the contract/task order becomes the property of the Government and shall be returned to the Government as directed, but no later than completion of the last order, unless the PCO directs the contractor to retain the

material for continued use under a successor contract. At the completion of the last order, the contractor shall return Government Property using DCMA / Access to eTools, Plant Clearance Automated Reutilization Screening System (PCARSS) or as directed by PCO. The contractor shall submit the final CDRLs A001 and A002 after Government property has been returned to the Government, or as directed by PCO.

**[CDRL A001, DI-MGMT-80441C Government Property Inventory Report]
[CDRL A002, DI-MGMT-82128 Contract Government Furnished Material (GFM)
Requisition and Inventory Report]**

4.0 Technical Requirements:

4.1.1. The Objectives of the C-130 HMS are: The contractor shall provide experience and trained personnel, airfield, aircraft HMS facilities, and applicable tools/equipment (test equipment, support equipment, infrastructure, and enterprise systems to access to USG ISs) to perform/support PDM, UDLM, Mid-Cycle Paint, and CFT/DFT, as applicable. The contractor shall develop a C-130 HMS Program, that includes, at a minimum, management, distinct PDM intervals, supply/asset documentation, inspection, repair, maintenance, modification, quality assurance, complete PDM and -6 inspection packages, installation, ground/flight tests, perform TCTOs, Corrosion Control (CC), Analytical Condition Inspection (ACI), Non-Destructive Inspections, de-paint/paint, and C-130J Mid-Cycle de-paint/paint.

4.1.1.1. Visual inspections of components and structure listed in 1C-130A-23, Item W-10 and 1C-130J-23, Item 57-6 shall be accomplished as early in the PDM process as possible. These areas have high incidences of corrosion and maintenance-induced damage that could lead to corrosion and cracking. Early identification "Quicklook" of damage in these areas will help to avoid schedule delays due to time-consuming repair actions, including the use of government DFT for metal bond repairs.

4.1.1.1.1. A "Quicklook" is a visual inspection for damage to several fatigue-critical components on the wings and is typically accomplished early in the PDM process, very shortly after the aircraft inducts. The purpose is to identify damage to those areas/critical components early since repair actions can often drive time-consuming component removals or installation of bonded metal patches.

4.1.1.2. The contractor shall only use non-metallic scrapers to mechanically remove sealant. The use of metallic scrapers (i.e. steel, aluminum, tin, brass, exacto knives, pocket knives, etc.) to remove sealant is prohibited. Metallic scrapers scratch the aircraft potentially causing cracking and corrosion.

4.1.1.3. During the PDM workload planning and scheduling; depending on where the aircraft is in its PDM cycle and based on the condition of the paint system, some C-130s may require just a scuff sanding overcoat process, where surfaces are sanded and recoated. Some C-130s are completely stripped of paint then repainted/recoated.

4.1.1.4. The contractor shall provide a HMS Management Plan/PDM Production Plan, IAW CDRL A00X, to the Government covering the total PDM cycle from aircraft pre-induction scheduling, induction, PDM production, FCF to aircraft delivery. The PDM Production plan shall address; at a minimum the items listed in the paragraphs below to include PDM workload planning and scheduling, local manufacturing, Foreign Object Damage (FOD) Prevention Program, Composite Tool Kit (CTK) program, and warranty repair procedures if/when defects are discovered subsequent to PDM completion. In addition, PDM Production Plan shall include addendums on Mid-Cycle Paint production and UDLM processes. In addition, the contractor shall provide a monthly Contract Depot Maintenance (CDM) production report prepared IAW CDRL A00Y.

**[CDRL A00X, DI-MGMT-80004A Management Plan/Programmed Depot Maintenance (PDM) Production Plan]
[CDRL A00Y, DI-PSSS-81995 Contract Depot Maintenance (CDM) Production Report/Programmed Depot Maintenance (PDM)]**

4.1.1.5. **Work Cards:** Work cards are required for any and all maintenance actions to include O&A work. The contractor shall develop PDM, Mid-Cycle Paint, and UDLM (as required) work card packages equivalent to the Appendix J WC. The work cards will be directly tied/traced back to Appendix A Work Spec or SOW for UDLM work and used during the performance PDM, Mid-Cycle Paint, and/or UDLM work. The work cards shall be related to the maintenance data collection record and maintenance historical documentation. The work card packages and any changes to work card packages must be reviewed and approved by WLN Chief Engineer before PDM and/or Mid-Cycle Paint work commences. The contractor shall provide work card packages as an attachment to CDRL A00V. Further discussion regarding the work card package processes content, and format clarification shall be defined during program kick-off.

[CDRL A00V, DI-MGMT-80368A, Status Report/Work Cards (PDM, Mid-Cycle Paint, UDLM)]

4.1.1.6. All PDM, Mid-Cycle Paint, and Drop in UDLM acceptance inspections shall take place at the contractor's Maintenance, Repair, and Overhaul (MRO) facility or equivalent IAW TO 00-35D-54. For UDLM's not located at the contractors MRO facility UDLM acceptance inspections will be defined within SOW.

4.2. The Procuring Contracting Officer (PCO) Authority: The PCO is the only person authorized to approve changes, if any, of the requirements under this PWS, subsequent SOW, and any provisions contained elsewhere in this contract. In the event the contractor implements any such change at the direction of any person other than the PCO, the change will be considered to have been made without authority.

4.2.1. Any party to the contract may suggest changes that improve efficiency, reduce costs, or improve safety. The C-130 HMS PWS shall be revised by the parties through a bilateral contract modification. The contractor shall notify the Government ACO, PCO, and USG PM of any proposed changes to the work package to allow a ninety (90) day government engineering review of the requested changes.

4.3. Program Management: The contractor shall be responsible for planning, implementing, monitoring, and reporting the program activities detailed within this PWS. The contractor shall identify a PM who shall establish a formal PDM organization responsible for all PDM/UDLM/Mid-Cycle Paint work. The contractor PM shall identify and maintain throughout the contract period a list of key personnel who have management and task accomplishment responsibilities, including key personnel of any major sub-contractors. This listing shall be provided to the Government at kick-off and updated as necessary.

4.3.1. The contractor PM shall have the responsibility for the management, administration, financial control, engineering, manufacturing, procurement, testing, and quality assurance activities associated with this effort. The contractor PM shall serve as the point of contact on all C-130 HMS contractual and technical matters. All program management requirements of the contract shall extend to the effort required by subsequent SOWs.

4.4. Program Schedules and Milestones: The contractor shall develop a C-130 HMS Program Integrated Master Schedule (IMS) IAW CDRL A00M and a PDM Production IMS IAW CDRL A00N, jointly approved at time of award. The contractor shall have and deliver a PDM Production IMS for each aircraft (by tail number). All IMS shall be updated to show progress against the baseline and provided with the Program Management Review (PMR) and submitted with Quarterly C-130 HMS Production Status Report/Briefing. Any change to the IMS schedule and milestones shall require concurrence from both the Government and Contractor.

4.5. Programmed Depot Maintenance (PDM): The contractor shall provide a management information system to facilitate planning, tracking, scheduling and execution, current/historical data collection, resource allocations, and performance measurement (man-hour accountability) activities for programmed and un-programmed depot maintenance workload and supporting directives.

4.5.1. The contractor shall perform the C-130 PDM within the WS identified in Appendix A. The Appendix J WC may be used for reference and planning purposes in performance of the work within the WS. The WC are considered Government Purpose Rights data as defined in DFARS 252.227-7013. Disassembly of aircraft shall be limited to the extent necessary to accomplish the work required by this PWS, SOW, and/or non-routine findings approved by ACO. The Government DFT shall perform all metal bond repairs. The contractor shall establish a Public Private Partnership (PPP) with Warner Robins Air Logistics Complex (WR-ALC) for the performance of the metal bond repairs. The contractor shall request DFT metal bond repairs via a Maintenance Assistance Request (IAW paragraph 4.32.).

4.5.2. All AFTO Form 103 workload tasks shall be negotiated prior to PDM induction. Any work outside SOW, but within the PWS, shall be considered O&A and shall be either a FFP Catalog M task (see Appendix E) or a negotiated task. No O&A task shall be completed until authorized by PCO or their delegates.

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4.5.3. During PDM, if additional defects are identified, the contractor shall request assistance IAW PWS section 4.32. and perform MDD IAW PWS section 4.19. The contractor shall, if the defect is waived, log the defect within the aircraft 781 forms binder/jacket.

4.5.4. The contractor shall maintain a minimum monthly quality standard IAW section 4.11. Quality Control.

4.5.5. The contractor shall assess aircraft PDM within 45% of the original negotiated business days, from the Date in Work, to determine if additional work is required due to discrepancies beyond the scope of this PWS. If additional work is deemed necessary, the contractor shall provide the PCO an AMREP, IAW CDRL A00S, for approval that identifies (if necessary) any additional resource and flow days requirements. Follow the AMREP format IAW PWS section 4.35.1. AMREP Request. Further discussion regarding the AMREP process shall be defined during program kick-off.

[CDRL A00S, DI-MGMT-80368A, Status Report/AMREP]

4.6. Unscheduled Depot Level Maintenance (UDLM):

4.6.1. From time-to-time, the Government will request a drop in of an additional C-130 aircraft or request a CFT for UDLM repair, inspection, Time Compliance Technical Order (TCTO) accomplishment, and maintenance. Prior authority for such inputs shall be obtained through the PCO. The PCO will, provided that funds are available, authorize such preliminary work sufficient for the contractor to develop and submit an estimate for completion of the required repairs or maintenance IAW SOW. When sufficient funding is available and authorization for completion of the work is received, the PCO shall authorize completion of the work by issuance of a task order/SOW IAW applicable Catalog M tasks (see Appendix E). Any work outside of Catalog M shall be negotiated.

4.6.2. Disassembly of aircraft shall be limited to the extent necessary to accomplish the work required by the associated SOW.

4.6.3. During UDLM, if additional defects are identified, the contractor shall request assistance IAW PWS section 4.32. and perform MDD IAW PWS section 4.19. The contractor shall, if the defect is waived, log the defect within the aircraft 781 forms binder/jacket.

4.6.4. The contractor shall assess aircraft UDLM within 45% of the original negotiated business days, from the Date in Work, to determine if additional work is required due to discrepancies beyond the scope of this PWS. If additional work is deemed necessary, the contractor shall provide the PCO an AMREP, IAW CDRL A00S, for approval that identifies (if necessary) any additional resource and flow days requirements. Follow the AMREP format IAW PWS section 4.35.1. AMREP Request. Further discussion regarding the AMREP process shall be defined during program kick-off.

[CDRL A00S, DI-MGMT-80368A, Status Report/AMREP]

4.6.5. UDLM Contract Field Team (CFT): The contractor shall have the capability to dispatch a CFT to CONUS and OCONUS civilian/commercial/military installations IAW TO 00-25-4 to perform UDLM and to support CONUS and OCONUS DFT (CMXG Metal Bond group) activities for aircraft structural metal bonding repair work. Additionally, the CFT shall provide NDI equipment support, and support for other government or designated personnel, as needed, IAW applicable C-130 work specifications, drawing(s), and/or technical order(s). The contractor shall coordinate UDLM support, site visits, and depot level support through the PCO and appropriate channels IAW AFMCI 21-141. The contractor's CFT shall respond to UDLM within fifteen (15) calendar days after receipt of task order for CONUS workload and thirty (30) calendar days receipt of task order for OCONUS workload. The contractor shall access USG installations IAW AFFARS 5352.242-9000.

4.6.6. The contractor shall warrant that the contractor/subcontractor have been duly authorized to operate and do business in the country or countries in which the work is to be performed; that the contractor/subcontractor have obtained, at no cost to the USG, all necessary licenses and permits in connection with the contract; and contractor/subcontractor shall fully comply with all the laws, decrees, labor standards and regulations of such country or countries during the performance of this contract.

4.6.7. The contractor shall maintain a minimum monthly quality standard IAW section 4.11. Quality Control.

4.6.8. The Government DFT shall perform metal bond repairs, as required IAW para 4.16.

4.6.9. All acceptance inspections shall take place at the contractor's MRO facility or equivalent IAW TO 00-35D-54. Completion of acceptance inspections for UDLM actions performed at other than the contractor MRO will be coordinated by the owning unit.

4.7. C-130J Mid-Cycle Paint:

4.7.1. The contractor shall perform C-130J Mid-Cycle Paint within the WS identified in Appendix G. The Appendix J WC may be used for reference and planning purposes in performance of the work within the WS. The WC are considered Government Purpose Rights data as defined in DFARS 252.227-7013. Disassembly of aircraft for paint shall be limited to the extent necessary to accomplish the work required by this PWS, SOW, and/or non-routine findings approved by ACO. When sufficient funding is available and authorization for completion of the work is received, the PCO shall authorize completion of the work by issuance of a task order.

4.7.2. The contractor shall accomplish Mid-Cycle Paint for each aircraft within a duration that encompasses thirty-six (36) flow days total, unless adjusted for flow days per section 4.27.1.1. The aircraft will arrive configured IAW Appendix F. All acceptance inspection shall take place at the contractor's facility. Table 1 lists the amount of C-130J Mid-Cycle Paint projected/estimated aircraft per FY20 through FY29, with no guarantee.

Table 1: C-130J Aircraft Mid-Cycle Paint

MDS's	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
C-130J's Mid-Cycle Paint Totals	6	6	6	6	6	6	6	6	6	6

4.7.3. During Mid-Cycle Paint, if defects are identified, the contractor shall request assistance IAW PWS section 4.32. and perform MDD IAW PWS section 4.19. The contractor shall, if the defect is waived, log the defect within the aircraft 781 forms binder/jacket.

4.7.4. The contractor shall assess aircraft Mid-Cycle Paint within 45% of the original negotiated business days, from the Date in Work, to determine if additional work is required due to discrepancies beyond the scope of this PWS. If additional work is deemed necessary, the contractor shall provide the PCO an AMREP, IAW CDRL A00S, for approval that identifies (if necessary) any additional resource and flow days requirements. Follow the AMREP format IAW PWS section 4.35.1. AMREP Request. Further discussion regarding the AMREP process shall be defined during program kick-off.

[CDRL A00S, DI-MGMT-80368A, Status Report/AMREP]

4.7.5. The contractor shall maintain a minimum monthly quality standard IAW section 4.11. Quality Control.

4.7.6. The Government DFT shall work metal bond repairs, as required IAW para 4.16.

4.8. **AMARG “excess defense articles” C-130H aircraft PDM:** The AMARG “excess defense articles” PDM will be performed on aircraft for potential Foreign Military Sales (FMS). The contractor shall perform the C-130 PDM IAW PWS section 4.5. Programmed Depot Maintenance (PDM). Disassembly of aircraft shall be limited to the extent necessary to accomplish the work required by this PWS, SOW, and/or non-routine findings approved by ACO. In some cases, FMS programs may differ from the baseline (Systems Engineering (SE) Process) and some of those instances are identified herein. Additional FMS requirements may consist of minor demodification, USAF TCTOs and approved country specific TCTOs, painting and/or marking of the aircraft according to applicable country specifications, and possibly minor modifications, as required by country. Each FMS aircraft PDM will have a tailored WS from Appendix A and tailored WC from Appendix J IAW applicable country specifications.

4.8.1. For SOS, adhere to PWS section 3.2. If item(s) cannot be obtained through the USG supply system or AMARG, the contractor shall request engineering assistance IAW para 4.32.

4.8.2. In some cases, the contractor may support site visits of FMS foreign visitors.

4.9. **Completed Service:** The contractor shall return the completed aircraft to the USAF in the same configuration as received, with the same type components, accessories, and special equipment installed, except as modified, removed, or added by requirements of this PWS, SOW, and associated C-130 work specifications, in a timely fashion, not exceed contracted flow days nor impact USAF mission requirements. The contractor shall return, after the completed service, all life cycle supply asset and technical data IAW applicable FAR, DOD, US Air Force Instructions, and/or Technical Order established policies. The contractor shall discontinue and close all

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applicable government accounts and/or services at the time of contract completion or as directed by PCO.

4.9.1. The contractor shall provide the owning unit a Three (3) Day Message with an Aircraft Depot Maintenance Movement Report IAW CDRL A00R. The three day message report applies to PDM's, Mid-Cycle Paint's, and drop-in UDLM's. The three day message report shall have at a minimum the date the aircraft is available, any special stipulations, deferred discrepancy list, and all functional check flight debriefings. The format of the three day message and process will be discussed at program kick-off.

[CDRL A00R, DI-MGMT-80368A, Status Report/Three (3) Day Message]

4.10. U.S. Government (USG) Information System (IS):

4.10.1.1. Access to USG IS requires a Common Access Card (CAC). Guidance to obtain a CAC is contained in the following publications: AFMAN 17-1301 - Computer Security, AFMAN 33-152 - User Responsibilities and Guidance for Information Systems, MPTO 00-33A-1301, DoDI 8520.02 - Public Key Infrastructure (PKI) Public Key (PK) Enabling, and DoDI 8520.03 - Identify Authentication for Information Systems.

4.10.1.2. Most USG IS require a DD Form 2875 before access can be granted. The C-130 System Program Office (AFLCMC/WLNC) will coordinate access to the following information systems, on a case by case basis, to the contractor to support C-130 HMS or as required. The contractor shall ensure appropriate implementation of measures to protect all USG IS resources and information provided per PWS/SOW IAW AFMAN 17-1301 Cyber Computer Security.

4.10.1.3. A Common Access Card (CAC) and AF Portal account are required for access to the sites listed below. AF Portal access provides contractor access to some of the USG IS listed below:

- Integrated Maintenance Data System (IMDS)
- Comprehensive Engine Management System (CEMS)
- Core Automated Maintenance System for Mobility/G081 (CAMS)
- Joint Deficiency Report System (JDRS)
- Reliability and Maintainability Information System (REMIS)
- Enhanced Technical Information Management System (ETIMS)
- Technical Order Distribution Office (TODO) Account
- Joint Engineering Data Management Information Control System (JEDMICS)
- Commercial Asset Visibility Air Force (CAV AF)
- Department of Defense – Electronic Mall (E-Mall)

4.10.1.4. Other USG IS required for access.

- C-130 Automated Inspection, Repair, Corrosion & Aircraft Tracking (AIRCAT)
 - Inspection Corrosion and Repair Recording (ICARR)
- AutoTAR 202
- Product Data Management (PDM) Gateway

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- https://tosune5.robins.af.mil/pdm_gateway
- Automated Weight and Balance System (AWBS) / CentralUSN
 - <https://awbs.hill.af.mil/Login.aspx>

4.10.1.5. The prime contractor shall ensure their subcontractors have access to the applicable USG IS.

4.10.1.6. See Appendix H for a list of common used USG IS systems and their access requirements.

4.11. **Quality Control:** The contractor shall maintain a minimum monthly quality standard of 99.5% Government Acceptance Rate (GAR) for Safety of Flight (SOF) inspections per current Defense Contract Management Agency (DCMA) SOF list.

4.11.1. The contractor shall report all Category I and II deficiencies IAW TO 00-35D-54 and Joint Deficiency Report System (JDERS). The contractor shall have zero (0) Critical and no more than one (1), Major aircraft finding during customer post-PDM/UDLM/Mid-Cycle Paint acceptance inspections. Additionally, there shall be no more than five (5), Minor aircraft findings during customer post-PDM/UDLM/Mid-Cycle Paint acceptance inspections. The definitions of “Critical”, “Major”, “Minor” are found in Air Force TO 00-35D-54.

4.11.2. **Inspection of Services:** In compliance with the clause entitled “Inspection of Services”, FAR 52.246-4, the contractor shall establish a complete Quality Assurance Program Plan (QAPP) to ensure the requirements of this contract are being completed. The contractor shall maintain complete records of all inspection work performed IAW PWS section 4.18. Configuration and Data Management. Records shall be made available to the Government during contract performance. The contractor shall provide a QAPP for Government review IAW CDRL A003. The contractor shall submit a Quality Assessment Report (QAR) detailing inspections, audit results, and list any QAPP updates throughout the contract IAW CDRL A005.

[CDRL A003, DI-QCIC-81794, Quality Assurance Program Plan (QAPP)]
[CDRL A005, DI-QCIC-81187, Quality Assessment Report (QAR)]

4.11.3. **Higher-Level Contract Quality Requirement:** The contractor shall be in compliance with FAR 52.246-11, the contractor’s QAPP shall comply with ISO 9001:2015/SAE AS9100 and AS9110 or equivalent. The contractor shall have and maintain aerospace quality management systems certification(s). The contractor shall provide certification documentation upon Government request.

4.12. **Quality Management System (QMS):** The contractor shall have a Quality Management System (QMS) in place. The contractor shall ensure the quality of services through a quality and/or inspection system. The contractor’s QMS shall be IAW ISO 9001:2015/SAE AS9100. The contractor’s QMS shall address detection of quality problems and defects, identification of root causes for quality related problems/defects, correction of root causes related to detected problems/defects, and follow-up to ensure quality related problems/defects do not recur. The QMS shall include the schedule of quality assurance/control inspections planned by the contractor. The

contractor shall provide a QMS Manual and a detailed briefing defining their QMS. The contractor shall provide any significant QMS changes to the Government throughout the contract. The contractor shall provide a QMS Manual for Government review IAW CDRL A004.

[CDRL A004, DI-MGMT-82184, Quality Management System (QMS)/QMS Manual]

4.13. Quality Control Engineering: The contractor shall have engineering staff capable of assessing aircraft damage and designing/analyzing repairs. The contractor shall input all damage, design, analysis, and repair engineering resolutions via maintenance assistance requests. However, all metal bond repair “design” will be excluded. AFLCMC/WLNE will maintain Operational Safety, Suitability and Effectiveness (OSS&E) for the aircraft and will be the authority on approval of repair designs and engineering dispositions. A contractor with an engineering staff knowledgeable on damage assessment and repair design will increase the likelihood a proposed repair/engineering disposition is approved by AFLCMC/WLNE. Additionally, it will greatly decrease the turnaround time of maintenance assistance requests submitted IAW section 4.32. The contractor engineering staff must be knowledgeable of aircraft materials, loads, repair durability, engineering drawings, technical data, and engineering reports. The government reserves the right to make any and all changes to the contractor’s recommended engineering dispositions.

4.14. Quality Deficiencies: The contractor shall process Acceptance Inspection Deficiency Reports (AIDR), Deficiency Reports (DR), Product Quality Deficiency Reports (PQDR), and Quality Deficiency Reports (QDR) IAW TO 00-35D-54 and Joint Deficiency Report System (JDRS).

4.14.1. Workmanship Deficiencies: The contractor shall maintain a quality deficiency rate of <.5% per year. The contractor shall provide corrective action and actions taken to prevent recurrence on all AIDRs IAW CDRL A00W within three (3) calendar days of receipt of the AIDR.

4.14.2. Material Deficiencies: In the event that the contractor identifies a part that is not in conformance with the specifications defined in the aircraft drawings and/or technical orders or other related documents and requires additional work, a QDR is prepared. The QDR shall be processed/reported on all quality deficiencies in JDRS or a SF 364 IAW 00-35D-54 within three (3) calendar days of discovery. The contractor shall provide full cooperation with Government personnel when QDRs are produced/identified. All QDRs will be listed as part of QAR submittals. The contractor shall report all deficiencies IAW CDRL A00W. Additionally, the contractor shall brief all QDRs and their effect during weekly production reviews.

[CDRL A00W, DI-PSSS-81535A, Deficiency Report (DR)]

4.15. Cannibalization of Parts: The contractor shall have a cannibalization log. All cannibalization actions shall be listed within the CDRL A00P, DI-MGMT-80368A, Status Report/Quarterly and CDRL A00R, DI-MGMT-80368A, Status Report/Three (3) Day Message. The cannibalization of parts will be performed IAW TO 00-25-4 and 00-20-2. Cannibalization actions between MAJCOM aircraft is discouraged. DCMA will be the approval authority in coordination with AFLCMC/WLNE for all cannibalization actions.

4.16. Metal Bond Repairs: The contractor shall not be performing any metal bond repairs. The contractor shall establish a Public Private Partnership (PPP) with Warner Robins Air Logistics Complex (WR-ALC) for the performance of the metal bond repairs. The contractor shall submit Maintenance Assistance Request IAW PWS section 4.32. for all work requiring metal bond repair. The Government DFT shall deploy within CONUS with everything needed to accomplish metal bonding repairs. For OCONUS locations, the DFT generally ties into site power and air supply, but everything else is the same. The contractor personnel NDI for BHEC and SSEC and support DFT for prep of and access to the Aircraft (work stands, no-load/jacking, opening of dry-bays/tanks, etc.) The contractor support includes, as required, oil-purging the aircraft (achieving 10% or less Lower Explosive Limit (LEL) all tanks), etc. IAW applicable C-130 work specifications, drawing(s), and/or technical order(s).

4.16.1.1. The DFT shall install bonded repairs to fatigue-critical structure on the aircraft where traditional bolted repairs would impact aircraft service life. The repairs can be bonded boron epoxy, bonded aluminum, or bonded titanium, depending on the application.

4.16.1.2. Appendix L – A DFT MOA will outline the responsibilities between AFLCMC/WLN and the Robins AFB Metal DFT team. The MOA will define the level of metal bond repair support for the C-130 HMS.

4.17. Over and Above (O&A):

4.17.1. The AFTO Form 103 workload tasks shall be negotiated no later than thirty (30) calendar days prior to the PDM/Mid-Cycle Paint induction. The contractor shall participate in AFTO Form 103 conferences, as required. At no time, are AFTO Form 103 over and above work specifications to be completed without government approval.

4.17.2. All PDM/Mid-Cycle Paint aircraft safety of flight issues and general aircraft maintenance for safe operation that are not defined in the requirements of the SOW, discovered during the course of performing PDM/Mid-Cycle Paint overhaul, maintenance, and repair efforts, shall be negotiated as hourly rate O&A work IAW DFARS 252.217-7028. No work shall be performed until approved by the ACO. When contracted by the PCO, the contractor shall provide all services, indirect material (excluding those exceptions authorized by the PCO) and all engineering necessary to accomplish the task.

4.17.3. All UDLM aircraft safety of flight issues and general aircraft maintenance for safe operation that are not included in the requirements of the SOW shall be negotiated as hourly rate O&A work. No work shall be performed until approved by the ACO. When contracted by the PCO, the contractor shall provide all services, indirect material (excluding those exceptions authorized by the PCO) and all engineering necessary to accomplish the task.

4.17.4. The contractor shall prepare and furnish to DCMA an O&A Work Request (OAWR) IAW the agreed-to DCMA procedures. The OAWR shall contain the following elements:

- a. Contract Number and Task Order Number
- b. Title of Program

- c. Date of Submission
- d. A description of the proposed work, including disposition instructions and adequately defined inspection and acceptance criteria
- e. Work request number
- f. Total proposed cost supported by a breakdown of labor, parts, and materials, direct travel costs, and other cost/price elements, as needed or if applicable, by documents/work requests.
- g. Serially numbered
- h. Proposed changes to the contract delivery schedule, if any

4.17.5. The contractor shall perform all unscheduled maintenance on the aircraft while the aircraft is in the contractor's possession, unless there exists specialized repair that needs to be completed by a DFT. Parts needed for unscheduled maintenance, other than parts related to PDM of the aircraft, shall be purchased through this contract utilizing the O&A provisions, unless the Government owns the parts or determines that it is more cost effective to procure the parts and deliver them to the contractor.

4.17.6. Written authorization to proceed on items addressed within the CLINs of the contract must be received from the ACO before performance. This authorization, issued by the ACO, to proceed shall be in response to a contractor provided OAWR.

4.17.7. Upon request of the ACO, the contractor shall also prepare consolidated work request proposals covering previously approved O&A items. Failure to agree upon a reasonable price shall be considered a question of fact subject to the "Disputes" clause of the contract.

4.17.8. The prices for O&A firm fixed price items listed in Appendix E do not include any payment for contractor furnished direct parts and materials.

4.17.9. O&A work, less than 200 Man-hours per aircraft, shall be covered under the C-130 Over and Above Firm Fixed Price CLIN within the contract except for the following:

4.17.9.1. Different Work Type: Local Manufacturing/Rob-Back/TCTO/IAT (Additional requirements of safety and other inspection) / Additional Paint and Marking shall be submitted IAW OAWR.

4.17.10. The contractor shall include, within the monthly IPMR CDRL A00N, an O&A Summary Report. This report shall include description of monthly and FY O&A work by aircraft tail number, time and material, and associated costs.

4.18. Configuration and Data Management: The contractor shall perform configuration and data management IAW AS9100. The contractor's established configuration and data management processes shall assure systematic evaluation, coordination, authorization, change control, and implementation for configuration control. The contractor shall maintain aircraft configuration using part number and configuration data in the -4 T.O's. If the part number and configuration data is not available in the -4 T.O's, the contractor shall use the applicable C-130 drawings resident in

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JEDMICS. The contractor shall provide a configuration management plan for Government review IAW CDRL A01A.

[CDRL A01A, DI-SESS-80858C, Supplier's Configuration Management Plan/Contractor Configuration Management Plan]

4.19. Maintenance Data Documentation (MDD): The contractor shall collect and document C-130 maintenance data, Mission Capability (MICAP), TCTO, and/or configuration status IAW TO 00-20-2 and IAW CDRLs A008 and A00C. The contractor shall also collect and record Inspection, Repair, Corrosion, and Aircraft data within the Automated Inspection, Repair, Corrosion, and Aircraft Tracking (AIRCAT) data base and the Reliability and Maintainability Information System (REMIS) data base, as required. The contractor shall develop templates to capture and maintain maintenance data as required by TO 00-20-2, MDD. Once system access has been established the contractor shall enter all maintenance data directly into the appropriate systems (Integrated Maintenance Data System Central Database (IMDS CDB), AIRCAT, Core Automated Maintenance System (CAMS)/G081, CEMS, AWBS, and/or REMIS). In addition, the contractor shall maintain each aircraft 781 forms binder/jacket IAW applicable USAF 00-20 technical manuals, 21 series Air Force Instructions, and related data documentation requirements. In the event automated systems are not available or required per 00-20-2, manually report/document TCTO and other historical information using AFTO Form 95 IAW A009 and TO 00-20-1. Once appropriate MDD system(s) are established, all manually reported/documented information shall be updated within ten (10) business days and/or before configuration or scheduled maintenance has been completed. The contractor shall deliver all applicable maintenance, condition tags, and AFTO 95 forms for each returned component and with each aircraft 781 forms binder/jacket. The contractor shall report aircraft Weight and Balance in AWBS and IAW A00D. The contractor shall include, with each aircraft 781 forms binder/jacket, a CD ROM with the weight and balance aircraft export file from AWBS. All maintenance records updated and created during the modification shall be returned with the aircraft.

[CDRL A008, DI-MISC-82003, Maintenance Data Collection Record (MDCR)]

[CDRL A009, DI-MGMT-81564, Significant Historical Data]

[CDRL A00D, DI-MGMT-81501A, Weight and Balance Report for Aircraft]

[CDRL A00C, DI-MGMT-81325C, Time Compliance Technical Order (TCTO) Reporting]

4.19.1. The contractor shall have fully qualified/certified personnel to clear aircraft AFTO Form 781 forms binder/jacket Red-X entries IAW AFI 21-101 Maintenance Aircraft and Equipment Maintenance Management and applicable AFMC Sup. The contractor shall have a Red-X Roster or equivalent, available upon USG request. The roster shall list all qualified/certified personnel that have been appointed to clear aircraft AFTO Form 781 forms binder/jacket Red-X entries, their applicable training/qualifications, and specific task certifications. The contractor shall address Red-X procedures within their HMS Management Plan/PDM Production Plan.

4.19.2. The contractor shall perform an audit of aircraft records and aircraft condition during induction to the contractor's facility to eliminate duplication of work.

4.19.3. **Engine Documentation:** The contactor shall report modifications and changes to AF engines, installed assemblies, and components to the CEMS via AF PORTAL IAW CDRLs A00A and A00B.

[CDRL A00A, DI-MGMT-81324C, Comprehensive Engine Management System (CEMS) Reporting]

[CDRL A00B, DI-MGMT-81325C, Time Compliance Technical Order (TCTO) Reporting/ Comprehensive Engine Management System (CEMS)]

4.20. **Contract Data Requirements List(s) (CDRL):** The CDRL contained in this contract is a list of specific data requirements the government requests in order to provide program oversight and to obtain necessary technical data information. The contractor shall develop and deliver the following CDRL items: See Appendix D.

4.20.1. **Quality of CDRL Deliverable:** The Government will reject a deliverable if technical errors are found within the deliverable. A technical error is defined as the format not being IAW the CDRL or the content not being accurate and complete IAW the CDRL, PWS and SOW. A minor error is exemplified by a typographical error, a grammatical error, etc. The rejected deliverable shall be corrected and resubmitted IAW CDRL.

4.20.2. **Receipt of CDRL Deliverable:** The CDRL deliverables may be submitted via Wide Area WorkFlow (WAWF) e-Business Suite / Invoicing, Receipt, Acceptance, and Property Transfer (iRAPT) and be submitted directly to the Multi-Functional Team (MFT) member identified on the CDRL. The deliverables shall be submitted IAW instructions within the CDRL. The contractor shall notify the Government if the delivery of any data/document will not meet the scheduled delivery date and negotiate a revised delivery date.

4.21. **Aircraft / Component Repair and Overhaul**

4.21.1.1. **Item Unique Identification:** The marking requirement for Unique Item Identification is required for all items to be delivered to the Department of Defense (DoD) that meet the criteria established by the FAR.

4.21.1.1.1. **Reporting in IUID Registry:** Transmission of Government Property must be recorded in the IUID Registry. The Government is required to record the transfer of GFP to the contractor. The contractor is required to record the receipt of GFP from the Government. The contractor is required to record the return of GFP to the Government.

4.21.1.1.2. The Government or contractor/subcontractor personnel responsible for causing a “life cycle event” (i.e., abandoned, consumed, destroyed by accident, destroyed by combat, donated, exchanged – repair, exchanged – sold, exchanged – warranty, expended – experimental/target, expended – normal use, leased, loaned, lost, reintroduced, retired, scrapped, sold – foreign government, sold – historic, sold – nongovernment, sold – other federal, sold – state/local, and stolen) will update the item record in the IUID Registry.

4.21.2. **Packaging:** The contractor shall package and mark material IAW the contract/task order Air Force Materiel Command (AFMC) Form 158, Packaging Requirements, and applicable Government regulations. The contractor shall ensure that classified material is packaged, marked, and delivered IAW DoD 5220.22-M, National Industrial Security Program Operating Manual (NISPOM).

4.21.3. **Commercial Asset Visibility Air Force (CAV AF):** Commercial Asset Visibility Air Force (CAV AF): The contractor shall report aircraft production in End Item CAV AF IAW CDRL A007. The contractor shall manage, control, and report aircraft GFP that are used or consumed in the HMS process for GFP CAV AF IAW CDRL A006. The contractor shall provide data on the actions conducted for each aircraft. The contractor shall report, as actions occur. Reporting in CAV AF is required for end item and GFP production status.

4.21.3.1. The contractor shall provide status of maintenance production, asset management, condemnations, problems encountered, accountability and stock balances of GFP end item and financial accounting and inventory control of GFP within CAV AF. All processes identified in the CAV AF Contractor User's Guide must be accomplished, as required. The contractor is required to be able to perform all transactions within this guide. The contractor shall document end item and GFP IAW CDRLs A006 and A007.

[CDRL A006, DI-MGMT-81634C, Commercial Asset Visibility Air Force (CAV AF)/Government Furnished Material Report – Government Furnished Property (GFP)]
[CDRL A007, DI-MGMT-81634C, Commercial Asset Visibility Air Force (CAV AF)/Government Furnished Material Report – End Item]

4.22. **Government Furnished Property:** The contractor shall be required to establish a unique DODAAC to support requirements for reparable items to support the C-130 HMS contract. Repairable items are identified as National Stock Numbered items authorized for use by the Air Force and Repair Code "T" as identified in WebFLIS. The contractor shall request these reparable assets through CAV AF and the appropriate Air Logistics Center (ALC) utilizing the approved supply system. The unserviceable carcass reparable asset removed shall be returned to the appropriate ALC within thirty (30) calendar days of receipt of the new/overhauled asset. All applicable maintenance, condition tags and AFTO 95 forms shall accompany each returned component per Air Force Technical Order 00-20-3. The contractor shall be responsible for Government property in their possession IAW Federal Acquisition Regulation (FAR), Part 45, and applicable supplements and shall be in compliance with all applicable guidance and clauses listed in the contract. In addition, Appendix B is a listing of the reparable items that are currently supported by the contract.

4.22.1. The contractor shall furnish all repair parts, materiel, and supplies required for performing the work of this PWS. The contractor shall use the Defense Logistics Agency (DLA) to order consumable parts and material when it is economically feasible. Requests for consumable assets to be provided by the Government shall be considered on a case by case basis with approval of the System Program Office (SPO). The Government shall provide as GFP listed in Appendix B.

4.22.2. Replacement of Consumable Maintenance Supplies and Material: The contractor is responsible for obtaining all the consumable supplies and materials listed in Appendix B as required to perform maintenance on aircraft and accessories as contained in the aircraft parts manual.

4.22.3. Replacement Parts and Materials: All other replacement parts listed in the IPB shall be the responsibility of the contractor to procure. Replacement parts and materials used in the repair of the aircraft shall be those authorized by the Air Force in approved Illustrated Parts Breakdown publications. Any parts used must be certified and have direct traceability to approved source(s).

4.23. Counterfeit Prevention Plan: The contractor shall establish and maintain a counterfeit electronic part detection and avoidance system, IAW CDRL A00E, to mitigate the risk of counterfeit electronic parts being installed in end items or otherwise entering the USAF/DoD inventory. The contractor shall report any counterfeit electronic parts IAW contractors' counterfeit prevention program and within the weekly production reviews.

[CDRL A00E, DI-MISC-81832, Counterfeit Prevention Plan]

4.24. Holidays and Facility Closings: The contractor/subcontractor personnel shall observe holidays and facility closings as authorized for government personnel. The contractor/subcontractor personnel shall only be permitted access to Government facilities when Government personnel are present.

4.25. Travel:

4.25.1. The contractor shall be required to travel for the performance of the work described within this PWS and/or SOW. Travel may include locations within the CONUS and OCONUS.

4.25.2. The number of trips and personnel traveling shall be limited to the minimum required to accomplish work assignments IAW the assigned tasks. Travel will be reimbursed according to the rates outlined in the Federal Travel Regulations for travel within the CONUS and Joint Travel Regulations (JTR) rates established by the Department of State for travel OCONUS. The applicable rates are those in effect at the time of travel and are subject to the limitations outlined in FAR Part 31.205-46 Travel Costs.

4.25.3. Travel requests for contractor/subcontractor personnel shall be submitted for concurrence to the Government Program Manager/Contracting Officer's Representative (COR). The Government Program Manager will coordinate travel approval with the PCO. The contractor must receive PCO/COR approval prior to travel, or costs being incurred, and a minimum of ten (10) business days in advance of departure. Receipts must be presented with the invoice for reimbursement of actual travel cost IAW FAR Part 31.205-46 Travel Costs. The contractor shall submit a trip/travel report IAW CDRL A00F.

[CDRL A00F, DI-MISC-81943, Trip/Travel Report]

4.26. Technical Data:

4.26.1. Data Rights and Non-Disclosure Agreements: Throughout the duration of this contract, the contractor shall be provided access to USAF engineering and technical data, as data rights permit. The contractor shall establish and maintain Data Rights and Non-Disclosure Agreements for C-130H, C-130J, and OEM owned C-130J drawings and technical manuals. The Government will not be responsible for any costs associated with access to or acquisition of data. All records, data, files, documents, and working papers provided by the Government or generated by the contractor in support of the contract are Government property. All records, data, files, documents, and working papers shall be returned to the Government upon contract completion or as directed by PCO.

4.26.1.1. The contractor and its subcontractors shall follow all USG technical data export-controlled requirements to include establishing a process for properly protecting and managing export-controlled technical data to include establishing any critical technical data agreements. The contractor shall establish a militarily critical technical data agreement, DD Form 2345, if required.

4.26.2. Reporting Proprietary Constraints: All reports and their content delivered to the Government shall become property of the Government and shall be free of any proprietary constraints. The contractor shall not mark briefings, reports, drawings, or other types of data with proprietary or copyright markings, except copyright names.

4.26.3. Technical Order/Technical Requirements: The contractor shall establish and maintain technical data per T.O. 00-5-1, T.O. 00-5-3, and T.O. 00-5-15. The contractor shall ensure that access to technical data is restricted to Government and contractor personnel on a need to know basis and is secured during non-duty hours. The contractor shall comply with the latest dated TOs and other directives used or issued, during the time the work is being accomplished, and perform a review of all updated TOs and other directive changes applicable to the work requirement within thirty (30) calendar days of posted changes. The review will consider the impact on work requirements, cost, and schedules with backup data for those changes. Increases or decreases in work, which impact the maintenance facility or the Government, will be sent through the ACO to the PCO for negotiation and approval, prior to beginning work. 100% compliance with all published Technical Data procedures, instructions, and directives are mandatory. Requests for deviations must be approved by the USG prior to any deviation work. All work shall be performed using latest version of the publication.

4.26.3.1. Out-of-cycle TO updates may be integrated into the PDM/Mid-Cycle Paint workflow provided engineering authorization is granted from the Government engineering authority and the ACO/PCO approves the changes. Any party to the contract may suggest changes that improve efficiency, reduce costs, or improve safety through the maintenance assistance request processes found in section 4.32. Examples include: process improvements, design changes, improved items to mitigate reliability or obsolescence issues, suitable substitutions, and so forth. The contractor shall incorporate reliability and obsolescence management plans into their QMS.

4.26.3.2. Technical Requirements: Appendices A, G, and J will be reviewed by AFLCMC/WLNE annually and potentially updated by 30 April. The PCO shall provide a contract letter to the

contractor No Later Than (NLT) 15 May. Any changes shall be in effect not later than 1 October of the same year.

4.27. Aircraft Flow Days

4.27.1. **Aircraft Flow Days:** Flow days start upon aircraft induction and end after DD 250 signature. The flow days can be found within Table 2 and include any final Functional Check Flights (FCF). The flow days identified in Table 2 represent the maximum amount of flow days allowable without adjustment to account for increase driven by AFTO Form 103 tasks and AMREPs.

Table 2: C-130 Flow Days (Business Days)

Mission Design Series (MDS)	Flow days
C-130 (Legacy) PDM	153
C-130 (73-74) Legacy PDM	165
C-130 Paint (Legacy)	Sand&Scuff – 21 De-paint&Paint – 30
C-130J Mid-Cycle Paint	36
UDLM (Aircraft)	Catalog M / Negotiated
TCTO	Negotiated
Modification	Negotiated
Isochronical Inspection	Maj – 30 / Min – 4

4.27.1.1. Base-line flow days shall be established IAW Table 2 and TO 00-25-4 adjustment for AFTO Form 103 workload tasks and AMREPS, as approved by the PCO in coordination with AFLCMC/WLN.

4.27.1.2. Revised flow days shall be established at the PDM 45% assessment IAW AFMCI 21-118 Aircraft Maintenance Production/Compression Report, as approved by the PCO in coordination with AFLCMC/WLN PM. Within one (1) business day of PDM 45% of negotiated flow days contractor shall per AFMCI 21-118 finalize scheduled output date. The contractor shall submit a 45 Percent Completion Report IAW PWS section 4.35. Aircraft Due Date Performance.

4.27.1.3. The contractor shall negotiate aircraft input/output dates with the Government PCO in coordination with AFLCMC/WLN. The owning aircraft unit reserves the right to have the aircraft on station at the contractor's facility + 5 days of the aircraft's IMS input date, based on the Government C-130 Fleet Scheduling System, induction/start date. The contractor shall have aircraft available for output NLT the aircraft IMS output date. The MAJCOMs are responsible for pick-up of aircraft NLT fourteen (14) business days after output/completion date.

4.28. **Contractor Installation Facility Requirements:** The contractor C-130 HMS facilities shall have a permanent hangar or hangars that are environmentally controlled, secure from unauthorized persons, and can completely house the type aircraft scheduled for C-130 HMS (to include the C-130J-30 variant). All facilities shall follow Occupational Safety and Health Administration (OSHA) safety guidelines. The facility shall be DCMA approved facility IAW DCMA Instruction 8210.1 and defined in the contractor's Airfield Management and Operations Procedures.

4.28.1. **Storage:** The contractor shall have access to adequate covered secure storage space on-site for the following:

4.28.1.1. All GFP will be retained in a secured storage area IAW QMS/QAPP or as applicable. In addition, the contractor shall have adequate storage to store the GFP, to included classified storage, items supplied with any PDM/Mid-Cycle Paint/UDLM aircraft. The items removed from each aircraft shall be stored in individual tail number bins and the equipment is tail number specific.

4.28.1.2. Handling and storage of fuels shall be accomplished IAW DCMA INST 8210.1, UFC 3-460-01, applicable FAA, and local directives.

4.28.1.3. Serviceable and reparable (awaiting disposition) XD2 coded T aircraft components (flight controls, doors, cargo ramp, cargo door, stabilizers, and external fuel tanks) etc.

4.28.1.4. Inside secured storage space for technical and engineering data, aircraft records, and C-130 equipment and forms listed in CDMWA Appendix F and/or supplied with aircraft.

4.28.1.5. Space for explosives devices (Squibs) per TO 11A18-14-7, AFMAN 91-201, DoDM 6055.09, and 27 CFR, Part 555, Subpart K.

4.28.1.6. Non-recoverable XB3 and recoverable XF3 (N & P) coded parts

4.28.1.7. The contractor shall provide adequate secure storage for material and retrofit kits, as well as, facilities for storage of classified items.

4.28.2. **PDM/UDLM Hangar:** All hangars shall be free of obstruction to ensure safety of the aircraft and have a minimum door height of 40 feet with a minimum door width of 140 feet. All facilities where USG Property will be stored, worked, maintained, repaired, modified or used shall have an automatic fire suppression system, which meets the requirements of National Aerospace Standard (NAS) 3306, National Fire Protection Association (NFPA) 13, NFPA 70, NFPA 72, NFPA 409, and NFPA 410.

4.28.2.1. The contractor shall have access to an enclosed hangar space for the accomplishment of all major component disassembly and assembly, major structural repairs, alignment and symmetry, and wing joint planarity checks for two (2) PDM aircraft in work, plus one (1) UDLM aircraft. A minimum of seven feet clearance is required between the aircraft and any obstruction. Temperatures in the hangars shall be controllable between 50-100 degrees Fahrenheit.

4.28.2.2. The contractor shall have access to aircraft weighing facilities and equipment IAW T.O. 1-1B-50. The contractor shall assure all personnel assigned to Weight and Balance are qualified IAW 1-1B-50 paragraph 8.3.4 Personnel Qualification Requirements. The contractor shall provide the Government the training plan and/or proof of contractor training, certifications, and re-certifications upon ACO and/or PCO request.

4.28.2.3. The contractor shall have access to the equipment to perform complete aircraft alignment and symmetry checks and wing joint (rainbow and corner fittings) planarity checks IAW T.O. 1C-130A-3. All alignment, symmetry, and planarity checks shall adhere to clearance requirement defined in 4.28.2.1. between the aircraft and any obstruction.

4.28.2.4. The contractor shall have the capability to perform Bush-Lok, ForceMate, ForceTec, and cold-working (tooling and training) for general repair procedures listed in T.O. 1C-130A-3 and Fatigue Technologies Incorporated (FTI) manuals or as required by aircraft drawing.

4.28.3. **Wash Facilities/Rack:** The contractor shall have access to a covered wash rack with the capacity to maintain wash and rinse water at a temperature of 130 degrees Fahrenheit (plus or minus 10 degrees), to clean aircraft per applicable C-130 Appendix A or G WS, Appendix J WC and/or as required during the operating/closeout of season and maintain a temperature that would not allow water to freeze. All wash rack waste shall be disposed/controlled IAW applicable AFI 32-1067 requirements and any national and/or local environmental requirements.

4.28.4. **Paint Facility:** The contractor shall have access to enclosed hangar(s) that can accommodate aircraft, and shall have explosive proof electrical wiring to accomplish complete de-painting and painting. At a minimum, the hangar for de-painting and painting aircraft shall be environmentally controlled IAW NAS 3306, NFPA 13, NFPA 70, NFPA 72, NFPA 409, and NFPA 410 and Technical Order (TO) 1-1-8.

4.28.5. **Fire Protection:** The contractor shall comply with National Aerospace Standard (NAS) 3306, Facility Requirements for Aircraft Operations.

4.28.6. **System Security:** The contractor shall have sufficient facility security and appropriately cleared personnel with common access cards (CAC) to support access to USG IS to include but not limited to JEDMICS–technical drawings, REMIS–maintenance documentation, TO System–technical orders, AIRCAT–107 system/engineering documentation, ICARR–crack/corrosion documentation, CEMS–AF engines modifications and changes, CAV AF supply systems–parts ordering / turn-in. The contractor shall ensure appropriate implementation of measures to protect all USG IS resources and information provided per PWS/SOW IAW applicable AFMAN 17-1301 Cyber Computer Security requirements.

4.28.7. **Airfield Runway/Ramp Space**

4.28.7.1. The contractor shall possess or have access to a runway with a minimum length of 5,000 feet and minimum width of 80 feet with lighting parallel to the runway and taxiway. The airfield shall have sufficient ramp space for parking C-130J-30 aircraft to accommodate schedule.

4.28.7.2. The contractor shall possess or have access to ramp space, with a tie down grid, to meet the maximum PDM and UDLM production requirements to include aircraft induction and embarkation. There shall be a minimum of 25 feet clearance between parked aircraft and any obstruction or other aircraft. Ramps, including shoulders, shall have a minimum clearance space of 35 feet from the edge of the paved surface outward to any obstruction thereby assuring a minimum safe operating clearance and operational procedures will be in place to prevent aircraft

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damage during movements or inclement weather IAW applicable Airfield Management and Operations Procedures. The contractor shall provide CDRL A00Z Airfield Management and Operations Procedures IAW DCMA INST 8210.1, AFI 32-1041, AFI 13-204 V3, and AFI 13-204 V3 AFMCSUP 1 or equivalent.

[CDRL A00Z, DI-MGMT-80004A, Management Plan/Airfield Management and Operations Procedures]

4.28.8. Fuel Storage, Refueling, Defueling, Fluid Purging, and Fuel Tank Maintenance:

4.28.8.1. The contractor shall store, transfer, and handle aviation fuels, lubricating oils, and hydraulic fluids IAW MIL-STD-1518, MIL-STD-1548, applicable 42B-1-series and WS TOs.

4.28.8.2. Fueling and defueling of aircraft shall be performed IAW DCMA INST 8210.1, NFPA 407, applicable aircraft technical manuals, and local directives. The contractor shall have access to the appropriate security, storage, refueling, defueling, fuel filtering/testing, fluid purging, and fuel tank maintenance capabilities, equipment, and facilities. The contractor shall define these fuel processes within the Airfield Management and Operations Management Procedures IAW CDRL A00Z.

4.28.8.3. The contractor shall institute a program to recover and reclaim petroleum products IAW AFI 23-502 and T.O. 42B-1-23. The contractor shall account for aviation fuel purged during PDM, Mid-Cycle Paint, and UDLM within the applicable aircraft 781 forms binder/jacket. The contractor shall only use or reuse the JP8/JA1 fuel authorized for use on C-130 aircraft. The contract shall not blend fuel. The contractor shall reuse the aviation fuel purged during PDM, Mid-Cycle Paint, and UDLM and document reuse within the applicable aircraft 781 forms binder/jacket. The contractor shall ensure collection and storage of used or recoverable fuel is in compliance with federal, state, local environmental laws/regulations and AF Policy Directives and Instructions. The contractor shall filter and test defueled fuel IAW MIL-STD-1548. The contractor shall dispose and document contaminated fuel IAW applicable aviation fuel control procedures.

4.28.8.4. The contractor shall be responsible for providing aircraft fuel to support Flight Test(s) and to ferry aircraft, if required, to perform paint. The contractor shall be responsible for providing aircraft fuel for the return flights to home station units.

4.28.9. **Back Shops:** The contractor shall own or have access to back shops containing adequate space, with manufacturing capability. Back shops shall be equipped with associated equipment for HMS of C-130 aircraft for a minimum of two (2) aircraft inductions at any given time. At the contractor's discretion, WR-ALC may be considered as a possible source for partnership for back shop repairs.

4.28.9.1. As required, the back shops shall contain the capability for sheet metal work, machine shop work, and plastic/fiberglass shop work, hydraulic work, plating shop, propulsion shop, electrical/electronic work, tire, wheel, landing gear disassembly and build-up shop to support the attached work specifications.

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4.28.9.2. This equipment, consisting of but not limited to, lathes, milling machines, screw machines, grinders, drills, heat treating and degreasing equipment, presses, shears, plating and anodizing equipment, and machines for cutting, grinding, and buffing plastics. This equipment shall be capable of manufacturing major C-130 structural components such as, consisting of, but not limited to, main landing gear beams, longeron end fitting, FS 517 main landing gear beam splice repair fittings, contoured angels, bulkhead end fittings, and all TO 1C-130A-3 repair components (Assembly of parts, testing, tubing manufacturing and manufacture of sub-assemblies can be performed adjacent to aircraft work area provided space is available for required jigs and fixtures, mockups, test equipment and other required tooling). Plating facilities and equipment shall meet SAE AMS-QQ-P-416 and MIL-A-8625 requirements or equivalent.

4.28.9.3. The contractor shall be capable of shot peening parts. The contractor shall have access to shot peening equipment IAW SAE AMS2430 requirements, or equivalent, and facilities for abrasive blasting IAW MIL-STD-1504 or equivalent. The contractor shall be capable of shot peening parts up to 6 ft. long x 4 ft. wide x 4 in. thick.

4.28.9.4. Facilities and equipment shall be capable of heat-treating a part. The contractor shall have access to heat treatment facilities and equipment that meets MIL-H-6088 and MIL-H-6875 (Class A & C only) requirements or equivalent.

4.28.9.5. The contractor shall have access to a sealant mixing facility including sealant mixing machines, storage space, and refrigerator IAW TOs 1-1-3 and 1C-130A-23 or equivalent.

4.28.9.6. The contractor shall have access to breathing oxygen storage and facilities for handling oxygen equipment and liquid oxygen IAW TO 15X-1-1 and applicable C-130 WS.

4.28.9.7. The contractor shall have access to a battery facility capable of storage, servicing, and handling of batteries IAW TO 1C-130H-2-24JG-30-1 and applicable Operation and Maintenance Manuals (OMMs).

4.28.9.8. The contractor shall have access to compass calibration/swing capability IAW TO 1C-130H-2-34JG-00-1 and applicable C-130 WS.

4.28.9.9. The contractor shall have access and be licensed to operate a very high frequency (VHF) radio capable of communicating with an C-130 aircraft during the FCF portion of the maintenance.

4.28.10. **Non-Destructive Inspection (NDI):** The contractor shall have a NDI National Aerospace Standard (NAS) 410 Level III support point and shall possess or have access to associated NDI equipment defined within the applicable C-130 work specifications and technical orders to complete all PDM/UDLM/Mid-Cycle Paint work called out in PWS and SOW including, but not limited to: Magnetic Particle Inspections, Penetration Inspections, and Radiographic Inspections, etc. The contractor shall yield maximum economic advantage from all types of NDI methods and procedures.

4.28.10.1. The contractor shall have the appropriate NAS 410 Level II thru III certified NDI personnel to perform NDI in the aerospace manufacturing, service, maintenance, and overhaul industry.

4.28.10.2. **NDI Equipment:** The use of any NDI equipment not listed within C-130 work specification technical orders, MIL-STD, or equivalent standard is prohibited unless approved by the ACO in coordination with AFLCMC/WLNE and USG NDI Program Manager. The contractor shall provide work package equivalent operating instructions with all alternate equipment requests. The contractor shall request assistance IAW PWS section 4.32.

4.28.10.2.1. The contractor shall have an NDI capability (X-ray, infrared thermography, eddy current, ultrasonic, magnetic particle, and fluorescent penetrant) or equivalent. The contractor shall request equivalencies approval directly from ACO in coordination with AFLCMC/WLNE and USG PM.

4.28.10.2.2. The contractor shall coordinate all new or modified NDI C-130 work specifications procedures before they are published and distributed. All NDI procedures are reviewed and approved by the ACO in coordination with AFLCMC/WLNE and USG NDI Program Manager.

4.29. **Ground Flight Risk Program:** The contractor shall develop specific written procedures for all flight and ground operations, IAW the DCMAI 8210.1 that is in effect on the date of contract award, as part of the contractor's airfield management and operations procedures CDRL A00Z. Access to the airfield shall be controlled and secure from unauthorized persons. The compliance with these procedures will be routinely monitored by DCMA Aviation Program Team (APT) personnel per the APT surveillance plan. If work is performed for some reason on post-camp-station; oversight in that case would come from the service, but compliance with DCMAI 8210.1 would still be required.

4.30. **Training:** The contractor shall establish a training plan, IAW QMS, and will be responsible for maintaining all contractor training requirements, certifications, and re-certifications required for this effort. The contractor shall be responsible for all cost associated with training, certifications, and re-certifications required for this effort. The contractor shall provide the Government the training plan and/or proof of contractor training, certifications, and re-certifications upon ACO and/or PCO request.

4.31. **Meetings:** As required, the contractor shall support AFTO Form 103 conferences, contract and PDM kick-off(s), weekly teleconference reviews, quarterly production report/briefing, PDM induction reviews, annual Program Management Reviews (PMRs), and semiannual Government Integrated Master Scheduling conferences. The contractor shall prepare and provide agendas, presentations/briefing materials, and minutes for these meetings or as required. When feasible, meetings shall be combined and shall be hosted by the contractor at mutually agreed upon locations. The Government and their supporting contractor personnel may visit the contractor's facilities to monitor program activities throughout the period of this contract effort.

4.31.1. **C-130 HMS - Overflow Kick-off Meeting:** The contractor shall host an initial kick-off meeting at the contractor's facility, no later than thirty (30) calendar days after contract award. The

purpose of the kick-off meeting is to review the basic contractual requirements, SOW requirements/process, and to provide necessary direction and guidance. The contractor shall provide an agenda, presentations/briefing materials, and IMS(s) (Program and Production level IMS) to the Government five (5) business days prior to the C-130 HMS – Overflow Kick-off Meeting. The contractor shall have the Initial Program IMS for review and a draft Production IMS for review. The contractor shall submit the agenda, conference minutes, presentations/briefing materials, and IPMRs IAW CDRLs A00J, A00K, A00L, A00M, and A00N.

[CDRL A00J, DI-ADMN-81249B/T, Conference Agenda]
[CDRL A00K, DI-ADMN-81250B/T, Conference Minutes]
[CDRL A00L, DI-ADMN-81373, Presentation Material]
[CDRL A00M, DI-MGMT-81861A/T, Integrated Program Management Report/Program]
[CDRL A00N, DI-MGMT-81861A/T, Integrated Program Management Report/Production]

4.31.2. PDM Induction Kick-off: Each aircraft PDM Induction Kick-off meeting shall be hosted by the contractor, at the contractor's facility and/or via teleconference, no later than thirty (30) calendar days prior to aircraft induction or a mutually agreed upon date. The purpose of the kick-off meeting is to review the SOW requirements, and to provide necessary direction and guidance. The contractor shall provide an agenda, presentations/briefing materials, and production level IMS to the Government five (5) calendar days prior to the production kick-off. The contractor shall have the baseline production IMS for review. The contractor shall submit the agenda, conference minutes, presentations/briefing materials, and IPMR IAW CDRLs A00J, A00K, A00L, and A00N.

[CDRL A00J, DI-ADMN-81249B/T, Conference Agenda]
[CDRL A00K, DI-ADMN-81250B/T, Conference Minutes]
[CDRL A00L, DI-ADMN-81373, Presentation Material]
[CDRL A00N, DI-MGMT-81861A/T, Integrated Program Management Report/Production]

4.31.3. AFTO Form 103 Conference: The contractor shall participate, via teleconference, in each aircraft AFTO Form 103 conference, at least sixty (60) calendar days prior, if not before the PDM/Mid-Cycle Paint induction or as required. The contractor shall submit the conference minutes and include AFTO Form 103 tasks within applicable IPMR IAW CDRLs A00K and A00N.

[CDRL A00K, DI-ADMN-81250B/T, Conference Minutes]
[CDRL A00N, DI-MGMT-81861A/T, Integrated Program Management Report/Production]

4.31.4. Weekly Production Reviews: The contractor shall provide DCMA, AFLCMC/WLNA, and C-130 HMS multi-functional team (MFT) personnel weekly PDM/UDLM/Mid-Cycle Paint production reviews. The Weekly Production Reviews shall be conducted via teleconference. These reviews shall include, but are not limited to, production schedule, current/future workload, maintenance assistance requests, non-conformance reports, general issues and concerns, and a basic overall review of the program past, present, and future. The contractor shall prepare an

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agenda, presentations/briefing materials, and meeting minutes IAW CDRLs A00J, A00K, and A00L.

[CDRL A00J, DI-ADMN-81249B/T, Conference Agenda]
[CDRL A00K, DI-ADMN-81250B/T, Conference Minutes]
[CDRL A00L, DI-ADMN-81373, Presentation Material]

4.31.5. Quarterly C-130 HMS Production Status Report/Briefing: The contractor shall provide status briefings/reviews to the DCMA, AFLCMC/WLNA, and C-130 HMS MFT summarizing relevant aspects of the C-130 HMS program, including, but not limited to, action items, aircraft delays, and resolutions, and production schedule. The contractor shall provide a well-documented report describing all non-chargeable delays. The C-130 HMS Production Status Report/Briefing shall be held at the contractor's facility and/or via teleconference. The contractor shall have a production IMS for Government review. The contractor shall submit the agenda, conference minutes, presentations/briefing materials, IPMRs, and Status Report IAW CDRLs A00J, A00K, A00L, A00M, A00N, and A00P.

[CDRL A00J, DI-ADMN-81249B/T, Conference Agenda]
[CDRL A00K, DI-ADMN-81250B/T, Conference Minutes]
[CDRL A00L, DI-ADMN-81373, Presentation Material]
[CDRL A00M, DI-MGMT-81861A/T, Integrated Program Management Report/Program]
[CDRL A00N, DI-MGMT-81861A/T, Integrated Program Management Report/Production]
[CDRL A00P, DI-MGMT-80368A, Status Report/Quarterly]

4.31.6. Program Management Reviews: The contractor shall participate in Program Management Reviews (PMRs) and convene, as required, at the contractor's facilities or via teleconferences. The PMR shall address programmatic execution of the contract to include cost, schedule, performance, as well as, risks and issues. PMRs should occur semi-annually and be combined with other meetings and CDRLs, when feasible. The contractor shall submit the agenda, conference minutes, presentations/briefing materials, IPMRs, and Status Report IAW CDRLs A00J, A00K, A00L, A00M, A00N, and A00P.

[CDRL A00J, DI-ADMN-81249B/T, Conference Agenda]
[CDRL A00K, DI-ADMN-81250B/T, Conference Minutes]
[CDRL A00L, DI-ADMN-81373, Presentation Material]
[CDRL A00M, DI-MGMT-81861A/T, Integrated Program Management Report/Program]
[CDRL A00N, DI-MGMT-81861A/T, Integrated Program Management Report/Production]
[CDRL A00P, DI-MGMT-80368A, Status Report/Quarterly]

4.32. Maintenance Assistance Requests 107s / 202s: The contractor shall input 107 TAR into AIRCAT IAW TO 00-25-107 and/or input ICARR data into AIRCAT IAW TO 1C-130A-6 and 1C-130J-6. The contractor shall input AFMC Form 202 Engineering Technical Assistance Request (ETAR) data into AutoTAR IAW AFMCI 63-1201 and AFMCMAN 63-1202. The contractor shall input engineering resolutions, IAW section 4.13. Quality Control Engineering, to all 107s and 202s

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within three (3) calendar days of discovery. In addition, the contractor shall brief all open 107s and 202s during weekly production reviews. The contractor shall document 107s and 202s submittals within the CDRL A00P, DI-MGMT-80368A, Status Report/Quarterly. The contractor shall submit all AIRCAT ICARR data IAW CDRL A00Q.

[CDRL A00Q, DI-MISC-80508B, Technical Report - Study/Services (ICARR)]

4.33. Technical Order Changes (AFTO Form 22):

In the event that the contractor identifies an error in the Technical Data they shall route an AFTO Form 22 to the Technical Control Manager IAW TO 00-5-1. The contractor shall route the AFTO Form 22 within three (3) calendar days of discovery of the error. Additionally, the contractor shall document AFTO Form 22 submittals within the CDRL A00P, DI-MGMT-80368A, Status Report/Quarterly and its effect; if any; on the maintenance action it was discovered on.

4.34. Condemnations of End Items:

4.34.1. **Condemnations:** Authorization to accomplish condemnation shall be obtained through the PCO, who will then ID the Air Force Item Manager for end item(s) determined to be uneconomical to return to a serviceable condition (FAR Part 45.6, DFAR part 245.6, DoD 4160.21-M-1). It shall be considered uneconomical to accomplish repair on an end item when the total cost for parts, materials, and labor exceed 75% of the applicable Stock List Price IAW 5352.291-9005, or as amended or modified with approval of the appropriate Air Force Item Manager. If the asset reaches the point where it is Beyond Economical Repair (BER), the contractor shall submit Maintenance Assistance Request IAW PWS section 4.32.

4.34.2. When an end item is going through repair, if it reaches the point where the asset is BER, the contractor shall submit a Maintenance Assistance Requests IAW PWS section 4.32. If the Air Force Item Manager concurs and the end item includes salvageable GFP component parts, the Air Force Item Manager or cognizant engineer should provide disposition instructions for the salvageable parts.

4.34.2.1. The contractor shall submit the Work Request to include costs incurred to the point of condemnation and the cost to salvage GFP component parts.

4.34.3. The contractor must report all condemned items through CAV AF reporting at the time of condemnation IAW CAV AF requirements IAW section 4.21.3.

4.35. **Aircraft Due Date Performance:** The contractor shall submit a 45 Percent Completion Report for PDM, UDLM, and Mid-Cycle Paint IAW CDRL A00G. The contractor shall assess the aircraft within 45% of the original negotiated business days, from the Date in Work, to determine if additional work is required due to discrepancies beyond the scope of this PWS or associated SOW. If additional work is deemed necessary, the contractor shall provide the PCO an AMREP for approval that identifies (if necessary) any additional resource and flow days requirements IAW AFMCI 21-118.

[CDRL A00G, DI-MISC-80711A/T, 45 Percent Completion Report]

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4.35.1. **AMREP Request:** The contractor shall prepare AMREP request IAW CDRL A00S and Government provided routing and transmittal slip. At the minimum, the AMREP shall contain the following elements:

- a. Contract Number and Task Order Number
- b. SUBJECT:
- c. PURPOSE:
- d. DISCUSSION:
- e. RECOMMENDATION:

4.36. **Alert /Safe Alert Notices:** The contractor shall support Government Industry Data Exchange Program (GIDEP). The contractor is responsible for providing GIDEP Alert/Safe-Alert Report IAW CDRL A00T and Alert/Safe-Alert Response IAW CDRL A00U.

[CDRL A00T, DI-QCIC-80125B, Government Industry Data Exchange Program (GIDEP) Alert/Safe Alert Report]

[CDRL A00U, DI-QCIC-80126B, Government Industry Data Exchange Program (GIDEP) Alert/Safe Alert Response]

4.37. **Aircrew Support:** The USAF will deliver C-130 aircraft(s) to and pickup C-130 aircraft(s) from the contractor's facility. The contractor shall provide qualified C-130H and C-130J FCF aircrew(s) for all PDM and aircrews, for all C-130 variants dropped into the contractor's facility, for UDLM check flight requirements (Full and Tailored FCF's.) The contractor shall provide aircrew support for home station unit UDLM Government Operational Check Flight(s) (OCF) support, as required. The contractor shall invoice the USG for the cost for all applicable PDM and UDLM FCF's and home station unit UDLM OCF support, as required.

4.37.1. The contractor shall conduct any required transitory flights to accomplish de-paint and paint operations, if not located at the MRO facility responsible for PDM.

4.37.2. The contractor shall be responsible for providing aircraft fuel to support Full and Tailored Functional Check Flights and aircrafts return to home station, once aircraft is complete.

4.37.3. The contractor shall perform FCF's in compliance with Defense Contract Management Agency Instruction (DCMAI) 8210.1 and the contractor shall support OCF's in compliance with DMCAI 8210.1 and home station unit instructions.

4.38. **Contractor's Warranty and Insurance Obligations:**

4.38.1. **Contractor Warranty:** Notwithstanding inspection and acceptance by the Government of supplies and services furnished under this contract, the contractor warrants PDM/UDLM/Mid-Cycle Paint work for 180 calendar days after acceptance of the aircraft. The contractor shall be receptive to home station unit(s) performing inspection and acceptance at contractor's facility.

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4.38.1.1. All supplies and services, including “Over and Above” and Contractor Acquired Property (CAP), provided under this contract shall be free from defects in material and workmanship and will conform to all requirements of this contract.

4.38.1.2. With respect to GFP, the contractor's warranty shall extend only to its proper installation, unless the contractor performs some modification or other work on the property, in which case the contractor's warranty shall extend to the modification or other work.

4.38.1.3. The contractor shall annotate the attached Warranty Reporting Instructions Letter Flight Data Document, for each aircraft with a statement that the work performed by the contractor under this contract is warranted, the date the warranty expires, and the date by which the contractor must be notified of defects covered by the warranty.

4.38.1.4. If, at any time, the contractor becomes aware of a defect in any supplies or services furnished under the contract, the contractor shall promptly correct the defect, or promptly notify the ACO and PCO, in writing, of the defect with a recommendation for corrective actions.

4.38.1.5. If the PCO determines that a defect exists in any of the supplies or services accepted by the Government under the contract, the PCO will notify the contractor of the defect in writing no later than thirty (30) calendar days after the warranty period, of any breach of warranties. Written notice will:

4.38.1.5.1. Require of the contractor to provide prompt correction or replacement of supplies or re-work of nonconforming services. Additionally, the contractor shall and specify a date for a response with adequate supporting information in sufficient detail for the ACO and PCO to determine what corrective action, if any, shall be undertaken.

4.38.1.5.2. Advise that the Government has chosen to retain and correct, by contract or other action, the nonconforming supplies or services, and charge the contractor the Government cost for the correction or make an equitable adjustment in the contract price.

4.38.1.6. The choice by the Government to require correction/replacement/re-performance rather than charge the contractor for the cost of the correction or make an equitable adjustment in the contract price is at the Government's discretion. If the Government takes this course of action, the USG Contracting Officer (CO) shall, within thirty (30) calendar days after receipt of the contractor's recommendation for corrective action and adequate supporting information, give the contractor written notice not to correct any defect, or to correct or partially correct any defect within a reasonable time.

4.38.1.7. The contractor may be given advance notice of nonconformance which the Government has chosen to correct. The contractor may have the opportunity to inspect the nonconformance, at the location of the aircraft, prior to Government corrective action. Absence of the advance notice and opportunity to inspect shall not void the Government's rights under paragraph 4.38.1., above.

4.38.1.8. When notified of breach of warranty under paragraph 4.38.1. and within the time established by the notice, the contractor shall submit a written recommendation for corrective

action, including use of CFT or return of aircraft to the contractor's facility. If the contractor disagrees, the written recommendation shall also include facts and circumstances supporting the contractor's doubt or disagreement with the breach of warranty. The contractor shall comply with the direction of the USG CO for the corrective action. As additional information becomes available, the contractor shall supplement or revise in writing the previous submission(s) documenting doubt or disagreement with the breach of warranty decision. If it is later determined that the contractor did not breach the warranty, the USG CO will equitably adjust the contract price.

4.38.1.9. When the contractor's recommendation to use the CFT for corrective action is accepted by the Government, the contractor shall be responsible for all costs of the field team.

4.38.1.10. When the contractor's recommendation to return the aircraft to the contractor's facility is accepted by the Government, the contractor shall be responsible for the costs to the Government; the contractor shall be responsible for the costs to the Government for re-input and return to the base of the aircraft.

4.38.1.11. The specific costs for which the contractor is responsible for are:

4.38.1.11.1. All fuel (defuel and refuel) costs to fly the aircraft for re-input and return to home station, and temporary duty expense for the Government Flight Crew which shall be IAW the Government's Joint Travel Regulation. These expenses include commercial transportation for the crew to return to base and back to the contractor's facility for return of the aircraft to base after corrective action. The method of commercial transportation shall be selected by the Government. The contractor's liability for temporary duty expenses shall not exceed the costs of commercial transportation and three (3) calendar days of per diem per flight crew member.

4.38.1.11.2. All supplies and services, in connection with the corrective action performed by the contractor, shall be subject to all provisions of this clause to the same extent as those initially accepted, and warranted for the same period of time beginning with the date of acceptance of the aircraft after completion of the corrective action.

4.38.2. **Contractor Insurance:** The contractor shall be self-insured and in compliance with FAR clauses within the FAR Part 28 Bonds and Insurance. The applicable FAR clauses, but not limited to, FAR Subpart 28.3 Insurance clauses 28.301, 28.303, 28.305, 28.306, 28.308, and 28.310. Per AFFARS 5328.310, the contractor shall provide proof of insurance if contract performance requires work on a Government installation. The contractor must notify the PCO in writing that the required insurance has been obtained.

4.38.2.1. Ground and Flight Risk Clause: The contractor shall be in compliance with FAR 252.228-7001 Ground and Flight Risk.

4.39. Remedies Available to the Government:

4.39.1. Failure to agree on any determination made under this clause shall be a dispute concerning a question of fact within the meaning of the "Disputes" clause of this contract.

4.39.2. The rights and remedies of the Government provided by this clause are in addition to, and do not limit, any rights of the Government under any other clause of this contract.

5.0 General Information:

5.1. Continuation of Mission-Essential Services During a Crisis:

5.1.1. Designation of Services as Mission Essential: The Functional Commander or civilian equivalent has determined these services are not mission-essential and will not continue in the event of a crisis.

5.2. Security:

5.2.1. The contractor shall ensure personnel, information, system, property, facility and, if applicable, international security requirements are met. The contractor shall ensure contractor/subcontractor personnel who perform work on a Government facility comply with the security requirements of the facility. The contractor shall comply with DoD 5220.22-M, National Industrial Security Program Operating Manual (NISPOM), DoD Directive (DoDD) 5205.02E, DoD Operations Security (OPSEC) Program, DoD Manual 5205.02-M, and DoD Operations Security (OPSEC) Program Manual.

5.2.1.1. Generation or production of classified information is not required for performance of the contract.

5.2.1.2. The contractor shall coordinate and obtain approval for all outside visitors to the C-130 Heavy Maintenance program. The contractor shall use the Joint Personnel Adjudication System (JPAS) for visit requests, as required.

5.2.2. All classified components will be removed from the aircraft by Government personnel with appropriate security clearances before aircraft PDM/Mid-Cycle Paint induction. If for any reason classified information is discovered, the contractor shall secure immediately and notify the appropriated USG security office. All classified material shall be stored in a General Services Administration (GSA) Approved, Class "B" vault which meets the standards for classified storage as outlined in DoD Directive 5200.1-R. The contractor shall secure all classified components removed from any UDLM aircraft.

5.2.3. Access to Government System: The contractor shall ensure that contractor personnel who require access to a Government Automated Information System (AIS) have DoD National Agency Checks plus Written Inquiries (DNACIs) conducted IAW DoD 5200.2-R. Upon completion/termination of the contract/order or transfer/termination of contractor/subcontractor personnel, the contractor shall ensure the system account(s) are closed.

5.2.4. Operations Security (OPSEC): The purpose of OPSEC is to reduce the vulnerability of USAF missions to adversary collection and exploitation of critical information. The contractor shall comply with DoDD 5205.02E and DoD Manual 5205.02-M to protect USG interests. The

contractor shall ensure contractor personnel who perform work on a Government facility comply with the OPSEC procedures of the facility.

5.2.5. Communications Security (COMSEC): The contractor shall use only secure communications methods and/or equipment to transmit or otherwise transfer classified information and/or Controlled Unclassified Information (CUI) IAW DoD 5220.22-M. Applicable equipment shall be safeguarded, maintained and operated IAW DoD 5220.22-M.

5.3. Environmental Management System (EMS): These services shall be performed at a Government facility; therefore, the contractor shall ensure CFT receive appropriate environmental training and provide proof of completion to the contracting officer when necessary. Also, contractor/subcontractor personnel who perform work on any Government facility shall comply with the EMS requirements established by the facility. The contractor/subcontractor personnel may be required to complete EMS training prior to beginning work.

5.4. Security Clearance: The contractor shall ensure that contractor/subcontractor personnel have valid security clearances appropriate to the access required for proper accomplishment of contract requirements. The contractor shall be responsible for obtaining security clearances IAW the Department of Defense (DD) Form 254, Department of Defense Contract Security Classification Specification. The contractor personnel shall not be authorized access to classified information and materials or be permitted to work on classified projects without proper security clearances and a need-to-know.

5.5. Security Incident or Violation: The contractor shall immediately notify the Government Security Office and DCMA of any actual or potential security violation or incident including actual or potential unauthorized disclosure or compromise of classified or sensitive but unclassified information.

5.6. Common Access Card (CAC): The contractor shall ensure a CAC is obtained by all contractor/subcontractor personnel IAW AFFARS 5352-242-9001

5.6.1. The contractor shall immediately report a lost or stolen CAC as directed by local Government policy. The contractor shall notify the PCO of any change to the list of contractor/subcontractor personnel who require a CAC and provide an updated list within five (5) business days. The contractor shall return a CAC within five (5) business days once contractor/subcontractor personnel no longer require computer network/system access and/or facility access. The contractor shall return an expired CAC within five (5) business days after the expiration date. The contractor shall return any and all CACs within five (5) business days after completion/termination of the contract as directed by local Government policy.

5.7. Agency Affirmative Procurement Programs: IAW FAR 23.404, Agency Affirmative Procurement Programs, 100% of purchases of Environmental Protection Agency (EPA)-designated products included in the Comprehensive Procurement Guidelines (CPG) list [<http://www.epa.gov/cpg/products.htm>] and/or United States Department of Agriculture (USDA)-designated products included in the bio-based product listings [<http://www.biopreferred.gov>] shall, at a minimum, meet the EPA or USDA standards for recovered materials or bio-based content,

respectively, unless an item cannot be acquired competitively within a realistic timeframe, meet appropriate performance standards, and/or be acquired at a reasonable price.

5.8. Safety:

5.8.1. Contractor Compliance: The contractor shall comply with Government Safety and Health regulations including, but not limited to, Public Law 91-596, OSHA, and DoDD 4715.1E, Environmental, Safety, and Occupational Health (ESOH). OSHA and ESOH requirements shall be incorporated into the contractor's safety program.

5.8.2. Mishap Notification/Investigation: IAW AFI 91-204, Safety - Safety Investigation and Hazard Reporting, the contractor shall report mishaps involving damage to DoD property; occupational illness to DoD military or civilian personnel; injury on- or off-duty DoD military personnel; injury to on-duty DoD civilian personnel; and damage to public or private property or injury or illness to non-DoD personnel caused by Government operations. The contractor shall notify DCMA Contract Safety Manager and the DCMA ACO within one (1) hour and the AFLCMC/WLN PM within eight (8) hours of all mishaps or incidents. The contractor shall cooperate with Government safety investigations.

5.8.3. Safety and Health Plan/Program: Prior to award, the contractor shall submit a Safety and Health Plan for review and acceptance by the Government Safety Office. The Safety Office will review the plan to determine if safety requirements are correctly addressed IAW Appendix C – Safety. The contractor shall establish and maintain a safety program IAW applicable OSHA, ESOH, Industrial Safety Requirements, and the Safety and Health Plan. The contractor shall provide a Safety and Health Plan (SHP) for Government review IAW CDRL A00H.

[CDRL A00H, DI-SAFT-82155/T, Safety Summary Report/Safety and Health Plan (SHP)]

5.8.3.1. While performing work under this contract the contractor shall comply with all applicable federal, state, and local regulations regarding occupational safety and health. The contractor shall notify the ACO and PCO, within eight (8) hours of any damage to government property where the dollar value exceeds \$500,000.00 and within two (2) business days, for any damage to government property less than \$500,000.00 during the execution of the contract. Mishap notifications shall contain, as a minimum, the following information:

- a. Contract, Contract Number, Name and Title of Person(s) Reporting
- b. Date, Time and exact location of accident/incident
- c. Brief Narrative of accident/incident (Events leading to accident/incident)
- d. Cause of accident/incident, if known
- e. Estimated cost of accident/incident (material and labor to repair/replace)
- f. Nomenclature of equipment and personnel involved in accident/incident
- g. Corrective actions (taken or proposed)
- h. Other pertinent information

5.8.3.2. If requested by the designated ACO, the contractor shall immediately secure the mishap scene/damaged property and impound pertinent maintenance and training records, until released

by the Procuring Safety Office. The contractor shall not dispose of contract data related to a mishap until notified to do so by the ACO.

5.8.3.3. If, during the performance of the contract, a revision to the contractor's Safety and Health Plan becomes necessary, the contractor shall inform the ACO and PCO. The same process of review and negotiation, if applicable, involved in the original submission will apply to any revision submitted after contract award.

5.9. Voluntary Protection Program (VPP): The contractor personnel performing work on a USAF installation shall participate in the local VPP. Information on the VPP can be accessed at <http://www.osha.gov/dcsp/vpp/index.html>.

5.10. Inspection of Services: The contractor shall allow for Government inspections IAW FAR 52.246-4, Inspection of Services "a" through "f". The Government shall perform inspections and tests in a manner that will not unduly delay the work.

5.11. Trafficking in Persons: The contractor shall comply IAW FAR 52.222-50, Combating Trafficking in Persons and applicable supplements and shall be in compliance with all applicable guidance and clauses listed in the contract as it relates to Trafficking in Persons. Additional information about Trafficking in Persons is available at the site for the Department of State's Office to Monitor and Combat Trafficking in Persons. <http://www.state.gov/j/tip>

5.12. Contractor Manpower Reporting: IAW Title 10, U.S. Code § 2330a, the contractor shall provide an annual count of contractor/subcontractor personnel performing work for each fiscal year if the DoD is the requiring activity, if the acquisition is using U.S. Government appropriated funds, and if the acquisition is in excess of \$3,000,000.00. The contractor shall report all contractor labor hours, including subcontractor labor hours, required for performance of the services provided under the contract in the Enterprise-wide Contractor Manpower Reporting Application (eCMRA). Reporting shall be conducted for each fiscal year, which extends October 1 through September 30. While inputs may be made any time during the fiscal year, all data shall be reported no later than October 31 of the following fiscal year. The contractor shall establish a record for the contract/order in eCMRA no later than thirty (30) calendar days after contract/order award. The contractor shall enter Order Data, Contact Data and Location Data. Data for Air Force service requirements must be input at the Air Force CMRA link. Additional information and user manuals for government personnel and contractors are available at the Army CMRA link at <http://www.ecmra.mil>.

5.12.1. Contractor Manpower Reporting only applies to acquisitions using U.S. Government appropriated funds. Any FMS funds used during the performance of this contract shall not be provided within the annual count of contractor/subcontractor personnel performing work for each fiscal year and is not require to be reported within eCMRA.

5.13. Financial Improvement and Audit Readiness (FIAR): The contractor shall ensure compliance and readiness for Government audits IAW FIAR Guidance date April 2017, FAR 45.105 Contractors' property management system compliance, and DoDI 5000.64, Accountability

and Management of DoD Equipment and Other Accountable Property, this is not an all inclusive list.

5.14. Invoicing/Payment and Receipt/Acceptance: The contractor shall submit/process payment requests and receipt/acceptance documents via Wide Area WorkFlow e-Business Suite / Invoicing, Receipt, Acceptance, and Property Transfer (iRAPT) IAW all applicable clauses located in the basic contract.

6.0 Appendices:

- Appendix A – C-130H PDM Work Specification (WS). The WS shall be revised by the parties through a bilateral contract modification. The WS will be reviewed by AFLCMC/WLNE annually and potentially updated by 30 April of each year. The Contracting Officer (CO) shall provide a contract letter to the contractor NLT 15 May. Any changes shall be in effect not later than 1 Oct of the same year.
- Appendix B – Government Furnished Property (GFP). The GFP encompasses CAP, GFM, and GFE, as required.
- Appendix C – Safety
- Appendix D – Contracts Data Requirements List (CDRLs)
- Appendix E – C-130H and C-130J Catalog M Tasks Firm Fixed Priced Items List
- Appendix F – Contract Depot Maintenance Workload Agreement (CDMWA). This appendix shall define the Home Station Unit (HSU) aircraft delivery configuration. The HSU is responsible for providing the contractor with applicable aircraft records and a configured aircraft.
- Appendix G – C-130J Aircraft Mid-Cycle Paint Work Specifications
- Appendix H – U.S. Government (USG) Information System (IS) Access Matrix
- Appendix J – Work Cards (WC) for C-130H PDM and C-130J Mid-Cycle Paint (Reference Only)
- Appendix K – Acronym List
- Appendix L – DFT MOA

7.0 References: The list is not all inclusive, in the event of a conflict between the text of this PWS and the references cited herein, (except for associated detail specifications, specification sheet or military standards), the text of this PWS shall take precedence. Nothing in this PWS, however, shall supersede applicable laws and regulations, unless a specific exemption has been obtained.

NOTE: Latest change notices and amendments to all documents listed shall apply. Change notices and amendments are expected during the life of this PWS

Publication	Title of Publication	Date of Publication	Sections that Apply
DoD 5220.22-M	National Industrial Security Program Operating Manual (NISPOM)	Incorporating Change 2, 08 May 2016	In its entirety

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DoD Manual 5205.02-M	DoD Operations Security (OPSEC) Program Manual	03 Nov 2008	In its entirety
DoDD 4715.1E	Environment, Safety, And Occupational Health (ESOH)	19 Mar 2005	In its entirety
Public Law 91-596 as amended by Public Law 101-552	Occupational Safety and Health Act of 1970	29 Dec 1970	Public Law 91-596 as amended by Public Law 101-552
DoDD 5205.02E	DoD Operations Security (OPSEC) Program	20 Jun 2012	In its entirety
AFI 63-138	Acquisition of Services	11 May 2017	In its entirety
AFMAN 63-143	Centralized Asset Management Procedures	12 Aug 2015	2.11
AFMAN 91-201	Explosive Safety Standards	21 Mar 2017	In its entirety
AFI 21-101	Aerospace Equipment Maintenance Management	21 May 2015	In its entirety
AFI 31-101	Integrated Defense	05 Jul 2017	In its entirety
AFI 21-102	Depot Maintenance Management	18 Jul 2012	In its entirety
AFI 91-204	Safety - Safety Investigation and Hazard Reporting	27 Apr 2018	In its entirety
AFMCI 21-149	Contract Depot Maintenance (CDM) Program	4 Mar 2009	In its entirety
AFMCI 21-118	Aircraft Maintenance Production/Compression Report (AMREP)	9 May 2012	In its entirety
AFMCI 21-141	Contract Field Team Program	18 July 2008	In its entirety
TO 00-25-4	Depot Maintenance of Aerospace Vehicles And Training Equipment	15 Jan 2018	In its entirety
TO 00-25-107	Maintenance Assistance	01 Oct 2015	In its entirety
DCMAI 8210.1	Contractor's Flight And Ground Operations	21 Aug 2013	In its entirety
DCMA C-130 Standard SOF Platform List: REV 6	C-130 Standard Safety of Flight Platform List	24 Oct 2016	In its entirety
TO 00-35D-54	USAF Deficiency Reporting, Investigation, and Resolution	01 Sep 2015	In its entirety
TO 00-5-1	AF Technical Order System	14 Jun 2016	In its entirety
AFH 23-123, Vol 2, Part 2	ILS-S, Standard Base Supply System Operations	08 Aug 2013	In its entirety
11A18-14-7	Specialized Storage And Maintenance Procedures Fire Extinguisher Cartridges	16 May 2017	In its entirety

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FAR 52.246	Inspection of Services	Aug 1996	52.246-4
FAR 52.222-50	Combating Trafficking in Persons	07 Nov 2007	In its entirety
FAR Part 23	Agency Affirmative Procurement Programs	19 Dec 2016	23.404
DoD 5200.2-R	Personnel Security Program	Jan 1987	In its entirety
DoD 5200.1-R	Information Security Program	Jan 1997	In its entirety
DoDM 6055.09	DoD Ammunition and Explosives Safety Standards	12 Mar 2012	In its entirety
FAR Part 45.6	Reporting, Reutilization, and Disposal	2 Apr 2012	In its entirety
DFAR part 245.6	Reporting, Reutilization, and Disposal	19 Aug 2011	In its entirety
DoD 4160.21-M-1	Defense Demilitarization Manual	14 Feb 1995	In its entirety
DFARS 252.217-7028	Over and Above Work	Dec 1991	In its entirety
TO 1C-130A-6	Aircraft Scheduled Inspection and Maintenance Request	01 Feb 2017	In its entirety
TO 1C-130J-6	Airplane Scheduled Inspection	01 Jan 2018	In its entirety
AFMCI 63-1201	Implementing Operational Safety, Suitability, and Effectiveness and Life Cycle Systems Engineering	28 Mar 2017	In its entirety
TO 1C-130A-36	Nondestructive Inspection Procedure	15 Aug 2017	In its entirety
TO 33B-1-2	Nondestructive Inspection – General Procedures and Process Controls	01 Mar 2018	In its entirety
TO 33B-1-1	Non-destructive Inspection Methods, Basic Theory	15 Oct 2016	In its entirety
TO 1C-130H-2-34JG-00-1	Job Guide – Navigation System General Maintenance Series C-130B, C130E, C-130H and LC-130H aircraft	15 Sep 2017	In its entirety
TO 15X-1-1	Maintenance Instructions, Oxygen Equipment	15 Dec 2017	In its entirety
TO 1-1-3	Inspection and Repair of Aircraft Integral Tanks and Fuel Cells	04 Feb 2017	In its entirety
TO 1C-130A-23	Tech MNL System Peculiar Corrosion Control USAF Series C130A, C130B, C130E, C130H, HC130H, HC130N, HC130P, LC130H, and MC130H Aircraft	15 Feb 2018	Item W-10
TO 1C-130J-23	Corrosion Prevention and Control Manual	1 Jul 2018	Item 57-6
MIL-H-6088C	Heat Treatment of Aluminum Alloys	01 Apr 1991	In its entirety
MIL-H-6875B	Heat Treatment of Steel	1 Mar 1989	In its entirety

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MILSTD-1504C	Abrasive Blasting	01 Mar 2007	In its entirety
MIL-STD-1518E	Storage, Handling, And Servicing Of Aviation Fuels, Lubricating Oils, And Hydraulic Fluids At Contractor Facilities	17 Jan 214	In its entirety
MIL-STD-1548H Ch 1	Department Of Defense Standard Practice Into - Plane Servicing Of Fuels At Commercial Airports	19 May 2016	Type II
SAE AMS2430	Shot peening, automatic	01 Sep 1948	In its entirety
NAS 3306	Facility Requirements for Aircraft Operations	21 Nov 2014	In its entirety
MIL-A-8625F	Anodic Coatings for Aluminum and Aluminum alloys	10 Sep 1993	In its entirety
SAE AMS-QQ-P-416b	Plating, Cadmium (Electrodeposited)	27 Oct 2004	In its entirety
NFPA 13	Standard for Installation of Sprinkler Systems	2016	In its entirety
NFPA 70	National Electrical Code	2017	In its entirety
NFPA 72	National Fire Alarm and Signaling Code	2016	In its entirety
NFPA 409	Standard on Aircraft Hangers	2016	In its entirety
NFPA 410	Standard on Aircraft Maintenance	2015	In its entirety
TO 1-1-8	Application and Removal of Organic Coatings, Aerospace and Non-aerospace Equipment	22 Feb 2018	In its entirety
TO 1C-130A-3	Structural Repair Instructions (Lockheed)	15 Aug 2014	In its entirety
TO 1-1B-50	Joint Service Technical Manual Organizational, Intermediate and Depot Maintenance Aircraft Weight and Balance	01 Aug 2015	In its entirety
TO 11A18-14-7	Specialized Storage and Maintenance Procedures – Fire Extinguisher Cartridges Part Numbers 841155, 873364, 874000, 30900400, 895408, 895409...	31 May 2018	In its entirety
SAE AS9100	Quality Management System	20 Sep 2016	In its entirety
ISO 9001:2015	Quality Management System	2015	In its entirety
FAR 52.246-11	Higher-Level Contract Quality Requirement	2014	In its entirety
T.O. 00-5-15	Air Force Time Compliance Technical Order Process	29 Sep 2017	In its entirety
TO 00-5-3	Methods and Procedures Air Force Technical Order Life Cycle Management	04 Jun 2018	In its entirety

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FAR 31	Contract Cost Principles and Procedures: Applicability	13 Jan 2017	FAR 31.2
FAR 31.205	Selected Costs: Travel Costs	13 Jan 2017	FAR 31.205-46
Title 27: Alcohol, Tobacco Products and Firearms	Commerce in Explosives	07 Aug 2018	27 CFR, Part 555, Subpart K
TO 00-20-1	Aerospace Equipment Maintenance Inspection Documentation, Policies, and Procedures	01 Apr 2016	In its entirety
TO 00-20-2	Maintenance Data Documentation	15 Mar 2016	In its entirety
TO 00-20-3	Maintenance Processing of Repairable Property and the Repair Cycle Asset Control System	01 Jan 2009	In its entirety
1C-130H-2-24JG-30-1	Guide Organizational Maintenance Electrical System DC Power USAF Series AC-130U, AC-130W, C-130E, C-130H, EC-130H, HC-130(H)N, HC-130N, HC-130P, LC-130H, MC-130H, MC-130P and WC-130H Aircraft	18 Apr 1989	In its entirety
DoDI 4161.02	Accountability and Management of Government Contract Property	27 Apr 2012	In its entirety
DFARS 252.211-7007	Reporting of Government-Furnished Property	30 May 2018	In its entirety
DFARS 211.274-4	Policy for reporting of Government-furnished property	30 May 2018	In its entirety
DLM 4000.25	Defense Logistics Management System Volume 1 thru 7	Latest	In its entirety
AFI 23-101	Materiel Management Policy	01 Apr 2009	Volume 1, Part 1, Chapter 6
AFMAN 33-152	User Responsibilities and Guidance for Information Systems	1 Jun 2012	In its entirety
DoD 4140.01 Ch 1	DoD Supply Chain Materiel Management Procedures: Operational Requirements	27 Nov 2017	Volume 1

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DLM 4000.25-1 Ch 10	Military Standard Requisitioning and Issue Procedures (MILSTRIP)	04 May 2018	In its entirety
DLM 4000.25-2 Ch 10	Military Standard Transaction Reporting and Accountability Procedures (MILSTRAP)	04 May 2018	In its entirety
AFI 23-101	Air Force Materiel Management	12 Dec 2016	In its entirety
DoDI 8320.04 Ch 1	Item Unique Identification (IUID) Standards for Tangible Personal Property	14 Nov 2017	In its entirety
AFMAN 17-1301	Cyber Computer Security	10 Feb 2017	As required
Office of the Under Secretary of Defense Comptroller)/Chief Financial Officer	FIAR Guidance	April 2017	As required
FAR 45.105	Contractors' property management system compliance.	10 Aug 2018	In its entirety
DoDI 5000.64 Ch 1	Accountability and Management of DoD Equipment and Other Accountable Property	21 Jul 2017	As required

Note: It is the contractor's responsibility to make sure the correct publication and/or reference is being used, to include the research to define the correct publication, if rescinded and/or obsolete. The contractor shall contact AFLCMC/WLNC if a rescinded and/or obsolete publication hasn't been superseded.