

PERFORMANCE WORK STATEMENT

FOR

AIRCRAFT MAINTENANCE

And

SUPPLY

23rd FLYING TRAINING SQUADRON (FTS)

FT RUCKER, AL



U.S. AIR FORCE

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Section 1

1. Introduction.

1.1. Scope. The contractor shall provide non-personal services in support of USAF TH-1H aircraft maintenance and supply services identified in this Performance Work Statement (PWS). The contractor shall provide trained personnel to meet all PWS requirements. The contractor is responsible for the entire scope of organizational maintenance production and certain specified intermediate maintenance IAW applicable technical data, Air Force Instructions (AFI), Manuals, and Technical Orders (TO) in order to meet the Specialized Undergraduate Pilot Training (SUPT-H) flying training mission of the 23 FTS at Fort Rucker AL. The contractor shall also provide aircraft maintenance support for off-station aircraft recovery of the TH-1H aircraft. The contractor shall partner with U.S. Army Aviation Center of Excellence and Fort Rucker in continuously improving the quality of all programs and services offered in support of the 58 Special Operations Wing (SOW), 23rd Flying Training Squadron (FTS), Fort Rucker, AL mission.

1.2. Performance Standards. The contractor shall meet the performance standards stated in paragraphs 3.16 and 4.2.

Section 2

2. General Requirements.

2.1. General Requirements. The contractor shall perform TH-1H aircraft maintenance and supply support through quality workmanship, timely repairs, and services including timely and accurate documentation of work performed providing safe, serviceable, and properly configured TH-1H aircraft and equipment for pilot and aircrew training needs. The contractor is responsible for the entire scope of organizational level aircraft maintenance as outlined in AFI 21-101 in support of TH-1H aircraft, T53 engines, Aerospace Ground Equipment (AGE), and support equipment. The contractor shall perform Functional Check Flights (FCF), Operational Check Flights (OCF), and Maintenance Operational Checks (MOC). The contractor shall be responsible for all receipt, issue, and turn in of all supplies and equipment for the FB/FE 3034 Supply account. The contractor shall provide all supply services necessary to support USAF operations at Ft Rucker. Training, safety, and quality control programs shall ensure maintenance and supply is performed and documented IAW Government directives (publications) and technical data.

2.2. Intermediate off-equipment back shop maintenance will be performed IAW the Army PWS (Aviation Maintenance Support Shops [AMSS]) of this contract, unless otherwise stated. See Contract Attachment 0001, Performance Work Statement (PWS)

Fort Rucker Aviation Maintenance Services Contract, paragraph 3.1.9. Off-equipment maintenance is considered components or equipment that is removed from the designated Air Force work area and transferred to the Army back shop (AMSS) system. The contractor shall establish written procedures for tracking, controlling, and invoicing Air Force assets and all supply repairable assets in the Army back shop. Contractor shall ensure all Air Force assets are properly documented in the Air Force Maintenance Information System (MIS). Damage identified during maintenance shall be documented in the MIS. (CDRL A040)

2.2.1. Any Foreign Objects (FO) or other damage discovered or identified in the Army back shop shall be investigated and reported IAW AFI 21-101, paragraphs 11.8. The contractor shall ensure all parts needed to repair Air Force assets shall be ordered using the Air Force supply system.

2.3. Maintenance and Supply Discipline. The contractor shall ensure maintenance personnel comply with written guidance required for servicing, repairs, inspections, and documentation to include TH-1H aircraft, T53 engines, AGE, and support equipment records and MIS. The contractor shall ensure quality of services and workmanship in a timely manner to meet the 23 FTS mission requirements.

2.4. Use of Technical Orders (TO), including Supplements. The contractor shall ensure that all applicable TOs, technical manuals, illustrated parts breakdowns, Component Repair and Overhaul (CR&O) manuals, service guidance, and all supplements, are actively used to maintain aircraft and equipment. TOs shall be at the job site and actively followed fully to ensure all safety, warnings, and cautions are followed. Strict adherence to technical data is critical to ensuring safety, both for the personnel performing the task and for the aircrew who fly the aircraft.

2.5. Air Force Instruction (AFI) Usage, Manuals and other Air Force and DoD Publications including supplements. The contractor shall adhere to required instructions, technical orders, and other publications to include supplements. As references to AFI's and other publications are made throughout this PWS, this shall include the requirements of AETC supplements issued to these publications.

2.6. Contractor Furnished Services, Equipment, Property, and Supplies. Unless expressly stated elsewhere as Government furnished the contractor shall provide all vehicles, administrative supplies, office equipment such as copiers, facsimile machines, shredders, personnel protection equipment, tools, materials, equipment, medical physicals and testing, personal communication media, and employee personal exposure monitoring.

2.7. Hours of Operation. Operating hours established by the contractor shall be consistent with meeting the contract performance requirements.

2.8. Personnel. Provide trained, qualified, and knowledgeable employees. Also, see Contract Attachment 0001, paragraph 2.4 and 4.2.

2.8.1. Contractor shall establish written processes, procedures and personal conduct policies required for ensuring a safe and efficient work environment, protect military operations, and maintain high standards of job performance that meets the 23 FTS mission. Procedures and policies shall reflect contractor employees being subject to substance abuse testing as a result of an AFI 91-204, paragraphs 1.1 and 1.3 investigation when an individual's actions or inactions are suspected as factors in a mishap sequence.

2.8.2. The contractor shall presume that all labor is included and no equitable adjustment is authorized unless equitable adjustment is specially authorized. Travel and per diem only will be reimbursed under the Travel CLIN outside the training area

2.9. Training Plan. Develop a Training Plan containing written procedures to ensure employees are fully trained, task proficient, and task certified prior to being declared position qualified IAW AFI 10-220. When changes are made to this training plan during the life of the contract, the proposed changes shall be submitted to the Contracting Officer Representative (COR) office prior to implementation for COR acceptance. (CDRL A024)

2.9.1. Technical Training. Personnel assigned shall be qualified prior to assuming a position IAW AFI 10-220. Any training required as a result of this PWS, including Federal, or State requirements to maintain certification or qualification will be the responsibility of the contractor. The Government will provide technical training for new equipment requirements/technologies not currently addressed in this PWS. This training will be provided to an initial cadre of contractor personnel requiring specialized formal training, not to exceed 25 percent of the target population.

2.10. Contractor Manpower Reporting. See Contract Attachment 0001, paragraph 2.4.1.

Section 3

3. Aircraft Maintenance.

3.1. Requirements. The contractor shall perform aircraft maintenance operations support that includes, but is not limited to; aircraft ground handling, launch and recovery, Pre-flight/Thru-flight/Basic Post flight (BPO), Hourly Post Flight (HPO), and scheduled and unscheduled maintenance and perform maintenance data inputs into the Air Force's MIS. Repair and maintenance actions shall be accomplished In Accordance With (IAW) the objectives and responsibilities outlined in AF/AETC/Unit directives, and applicable TOs and technical data.

3.1.1. On-and Off-equipment Maintenance. The contractor shall perform on- and off-equipment maintenance repairs, scheduled and unscheduled maintenance, inspections, Time Compliance Technical Orders (TCTOs), Time Change Items (TCIs) and One Time Inspections (OTIs)) on aircraft, engine, aerospace ground equipment (AGE), and support equipment.

3.1.2. Air Force Program On-Site. The contractor shall perform on- and off-equipment maintenance in support of the Air Force training mission at the designation on-site location at Fort Rucker.

3.1.3. Back shop off-equipment Maintenance Support. The contractor shall identify maintenance considered beyond on-site capabilities and provide a request with justification to the COR for approval prior to sending components to back shop. See Contract Attachment 0001, Army PWS, paragraph 3.1.9.

3.1.4. Crashed, Damaged, or Disabled Aircraft Recovery (CDDAR). The contractor shall perform CDDAR and off-station aircraft recovery support see Contract Attachment 0001, Army PWS, paragraph 4.7.3.4.

3.1.5. Daily/Weekly/Monthly Flying Schedule. The contractor shall provide sufficient mission capable aircraft per scheduled flying day, configured IAW the daily/weekly/monthly flying schedule to ensure accomplishment of the annual flying program. The contractor shall provide a copy of the final daily flight schedule with updated aircraft tail numbers assigned to all scheduled lines and spares to the 23 FTS Operations and COR office no later than 2 hours prior to first scheduled launch.

3.1.5.1. The contractor shall support any assessment, inspection (AFI 90-201, Chap 2), exercise, deployment, static display, flyover (IAW AFI 11-209, paragraph 1.4, 4.1, 4.2), incentive flight, open house (air show), Medical Air Evacuation, ROTC orientation flight, Civilian Fly-in, Graduations, Military Function, or Change of Command Ceremony, that

involves TH-1H aircraft and/or maintenance resources. These events may occur on weekends or holidays. This may include the hanger(s)/facilities assigned to the 23 FTS.

3.1.5.2. The contractor shall provide task qualified maintenance personnel to accompany cross country sorties. Notification will be provided during the weekly flying schedule meeting.

3.2. Annual Flying Program.

3.2.1. 23 FTS Program Allocation Projection. Prior to the beginning of each Fiscal Year (FY) (approximately, during the month of August) the AETC Program Allocation (PA) will be issued depicting the annual flying hours allocated to the 23 FTS. The PA document shall be used by the contractor to manage the support of the flying training program. This document reflects flying training hour projections and aircraft utilization projections.

3.2.2. The TH-1H aircraft daily prime flyers and spares requirement is 15 aircraft that can be utilized by the Government as needed to meet daily flying requirements. Additional aircraft shall be provided to support surge requirements IAW AFI 21-101, paragraph 15.5.8.1.

3.2.3. Flying Training Requirements. The contractor shall be responsible for support of flying requirements that are established in the Primary Aircraft Inventory (PAI) and executed each year. Flying hours depicted include student training, instructor upgrading, administrative requirements, and flight tests including weekend training.

3.2.4. Cross-country and deployment aircraft(s) will return or depart on Saturday or Sunday. Notification will be provided during the weekly flying schedule meeting.

3.2.5. The contractor shall adapt work hours to support periods when night flying is scheduled. Notification will be provided during the weekly flying schedule meeting.

3.3. Reserved.

3.4. Aircraft Maintenance Management.

3.4.1. The contractor is responsible for the entire scope of organizational maintenance production both on- and off-equipment IAW applicable technical data, Air Force Policy Directive (AFPD) 21-1, paragraph 1 and AFI 21-101. The contractor is responsible for monitoring maintenance production, authorizing the expenditure of resources, and controlling the actions required to support the 23 FTS mission. The contractor shall manage the full cycle of production by planning, scheduling, directing, and controlling all maintenance on primary mission and mission support aircraft, including related support and training equipment IAW AFI 21-101 and AFI 21-103, paragraph 1.2 and Chapter 2,

7, and 9. The contractor shall participate in the following meetings and other coordination meetings required for accomplishing the mission:

- a. 58 WING MXG/OPS -- Stand up meeting (DAILY) – Telephone Conference (Tel Con)/Video Telephone Conference (VTC)
- b. 23 FTS/COR – QC and COR deficiencies review and aircraft status (DAILY) – COR office
- c. 58 MXG/OPS -- weekly scheduling meeting – Tel Con/VTC
- d. 23 FTS OPS/MX -- weekly scheduling meeting – 23 FTS conference room
- e. 23 FTS/CC -- Monthly Quality Review Meeting (QRM) – 23 FTS conference room
- f. 23 FTS/LGS -- Quarterly – Supply How Goes It meeting – 23 FTS conference room
- g. 23 FTS/MA -- Quarterly – Intermediate repair (back shop) working group – 23 FTS conference room

3.4.2. Aircraft Structural Integrity (ASI) Program. The contractor shall implement and manage an effective ASI program IAW AFI 63-104, AFI 21-114, and AFI 21-101, paragraph 11.10.

3.4.3. Aircraft and Equipment Modification. The contractor shall implement and manage a program that provides for submittal of aircraft and equipment modification proposals IAW AFI 21-101, paragraph 1.11 and AFI 63-131 and AFI 63-131 AETC Sup. Submit proposals through the COR.

3.4.4. Support Depot Team/ Contract Field Team (DFT) /(CFT). The contractor shall provide and maintain AGE and equipment, and position aircraft in hangars or on the flight line. The contractor shall provide a point of contact and perform preparatory and joint tasks in support of the teams. The Contractor shall provide teams with maintenance and supply support including at the contracted Depot facility Ozark, AL.

3.4.5. Maintenance Assistance Requests. The contractor shall submit maintenance assistance requests for maintenance requiring depot level assistance for evaluation and/or repair beyond field level capability IAW TO 00-25-107 to HQ AETC/A4M and provide an informational copy to the COR. The request shall be submitted into the AIRCAT or Government approved system within 72 hours of discovering a major (Red X or safety) issue and 15 duty days for a non-major issue. (CDRL A040)

3.4.6. Equipment Warranty Program. The contractor shall implement and manage an Equipment Warranty Program IAW TO 00-35D-54 and TO 00-20-3.

3.4.7. Cannibalization (CANN). The contractor shall implement and manage a CANN Program IAW AFI 21-101, paragraph 11.13 and TO 00-20-2.

3.4.8. Test Measurement Diagnostic Equipment (TMDE) Management. The contractor shall implement and manage a program IAW TO 00-20-14 to ensure user TMDE

maintenance requirements are accomplished for assigned test and special equipment not specifically maintained by Precision Measurement Equipment Laboratory (PMEL).

3.4.9. Tool and Equipment Management Program. The contractor shall implement and manage a Tool and Equipment Management Program (also known as Composite Tool Kit (CTK) Program) IAW AFI 21-101, Chapter 8. The contractor shall use the web-based application TC-Max Tool Asset Management system or Government approved replacement system. The cost of the system/licenses will be at the contractor's expense. The Government will retain the rights to all data and software licenses at the end of the contract.

3.4.9.1. Warranty tools requiring replacement will be requested through the vendor in coordination with the COR. Warranty tools that are damaged due to abuse, loss, or misuse and whose warranty is not honored by the vendor for valid reason, will be replaced by the contractor.

3.4.9.2. The contractor shall ensure the COR is notified when a lost tool/item cannot be located after completion of the initial search. The contractor shall maintain a list or access to the local MIS of lost items with the following information:

Item No. & Nomenclature	CTK No.	Date Lost	Equip Involved	Cost of Item	Date Recovered
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3.4.10. Foreign Object Damage (FOD) and Dropped Object Prevention (DOP) Programs. The contractor shall establish and manage the FOD/DOP programs for the aircraft maintenance operating area IAW AFI 21-101, paragraphs 11.8 and 11.9. FOD inspection for vehicle and equipment tires prior to entering the 23 FTS flight line areas is not required.

3.4.11. Severe Weather Aircraft Protection Program. The contractor shall implement and manage a severe weather aircraft protection program, including aircraft that precautionary land (PL) off station IAW AFI 21-101, paragraph 5.2.2.1.11 and local directives. The contractor shall develop plans to protect aircraft and equipment including Government-provided vehicles during forecasted severe weather including weekends and holidays. Additionally, the aircraft nose cover shall be installed to prevent water intrusion when rain is projected. (CDRL A034)

3.4.12. The contractor shall perform off-station recovery of disabled aircraft. The contractor shall provide continuous support necessary, including weekends, to return the aircraft to mission capable (MC) status.

3.4.13. Maintenance Management Analysis (MMA). The contractor shall establish and perform MMA functions IAW AFI-21-101, paragraph 5.2.5.

3.4.13.1. Prepare the Monthly Logistics Indicators Report (MLIR) 7501 IAW AETCI 21-105. The contractor shall provide the MLIR worksheet and final monthly report to the COR for review prior to sending it to AETC/A4MMA. (See AETCI 21-105, paragraph. 5.1 and 5.2 for more guidance and specific submittal timeline requirements). (CDRL A040)

3.4.13.2. Request(s) for information, data, etc. sent by the CORs in response to higher authority request(s) shall be provided no later than 2 duty days (48 duty hours) from date and time of the request(s) unless otherwise stated by the COR office at the time of the request(s). (CDRL A040)

3.4.13.3. The contractor shall preform aircraft inventory management and aircraft inventory reporting IAW AFI 21-103, Chapter 2.

3.4.13.4. The contractor shall perform the MIS database management function IAW AFI 21-101 and AFCSM 21- series manuals 556, 558, 561, 563-566, 568, 570, 573-576, 578 and 579.

3.4.14. Engine Management (EM). The contractor shall perform engine management IAW AFI 21-101, TO 00-25-254-1, and TO 00-25-254-2 and applicable aircraft/engine TOs. (CDRL A040)

3.4.14.1. Engine Daily Status Report. The contractor shall provide a daily engine status report submitted electronically via email daily to HQ AETC/A4MSP. Report shall list all removed engines separated by type. Information on engines will include serial number, status, reason for removal, date removed, estimated time till completion of work and any MICAP document number. (CDRL A040)

3.4.14.2. The contractor shall provide the quarterly Time Compliance Technical Order (TCTO) Reconciliation. (CDRL A040)

3.4.15. Maintenance Plans, Scheduling, and Documentation (PS&D) Function: The contractor shall establish and perform maintenance PS&D functions IAW AFI 21-101, Chapter 15. PS&D shall be qualified to operate assigned MIS including the Graduate Training Integration Management System (GTIMS). (CDRL A040)

3.4.15.1. The contractor shall develop and provide aircraft prime flyers and spares report daily, one hour prior to first the first scheduled take off. (CDRL A040)

3.4.15.2. The contractor shall develop and produced a monthly aircraft use report. The report shall show the total number of flying hours flown monthly and cumulated annually for each aircraft to support the flying mission. (CDRL A040)

3.4.15.3. The contractor shall prepare and provide annual, quarterly, monthly and weekly Aircraft Maintenance and Utilization Plans. (CDRL A040)

3.4.15.4. The contractor shall prepare and provide Monthly Flying Hours reports. (CDRL A040)

3.4.16. Maintenance Operations Center. The contractor shall establish and operate a Maintenance Operations Center capability (MOC) IAW AFI 21-101 (paragraph 5.2.2.1.16.2 is excluded) to monitor and coordinate maintenance and services on aircraft and related support equipment. This function shall be operational and the facility physically staffed during hours of any maintenance and servicing in support of the local flying/maintenance operations to include depot/contract field team maintenance, exercises, contingency plans, and support agreements. In addition, the MOC shall be manned during periods when coordination/support is required beyond the capability of transient maintenance personnel or the weekend duty supervisor or at the direction of the KO.

3.4.17. Maintenance Documentation Integrity. The contractor shall perform aircraft, engine, AGE, and equipment forms documentation IAW TO 00-20-1, TO 00-20-2, and AFI 21-101. Provide a Documentation Integrity Plan at the pre-performance conference for review by COR and approval by the KO. The plan shall ensure the unit has complete and accurate data in the MIS and aircraft forms for aircraft, engine, AGE, and equipment including Air Force assets in the Army back shop. The plan shall be reviewed and/or updated annually or within 30 calendar days of an identified deficiency in the plan. (CRDL A042)

3.4.18. Mishap Investigation Support. The contractor shall support mishap investigations in accordance with AFI 91-204. This support shall include providing technical expertise both on and off site and immediate access to aircraft related data and records to support any mishap investigation. (CDRL A011)

3.4.19. Significant Event Reporting. The contractor shall provide significant event reporting IAW AFI 21-101, AETCSUP paragraph 2.4.57. (CDRL A040)

3.4.20. The contractor shall provide aircrew and maintenance debriefing capability IAW AFI 21-101, paragraph 3.7.

3.5. Aircraft Maintenance Functions. The contractor shall perform aircraft maintenance procedures for servicing, scheduled and unscheduled maintenance, pre-flights, thru-flights, basic post-flights, special inspections, corrosion control, cleaning, ground handling, launch and recovery of aircraft, troubleshooting and adjustment, on-equipment repairs and component removal and replacement and ensuring documentation of maintenance actions IAW aircraft specific technical data, AFI 11-218, Chap 1, 2, 3; AFI 21-101, and TO 00-20-1.

3.5.1. The contractor shall perform maintenance and repairs in support of TO 00-25-107 engineering approval, bird strikes, hail, wind, and other natural events, and aircraft crash and hard landing damage.

3.5.1.1. The contractor shall accomplish requirements identified in the weekly and daily flying and maintenance schedules, including deferred discrepancy repairs on non-flying aircraft.

3.5.2. Flight line Operations. The contractor shall provide sufficient personnel to perform basic post-flights, pre-flights, thru-flights, launch and recovery procedures, servicing, engine runs, scheduled and unscheduled maintenance, perform oil sampling, on-equipment repairs, and special inspections IAW AFI 21-101 and TO 1H-1(T)H-6.

3.5.2.1. The contractor shall ensure aircraft and spare aircraft that are on the daily schedule are crew ready with signed exceptional release no later than 1 (one) hour prior to scheduled takeoff time.

3.5.2.2. The contractor shall ensure the flying schedule is met by ensuring maintenance personnel are available one (1) hour prior to take off time to greet aircrews upon arrival at aircraft, accompany them on preflight inspections, discuss aircraft flight and maintenance history, assist in cockpit activities and upon aircraft return assist with deplaning and securing aircraft after shutdown.

3.5.2.3. The contractor shall ensure aircraft surfaces, cockpit, and cabin are maintained IAW technical data. When accomplishing aircraft wipe downs during winter months, freezing precautions shall be observed IAW TO 1-1-691.

3.5.2.4. The contractor shall establish pre-flight preparedness procedures that include wiping residues, ensuring aircraft are FOD free, instruments are clear, interior including cockpit and cabin area wiped down/cleaned and windows cleaned inside and out prior to the arrival of flight crews.

3.5.2.5. The contractor shall remove and properly store all powered/non-powered AGE when not required for specific maintenance tasks or launch/recovery of aircraft and when notified of severe weather. The contractor shall secure grounding cords, and tie-down/chains when notified of severe weather. In addition, unserviceable fire bottles shall be delivered to the Fire Department for repair, and serviceable fire bottles shall be stored in designated locations. The contractor shall properly dispose of all maintenance generated trash/refuse.

3.5.3. Government Aircrew Operational Checks. The Government (Military or Contract) aircrew may assist contractor maintenance personnel by performing operational or leak checks to validate operational conditions.

3.5.4. Deferred Discrepancy (DD) Management. The contractor shall implement and manage a Deferred Discrepancy (DD) Management Program IAW AFI 21-101, paragraph 11.36.

3.5.4.1. The awaiting maintenance (AWM) deferred discrepancy rates shall not exceed performance thresholds listed in paragraph 3.16. The contractor shall not defer corrosion or protective coating discrepancies beyond the next HPO unless approved by COR. The contractor shall not defer discrepancies that require parts as AWM; contractor shall order required parts, establish valid due out dates then defer as awaiting parts (AWP). Additionally, all AWM except corrosion or protective coating discrepancies and AWP when parts are received deferred discrepancies recorded against an aircraft shall be scheduled and corrected as soon as possible on the flight line, but no later than the next phase inspection unless an extension is approved by the KO.

3.5.5. Aircraft -21 Equipment. The contractor shall maintain, store, inventory, and manage assigned aircraft -21 equipment IAW AFI 21-103, Chap 9 and TO 1H-1(T)H-21.

3.5.6. Aircraft Engine Exhaust Area and Tail Boom Assembly. The contractor shall clean the engine exhaust area and the exterior surface of the tail boom assembly in conjunction with the scheduled 50 Hour HPO inspection. These areas will be cleaned IAW TO 1-1-691.

3.5.7. Aircraft Vibration. The contractor shall implement and manage an aircraft vibration signature/trend analysis program IAW AFI 21-101, paragraph 11.35.

3.5.8. Hangar Queen. The contractor shall implement and manage a Hangar Queen Aircraft program IAW AFI 21-101, paragraph 11.14 to include ensuring strict management, control, and documentation of all maintenance actions, and accurate aircraft status. (CDRL A040)

3.5.9. Avionics Maintenance. The contractor shall perform on-equipment maintenance for avionics systems, components and associated equipment IAW technical data. In addition, the contractor shall perform maintenance and repair of interphone ground cords and head sets.

3.5.9.1. The contractor shall perform GPS database waypoint updates IAW manufacturers manual at the prescribed interval monthly or when errors are noted and when 23 FTS operations provides updated media cards.

3.5.10. Fuel Systems Maintenance. The contractor shall perform on and off-equipment maintenance for fuel systems IAW AFI 21-101, paragraph 4.4.4 and TO 1-1-3 including fuel systems maintenance, repair, functional check and inspection of aircraft fuel systems

and components, including internal fuel cell maintenance and maintenance of associated systems.

3.5.10.1. Establish confined space entry procedures IAW 29 CFR 1910.146, TO 1-1-3, and other applicable directives.

3.5.11. Structural Maintenance. The contractor shall perform Structural Maintenance Functions AFI 21-101, 4.8.2. The contractor shall coordinate and document repair procedures that exceed or lack technical data guidance with the appropriate Air Logistics Center through the Government COR office.

3.5.12. The contractor shall use, pickup, and deliver for calibration (Bi-weekly) 23 FTS assigned Test, Measurement, and Diagnostic Equipment (TMDE) from the Air Force Precision Measurement Equipment Laboratory (PMEL) at Maxwell AFB (Montgomery) AL.

3.5.13. Non Destructive Inspection (NDI). The contractor shall provide on and off-equipment maintenance capability for nondestructive inspection (NDI) including determining structural integrity of aircraft, aircraft engine components, and associated support equipment, IAW TO 33B-1-1, AFI 21-101 and applicable technical data.

3.5.13.1. The contractor shall schedule through Ft Rucker nondestructive, magnetic particle/penetrant annual inspections of electrical and chain-driven hoist hooks as directed by TO 36-1-58 including required paint stripping and cleaning prior to performing inspection of the hooks. Hoist hooks shall be repainted after inspection.

3.5.14. Crashed, Damaged, or Disabled Aircraft Recovery (CDDAR). The contractor shall perform aircraft crash recovery and reclamation IAW Ft Rucker post local instructions/OPLANS. The contractor shall establish an aircraft in-flight emergency (IFE) and precautionary landing recovery program. The contractor shall ensure sufficient personnel are available during all periods of flying. The contractor shall assist in mishap investigations by providing maintenance records. (CDRL A011)

3.5.15. Aircraft Inspection Section. The contractor shall establish and perform Scheduled Inspection requirements IAW aircraft TOs, TO 00-20-1 and AFI 21-101, paragraph 4.9.4. The contractor shall ensure all applicable aircraft -6 TO inspection requirements are accomplished, to include phase and Hourly Post flight (HPO). (CDRL A040)

3.6. Functional Check Flight (FCF) Program. The contractor shall implement and manage a FCF including Operational Check Flight (OCF) and Maintenance Operational Check (MOC)) Program IAW applicable TOs, AFI 21-101, paragraph 6.13 and local FCF procedures. The contractor shall develop a cross locator capability that identifies the TO references, to the paragraph level, that must be followed in order to adequately perform any 1-1-300 defined check commensurate with the completed maintenance actions(s) that

triggered the check. [Example: Main Rotor Blade Pitch Link Adjustment. Reference: TO 1H-1(T)H-6CF-1, Engine Run-Up Checklist, paragraph 27 – Rotors; Inflight Checklist, paragraph 2. Autorotation Revolutions Per Minute (RPM), any other applicable checks that may need to occur before, between or after these examples]. The check sheet shall be used to brief and debrief the FCF flight crew for each 1-1-300 defined check. The specific format of the document is at the discretion of the contractor; however, the document shall be submitted to and approved by the COR. (CDRL A040).

3.6.1. Qualified FCF pilot(s). The contractor shall provide qualified FCF pilot(s) in support of USAF aircraft maintenance program. Minimum FCF crewmember qualification requirements are in accordance with AFI 10-220, Chapter 4. All FCF pilots must have a Federal Aviation Administration (FAA) commercial pilot certificate or airline transport pilot (ATP) certificate with rotorcraft and instrument ratings. The FCF Standardization Pilot must also have a flight instructor rating with instrument certification (FAA CFII). Prior to performing contract operations FCF pilots must have satisfactorily completed a FCF proficiency check in the H-1 or Bell equivalent within the previous seventeen (17) months. All FCF pilots must maintain currencies in accordance with applicable Air Force Instructions. All FCF pilots must possess a current FAA Medical Certificate Second Class and must have a minimum of 1000 hours first pilot with 500 hours experience in helicopters of which at least 250 hours must have been in the H-1 or in the Bell equivalent performing FCFs. (Requests for government provided TH-1H qualification and certification training may be routed through the Government Flight Representative (GFR) and FC). Ref: AFI11-2TH-1HV1, AFI11-2TH-1HV2, AFI 11-202 V1 AETCSUP, AFI 11-202 V3 AETCSUP, AFI 11-218 AETCSUP I.

3.6.2. Flight Safety Standardization/Safety Pilot. The contractor shall have at least one (1) dedicated flight safety standardization/safety pilot. The Standards pilot must have a FAA commercial pilot certificate with rotorcraft and instrument ratings or Airline Transport Pilot rating with the appropriate category endorsements, Certified Flight Instructor certificate. As an alternative the pilot must have DoD service as a flight instructor within the previous twelve (12) months and be working toward an FAA instructor rating with instrument certification (FAA CFII), satisfactorily completed a proficiency check, either military (Maintenance Test Pilot Course, military H-1 FCF or instructor pilot certification, or FAA test flight program), in the H-1 or Bell equivalent within the previous twelve (12) month, must possess a current FAA Medical Certificate Second Class and must have a minimum of 2000 flight hours as first pilot/pilot in command, 750 hours experience in helicopters of which at least 350 hours must have been in the H-1 or in the Bell equivalent performing FCFs.

3.6.2.1. The 23 FTS employs the TH-1H helicopter, a militarized version of the Bell Huey II. In the event the contractor is unable to meet the aircraft type, minimum hours, or currency requirements of paragraphs 3.6.1 and/or 3.6.2 above the contractor may request initial pilot ground and flight training through Air Education and Training Command (AETC). Approval is contingent upon space available. Duration of training is

determined by Pilot Qualification Syllabus and FCF pilot Certification Course (approximately 200 hours). Training is administered at the 23 FTS where USAF Undergraduate Student Pilot training is the primary mission and takes the highest priority. No equitable adjustment is authorized for this training.

3.6.3. Weather. Weather minimums for Maintenance Operational Checks and Check Flights will be IAW T.O. 1-1-300 and AFI 10-220.

3.6.4. Pilot Logbooks and Military Flight Records. The contractor shall make available to the GFR pilot logbooks and military flight records as appropriate to verify minimum flight hour requirements.

3.6.5. Aircrew Duty and Rest Limitations. Contractor FCF pilot(s) shall meet Aircrew Duty and Rest Limitations IAW AFI 10-220 and Air Force crew rest and crew duty IAW AFI 11-202v3 and applicable supplements when more restrictive or not covered in AFI 10-220.

3.6.6. Monthly FCF Report. The contractor shall include in the monthly summary Quality Control (QC), a report on the number of aircraft FCF Release and Non-Release to include aircraft tail number and reason for non-release. (CDRL A040)

3.6.7. Flight Mechanic. The contractor shall provide flight mechanic(s) to accompany aircraft during FCF and flights to and from depot or maintenance repair facilities. Flight mechanic(s) shall be trained and task certified to perform vibration analysis, rotor system track and balance, and in-flight vibration troubleshooting IAW TO 1H-1(T)H-2-1, Chapter 5.

3.7. Aerospace Ground Equipment (AGE). The contractor shall implement and manage an AGE program to provide powered and non-powered AGE maintenance, scheduling, delivery, to support the 23 FTS mission and support/loan agreements IAW AFI 21-101, paragraph 4.5.

3.7.1. The contractor shall perform pickup, delivery, troubleshooting, repair, modification, inspection, and servicing of powered and non-powered AGE, and the maintenance of all AGE assigned to the Air Force project.

3.7.2. The contractor shall provide an AGE production scheduling function/section to schedule and update inspections in the MIS and maintain all documentation files and historical records IAW AFI 21-101, paragraph 4.5 and applicable TO's. All Air Force owned AGE equipment will be loaded into the MIS by Standard Reporting Designator (SRD) numbers assigned by applicable TOs.

3.7.3. The contractor shall ensure locally manufactured non-powered AGE items have locally developed annual inspection criteria documented in AFTO Form 244s Industrial/Support Equipment Record.

3.7.4. The contractor shall maintain a log of AGE equipment maintained and used, including the equipment designation, national stock number of each unit, descriptive name of each unit, quantity of each unit on base for the calendar year, estimated usage hours per month, total annual usage hours for each unit for the calendar year, the power rating of the engine, the brand and model of each engine, and the type of fuel used for each piece of AGE.

3.7.5. The contractor shall provide equipment inventory listings to HQ AETC/A4MSS AGE functional manager by the 1st day of February annually IAW AFI 21-101 AETCSUP, Paragraph 4.5. Listings must identify all Allowance Standard-driven AGE maintained by the contractor and all supply requisition/due-out information. Contractor shall provide data in the electronic format provided by HQ AETC AGE Functional Manager.

3.8. Propulsion.

3.8.1. Propulsion Maintenance. The contractor shall perform limited on and off-equipment engine maintenance; TCTOs; TCIs; records; materials inspection; repair; functional, operational, and performance tests; adjustment, trim; conditioning; and component repair/replacement IAW AFI 21-101, paragraph 4.11 and applicable TOs. The contractor shall perform all required actions on flameout or stall prone engines and shall submit a stall/flameout report IAW AFMAN 91-223, AETC Sup. (CDRL A040)

3.8.1.1. The contractor shall accomplish preservation, de-preservation, FOD inspections, packaging, shipping preparations, and unpacking of T53 engines, and components IAW applicable directives and TOs IAW TO 2J-1-18 and TO 2J-T53-12. These requirements also apply to "T53 gold plate" engine serial number LE13027Z.

3.8.1.2. The contractor shall store all uninstalled T53 engines in a facility/location that prevents exposure from outside environmental elements.

3.8.2. T53 Engine Target Serviceable Spare (TSR). The contractor shall maintain the T53 engine TSR requirement of 1 (one).

3.8.3. 2LV T53 Engine Maintenance. T53 engine maintenance is based on a 2LV concept IAW TO 2-1-18, Aircraft Engine Operating Limits and Factors Operating Limits and Pipeline Times. The depot maintenance facility for the T53 engines is performed under an AFMC managed contract and will be responsible for depot, intermediate, and non-retaining tasks. The following is a list of retained tasks that are to be accomplished at Fort Rucker by the contractor:

- a. Remove and replace fuel control and governor
- b. Remove and replace output reduction carrier and gear assembly (TO 2J-T53-4, figure 16, item 12)
- c. Remove and replace external accessory drive gearbox
- d. Remove and replace ignition system components
- e. Remove and replace external bleed air components
- f. Remove and replace internal components and/or accessories that do not require disassembly forward of the rear turbine cover seal (TO 2J-T53-4, figure 25, item 4)
- g. Remove and replace internal components and/or accessories that do not require disassembly aft of the helical sun gear shaft packing (TO 2J-T53-4, figure 16, item 16)
- h. Remove and replace other external components not mentioned above that do not require disassembly further than listed above

3.9. Corrosion Control.

3.9.1. The contractor shall establish and perform Corrosion Control Functions IAW AFI 21-101, paragraph 4.8.2; AETCI 21-106, all chapters, and applicable TOs. The contractor shall manage an aircraft and support equipment wash rack and corrosion control facility for detecting and treating aircraft and equipment corrosion, and applying protective coatings IAW TO 1-1-8 and aircraft specific -23 Series TOs.

3.9.2. The contractor shall perform major/full paint, minor paint, and remove, install or replace aircraft marking decals and tail flashing IAW AETCI 21-106 and applicable TOs. Document painting and corrosion actions in aircraft and support equipment records (AFTO Form 781s, AFTO Form 244 and AFTO Form 95, as applicable), the MIS and the environmental paint material usage log. The contractor shall ensure all paint touchups/repairs (minor or major) are feathered-out (blended smooth) and color matched to existing paint IAW TO 1-1-8.

3.9.3. The contractor shall use and maintain paint booth in building 30103, Cairns Army Airfield including spray guns and cleaning equipment. The contractor shall ensure paint booth filters are replaced IAW 40 CFR 63, subpart GG. The contractor shall maintain a primer and topcoat control log IAW 40 CFR 6.

3.9.4. The contractor shall perform two (2) major (full) aircraft paints per year and two (2) major (full) tail-boom paints per year. The contractor shall use aircraft paint scoring and depot input schedule to determine paint priorities. Aircraft paint schedule is subject to Government approval. (CDRL A040)

3.9.5. The contractor shall perform minor touch-up, tail flash, and stenciling as needed to maintain aircraft appearance.

3.9.6. Portable Hoists. The contractor shall maintain Government provided, installed and portable hoists to include lifting devices, IAW host base guidance and applicable directive and technical guidance.

3.10. Training.

3.10.1. The contractor shall exercise management and operational control over, and retain full responsibility for, performance requirements set forth in this PWS and provide only trained, qualified, and/or task certified technicians to meet mission requirements IAW AFI 10-220, Chapter 5. Acceptable prior qualifications include at least two (2) years' experience, within past three (3) years, on H-1 aircraft. Validation of credentials shall be provided to the Government upon contract start, within 5 duty days of personnel moves or new hires and as requested by the Government. For personnel that do not possess adequate prior qualifications and experience, technicians in On-the-Job Training (OJT) must have proper oversight by a qualified technician. (CDRL A040)

3.10.2. Technical Inspectors shall have a minimum of five (5) years H-1 aircraft experience. Experience shall be documented, either with the contractor on that airframe or by validation of qualifying factors to include documented prior military experience and training, on the H-1 airframe. Credentials shall be provided to the Government upon contract start, within 5 duty days of personnel moves or new hires and as requested by the government. Exceptions to the experience and training criteria described above will be validated on an individual basis by the COR and GFR. (CDRL A040)

3.10.3. The contractor shall develop a comprehensive Aircraft Maintenance Training/Qualification/Certification Plan for its employees that will ensure a trained, qualified, and certified workforce throughout the life of the contract. The plan shall include development and implementation of a training program containing written procedures to ensure employees are fully task proficient and task certified prior to being declared position qualified for assigned aircraft and/or equipment. The contractor shall establish qualification standards for each position in each work center including FCF pilots. The program shall meet requirements of AFI 10-220, Chapter 5, paragraph 5.2, AFI 21-101, paragraph 1.10 and AETCI 21-112 (AFI 36-2650 AETC Sup 1). Document all training in the Air Force portal web-based application (Training Business Area (TBA)) IAW AETCI 21-112, Chapters 1 - 7. All training records shall be uploaded into TBA NLT 120 calendar days after contract start and NLT 30 calendar days after assignment of new personnel. (CDRL A024)

This plan shall include, as a minimum:

- Minimum requirements set forth in AFI 10-220, Chapter 5, paragraph 5.2, AFI 21-101, paragraph 1.10; AETCI 21-112 (AFI 36-2650 AETC Sup 1) and requirements of this PWS.
- Qualification standards/requirements for each position in all work centers.

- Specific training record documentation procedures.
- Specific milestones, frequencies, and/or intervals including prerequisites regarding when any training, qualification, or certification will occur.
- Specific methods and procedures regarding how training, task qualification/certification will be accomplished, documented, and by whom.
- The extent or level to which the training, qualification, or certification will be accomplished and documented.
- Training and qualification levels/standards commensurate with specific aircraft and associated equipment maintenance tasks comparable to Air Force and commercial aircraft and/or avionics industry standards.
- A Special Certification Program IAW AFI 21-101, paragraph 11.3 and AETCI 21-112 (AFI 36-2650 AETC Sup 1) (See PWS, table 3.10.1).
- Procedures to ensure only qualified/certified personnel clear Red X conditions, Not Repairable This Station (NRTS), danger tags, and IPIs using special certification and training listings.
- Plans of Instructions (POI) for contractor formal classroom instruction. (CDRL A040)

3.10.4. The contractor shall accomplish the tasks of training management IAW AETCI 21-112 (AFI 36-2650 AETC Sup 1), all paragraphs.

3.10.5. The contractor shall develop a Special Certification Program IAW AFI 21-101, paragraph 11.1 and AETCI 21-112 (AFI 36-2650 AETC Sup 1), paragraph 13.5.1 and paragraph 13.5.3. In addition to those mandatory Special Certification requirements in AFI 21-101, PWS, table 3.10.1 below lists additional Critical Tasks that require special evaluation and certification.

Table 3.10.6

Critical Task	Evaluated By	Interval	Certified By
Aircraft Tow Supervisor	Government Approved Company Evaluator	1 Time	Government Approved Company Certifier
Condition Tag Approval	Government Approved Company Evaluator	1 Time	Government Approved Company Certifier
Flight Control Rigging	Government Approved Company Evaluator	1 Time	Government Approved Company Certifier
Not Repairable This Station (NRTS) Tags	Government Approved Company Evaluator	1 Time	Government Approved Company Certifier
MICAP approval authority	Government Approved Company Evaluator	1 Time	Government Approved Company Certifier
Ultra Sound Level II NDI	Government Approved Company Evaluator	5 Years	Government Approved Company Certifier

Critical Task	Evaluated By	Interval	Certified By
Dye Penetrate Level I NDI	Government Approved Company Evaluator	5 Years	Government Approved Company Certifier
Eddy Current Level II NDI	Government Approved Company Evaluator	5 Years	Government Approved Company Certifier
Calibration Limitation Approval	Government Approved Company Evaluator	5 Years	Government Approved Company Certifier
Vibration Analysis	Government Approved Company Evaluator	1 Time	Government Approved Company Certifier

3.10.7. The contractor shall ensure Environmental and Safety training is provided and documented in individual training records and/or the MIS. The contractor shall also ensure corrosion control training is provided IAW AETCI 21-106 and documented in the training records.

3.11. Clearing Aircraft Red X entries. The contractor shall follow procedures in TO 00-20-1 to sign off Red X entries as defined in the list of definitions to this PWS.

3.11.1. Any individual who clear Red X conditions shall have as a minimum 6 (six) years aircraft maintenance experience and minimum 1 (one) year maintenance experience on the TH-1H aircraft. Furthermore, any individual who signs off a Red X symbol shall be trained and task certified on the maintenance task(s) being performed.

3.11.2. Individuals who clear Red X conditions on T53 engines shall have as a minimum 6 (six) years engine maintenance experience and minimum 1 (one) year maintenance experience on T53 engines.

3.11.3. Individuals who clear Red X conditions on AGE shall have as a minimum 6 (six) years and AGE maintenance experience and minimum 1 (one) year maintenance experience on AGE.

3.11.4. Individuals who clear Red X conditions shall complete the special certification process, be identified on the special certification roster (SCR) IAW AFI 21-101, paragraph 11.3 and approved COR. Individuals who do not meet the years of experience requirements for clearing a Red X condition shall complete a training program and be task certified. The contractor shall provide justification to the COR for approval.

3.12. Exceptional/Conditional Release and Red X Downgrade. Any individual authorized to sign an exceptional release/conditional release or downgrade a Red X symbol shall have as a minimum 15 (fifteen) years aircraft maintenance experience. For individuals that do not meet the 15-year requirement, the contractor may request a waiver from the COR. Additionally, any individual who signs exceptional release/conditional

release or downgrades a Red X symbol shall be trained to perform aircraft mechanic duties at the Air Force 9-level (superintendent) equivalency. Furthermore, individuals who sign exceptional release/conditional release or down grade Red X symbols shall complete the special certification process, be identified on the SCR IAW AFI 21-101, Paragraph 11.3 and be approved by the COR.

3.13. Quality Control (QC).

3.13.1. Quality Management System (QMS). The contractor's Quality Control Plan (QCP) shall establish procedures to maintain a formal "compliance-oriented" Quality Management System (QMS) that integrates four key quality functions into maintenance and supply: 1) Detection of quality program problems and defects; 2) Identification of root causes for quality related problems/defects; 3) Correction of root causes related to detected problems/defects; and, 4) Follow-up to ensure quality related problems/defects do not recur. The QCP shall, as part of the "detection" and "identification" elements, define the type, number, Acceptable Quality Levels (AQLs), and frequency of quality control inspections planned by the contractor that meet the intent of FAR 52.246-4, using AFI 21-101, Chapter 6 ensuring the requirements of the contract are provided as specified, and ensure contractor compliance with aircraft and equipment technical data and applicable AF directives. (CDRL A025)

3.13.2 Quality Control Plan. As a minimum, the contractor's QCP shall encompass deficiency reporting, product improvement program, weight and balance program, impoundment program, functional check flight program, technical order distribution office, FOD and Dropped Object program, the One Time Inspection (OTI) program, and supply.

3.13.3. Quality Verification and Program Management Inspection. The QCP shall include the minimum routine quality verification and program management inspection requirements and the inspection criteria/baselines contained in this PWS.

3.13.4. Observations. The contractor shall establish a means to identify, record and correct maintenance safety and technical violations. Observations include: Detected Safety Violation (DSV), Technical Data Violation (TDV), and Unsatisfactory Condition Report (UCR).

3.13.5. Over-The-Shoulder and After-The-Fact Evaluations. The contractor shall establish a written process to notify and coordinate with COR for the performance of concurrent over-the-shoulder and after-the-fact evaluations of the contractor's QC inspection plan by COR and the contractor QC inspectors. (CDRL A040)

3.13.6. Assisting PS&D. The contractor QC Section shall be responsible for assisting PS&D and oversight of TCTO/Configuration Management, Modification Processes, and OTI Programs IAW AFI 21-101, paragraph 6.2.4.

3.13.7. Product Improvement Program (PIP). The contractor shall implement and manage a PIP IAW AFI 21-101, paragraph 6.9.

3.13.8. Deficiency Reporting (DR). The contractor shall implement and manage a DR processing and exhibit storage process IAW TO 00-35D-54 and AFI 21-101, paragraph 6.9.5.1. Submit DRs IAW TO 00-35D-54 and AFI 21-101, provide copies to HQ AETC/A4MMP, COR, and GFR by event. (CDRL A040)

3.13.9. Technical Manual Change. The contractor shall implement and manage a Technical Manual Change Recommendation and Reply (AFTO Form 22) process IAW TO 00-5-1 and AFI 21-101, 6.9.5.2. Submit AFTO Form 22 IAW TO 00-5-1 as requested by the COR, GFR, or KO.

3.13.10. Source, Maintenance, and Recoverability (SMR) Code. The contractor shall implement and manage a SMR Code change request process IAW TO 00-25-195, 00-35D-54, and AFI 21-101, 6.9.5.3. Submit SMR changes IAW TO 00-25-194, TO 00-35D-54 as requested by the COR, GFR, or KO.

3.13.11. Product Improvement Working Groups (PIWG). The contractor shall participate in PIWG IAW AFI 21-101, AETCSUP paragraph 6.9.5.4.2 and AFI 21-118.

3.13.12. Aircraft Weight and Balance Program. The contractor shall implement and manage an aircraft weight and balance program IAW AFI 21-101, paragraph 6.16. The quality control manager serves as the weight and balance official. This official is responsible for compliance with all TO procedures for weighing aircraft and maintaining required documents. A qualified weight and balance technician verifies scale readings and does the actual computations on the weight and balance documents.

3.13.13. Aircraft, Engine, and Equipment Impoundment Program. The contractor shall implement and manage the aircraft, engine, and equipment Impoundment Program IAW AFI 21-101, Chapter 7 and local directives. The contractor's QC will notify COR of all impoundments.

3.13.14. OTI. The contractor shall implement and manage an OTI program IAW AFI 21-101, paragraph 6.12.

3.13.15. Technical Order Distribution Office (TODO). The contractor shall implement and manage TODO for 23 FTS maintenance operations IAW TO 00-5-1, 00-5-3, and AFI 21-101, paragraph 6.11.

3.13.16. In-Process Inspection (IPI) Program. The contractor shall implement an IPI program IAW AFI 21-101, paragraph 2.4.7 and TO 00-20-1.

3.13.17. Lost Tool/Item Recovery Process. The contractor QC section shall maintain a monthly record of all lost tool/item notifications. A report numbering system shall be developed for control and tracking of each AETC IMT 138. All open report control numbers shall be reconciled not later than 5 (five) working days after the first of each month. The contractor QC Manager, or designated representative, shall be responsible for review of each completed AETC IMT 138, and validation of all actions taken, for adequacy, prior to recommending release of affected equipment. All AETC IMT 138s, and records of notification, shall be maintained in the contractor's QC section for the life of the contract.

3.13.18 QC Summary. The contractor shall establish and publish a monthly summary of all QC actions and findings. The summary shall also include open and closed discrepancies that were discovered by Government and (or) contractor QC inspectors. Open discrepancies will continue to be listed each month to include monthly updates on action(s) taken and justification for items remaining open. This summary shall be provided to COR and HQ AETC A4PM/A4RM, no later than ten workdays after the end of each month. (CDRL A040)

3.14. Resource Reclamation. The contractor shall implement and manage Reclamation Programs using AFMAN 23-122 and AFI 23-101.

3.14.1. The contractor shall designate individuals to screen/receipt for Defense Disposal Property through the Defense Reutilization and Marketing Office (DRMO). Acquisition of DRMO property shall be coordinated with the COR.

3.14.2. The contractor shall implement and manage a Precious Metals Recovery Program IAW TO 00-25-113, AFI 21-101, paragraph 9.6.4; AFMAN 23-122, AFI 23-101, and Fort Rucker Directives.

3.14.3. The contractor shall implement and manage salvage scrap metals program IAW AFMAN 23-122, AFI 23-101, and local Fort Rucker procedures.

3.14.4. The contractor shall comply with host base recycling program requirements IAW the Fort Rucker Solid Waste Management Plan. Government will furnish containers.

3.14.5. The contractor shall accomplish all "save list", and demilitarization actions, IAW applicable DoD and Air Force directives prior to AMARG/DRMO turn-in action, through COR as directed by the KO.

3.14.6. The contractor shall dismantle and prepare for shipment all excess parts and components and DRMO turn-ins IAW TO and/or manufacturer dismantling and preparation for shipment instructions, as directed by the KO or appointed government representative.

3.15. Information Systems (IS).

3.15.1. The contractor shall use, manage, and support IS programs IAW AFI 21-101, paragraph 1.12, AFI 21-103, chapters 2 and 9, AETCI 21-105, attachments 1 & 2, TO 00-25-254, TO 00-5-15 and 00-20 series TOs. The contractor shall support DoD, Air Force, and AETC automated status reporting/scheduling/technical systems, including IMDS-CDB, Comprehensive Engine Management System (CEMS), Reliability Equipment Maintenance Information System (REMIS), Enhanced Technical Information Management System (ETIMS), etc. On-going initiatives to improve automated programs shall be adopted by the contractor as DoD, Air Force, and AETC fields new hardware/software development and/or implementation. The contractor shall support and participate in surveys, studies, and tests of systems upgrades and changes relating to MIS and CS hardware, software, systems, etc. (CDRL A001)

3.15.2. The contractor shall perform Information Technology Equipment (ITE) input tasks IAW AFCSM 21-556 (V2), TO 00-25-254, 33 Series AFI's and environmental requirements as identified.

3.16. Performance Requirements Summary.

3.16.1. Performance Standard. The monthly performance standards, Acceptable Quality Level (AQL), and calculation methods are listed in this Section. The contractor shall meet the performance standards set forth in Table 3.16.1 and 3.16.3 of this PWS. If the Contractor fails to meet the threshold standard, the contractor shall provide a written explanation and proposed corrective action to the COR within 7 calendar days.

Table 3.16.1.

Items	Performance Standard (Monthly)	PWS Paragraph	Acceptable Quality Level
A(1)	Aircraft Availability Standard (AAS)	3.4.1	18 Aircraft See note A(1)
A(2)	Aircraft Availability (AA) Commitment Target	3.2.2	15 Aircraft See note A(2)
B	Average Fleet Time	3.4.1	See note B
C	Maintenance Cancellation Rate	3.4.1	2% or less See note C
D	12-Hour Fix Rate	3.4.1	65% or higher See note D
E	Maintenance Scheduling Effectiveness Rate	3.4.1	95% or higher See note E
F	Repeat Rate	3.4.1	2.5% or less See note F
G	Recur Rate	3.4.1	2.5% or less See note G

Items	Performance Standard (Monthly)	PWS Paragraph	Acceptable Quality Level
H	AWM Deferred Discrepancies (AWM DD) Rate	3.4.1, 3.5.4.1	8% or less See note H
I	Foreign Object Damage	3.4.1, 3.4.10	See note I
J	CDRL accuracy data reporting	5.6.7	97% Accuracy See note J
K	Aircraft Hangar Queen	3.5.8	Zero (0) Cat 3 See Note K

Notes:

A(1). Aircraft Availability Standard (AAS). The AAS is 18 aircraft. AAS represents the number of mission capable aircraft needed to fly the required annual FHP and to maintain fleet health.

TH-1H AA Standard = unit Total Active Inventory (TAI) times 65% Mission Capable (MC) standard

AAS – TAI = 28 TH-1H aircraft x 65% = 18 MC -- TH-1H aircraft

The following shall be used to calculate the monthly AA Actual which is then compared against the AA Standard as a measure of compliance:

AA (Actual): The AA Actual represents the number of mission capable aircraft actually available. It is computed using Average Possessed Aircraft (APA) available to accomplish the primary mission of the unit (aircraft in possession code CA, CB, TF or ZB) times the actual MC rate.

AA Actual = Average Possessed Aircraft times Actual MC Rate

A(2) AA Commitment Target. The AA Commitment Target is 15 aircraft provided to the 23 FTS daily. AA Commitment Target represents the number of mission capable aircraft (Prime Fliers and Spares) required for each flying day to meet the annual FHP. (See PWS, paragraph 3.16.2). The Contractor will be considered effective for a given month if they met these thresholds 90% of scheduled flying days in that month (i.e. 18 of 20 days).

TH-1H AA Commitment Target = unit PAI times 65%

AA Commitment Target – PAI = 23 TH-1H aircraft x 65% = 15 MC -- daily prime flyers and spare TH-1H aircraft

B. Average Fleet Time: Calculate the average aircraft fleet time IAW AFI 21-101 and AETCI 21-105. Fleet time will be rounded to the nearest whole hour. The monthly aircraft fleet time shall average 200 or greater over the life of the contract.

C. Maintenance Cancellation Rate: A scheduled sortie/mission canceled due to maintenance reasons for which a scheduled spare aircraft was not available; i.e., ground abort, aircraft forms/records incomplete, inadequate flying hours remaining on the aircraft to complete a mission, etc. Rate is calculated as defined in AETCI 21-105. Rate will be rounded to the nearest tenth of a percent.

D. 12-Hour Fix Rate: The percentage of aircraft breaks recovered within 12 hours of landing. ($[\# \text{ of Code-3 Breaks Fixed within 12 hours after landing}] / [\text{Total Code-3 Breaks}] \times 100$). Rate is calculated as defined in AETCI 21-105. Rate will be rounded to the nearest tenth of a percent

E. Maintenance Scheduling Effectiveness Rate: Percent of on-time scheduled maintenance actions as defined in AFI 21-101 and AETCI 21-105. Rate will be rounded to the nearest tenth of a percent.

F. Repeat Rate: A repeat discrepancy is one occurring in the same system or subsystem on the first sortie flown or attempted after originally reported. Rate is calculated as defined in AETCI 21-105, Attachment 1. Rate will be rounded to the nearest tenth of a percent.

G. Recur Rate: A recur discrepancy is one occurring in the same system or subsystem on the second, third, fourth or fifth sortie flown or attempted after originally reported. Rate is calculated as defined in AETCI 21-105, Attachment 1. Rate will be rounded to the nearest tenth of a percent.

H. Awaiting Maintenance (AWM) Deferred Discrepancy (AWM DD) Rate: Total number of AWM deferred discrepancies divided by total number of possessed aircraft. Definition of a deferred discrepancy is specified in AFI 21-101. Rate will be rounded to the nearest tenth of the calculated rate.

I. Foreign Object Damage (FOD): Only 1 chargeable FOD annually or 2 non-chargeable, preventable FOD incidents annually. Definition of FOD is contained in AFI 21-101. FOD incidents are classified as preventable and non-preventable IAW AFI 21-101. Only preventable FOD with thresholds established by Department of Defense Instruction (DoDI) 6055.07 will be chargeable.

J. CDRL accuracy data reporting: 97% of all data submitted to the Government shall be timely, complete, accurate, and error free. Rate is calculated by the total number of CDRL data reporting submitted to the Government that is satisfactory (did not have to be returned for correction due to being untimely, incomplete, inaccurate or containing

errors) divided by the total number of CDRL data reporting submitted to the Government X 100 = Rate %.

K. Aircraft Hangar Queen Cat 3. Assigned TH-1H aircraft shall not be in hangar queen status for more than 89 calendar days unless approved by the Government. In accordance with AFI 21-101, Chapter 11, paragraph 11.14 a Hangar Queen Category 3 is defined as an “aircraft that has not flown for 90 or more calendar days”.

3.16.2. Daily aircraft prime fliers and spare requirement

The Contractor shall provide daily 15 aircraft (excluding aircraft required for FCFs, Operational Checks and aircraft required for ferry sorties or missions) to meet the flying training mission. The 15 aircraft will consist of 12 prime flyers and 3 spares; however, to meet mission requirements the 23 FTS may request additional prime flyers in place of spare aircraft. Aircraft used to meet the daily prime fliers and spare requirement shall be Mission Capable (MC), have sufficient hours available to fly the longest duration of the first scheduled flights and be available for the 23 FTS to dedicate to the daily flying schedule. (CDRL A040)

3.16.3. Quality assurance evaluation performance monthly thresholds are as follows below. Failure to meet/maintain the monthly quality contract AQLs for a quarter will result in the Government issuing a Corrective Active Request (CAR).

Table 3.16.3

Technical Inspection / Program Management Inspections	PWS Paragraph	Acceptable Quality Level
Technical Inspections	6.2	85% or higher See Note A
Program Management Inspections	6.2	80% or higher See Note B

Note: The Government will compute as follows:

A. Total number of aircraft, engine or specialized equipment/TCTO inspections rated acceptable divided by the total number of all aircraft, engine or specialized equipment and TCTO inspections X 100 = Rate %.

Example: 17 aircraft inspections rated acceptable divided by 20 total inspections = .85 X 100 = 85%.

B. Total number of all observation area inspections rated satisfactory divided by total number of all observation area inspections X 100 = Rate %.

Example: 16 observation area inspections rated acceptable divided by 20 total inspections = $.80 \times 100 = 80\%$.

The above computations will always be rounded to the next whole number. Example: 79.49 will be rounded to 79, 79.50 will be rounded to 80.

3.16.3. Facilities Standards. The contractor shall ensure all Government provided facilities are maintained IAW Attachment 0001 4.3.11.5 standards.

3.16.4. Supplementary Incentive Fee. The Government considers the mission performance and quality of aircraft maintenance services as critical. The contractor can earn a supplementary incentive fee as set forth Attachment 0008.

Section 4

4. Supply

4.1 Requirements. The contractor shall manage the entire spectrum of materiel and supply operations required to support USAF operations at Ft Rucker and associated Air Fields. These services will be in accordance with all applicable DoD, Air Force (AF), Major Command (MAJCOM) directives, and instructions as well as local standards and guidelines established by the Functional Commander (FC)/Accountable Officer (AO). The contractor shall use the Air Force automated data supply/equipment systems to perform all supply tasks. The contractor shall ensure all stock replenishment and customer requirements for the FB/FE3034 account are satisfied. The contractor will maintain accountability for all supplies and equipment received for the FB/FE3034 Supply Account, including any assets that may be obtained through local purchase process. Additional support for other organizations as directed by the government will be provided at the same level of support as the primary mission.

4.1.2. Customer Support. The contractor shall receive, process, and track all customer requirements. Ensure timely processing of all customer requests in support of aircraft maintenance and 23 FTS operations. Provide liaison support to 635th Supply Chain Management Wing / Air Force sustainment Center (AFSC). Control supplies and equipment actions as specified in AFI 23-101, AFMAN 123-122, and AFH 23-123, Vol 3. Ensures equipment assets are Chief Financial Officer compliant and participate in directed audit readiness samplings and meet all timelines. Provide supply block training. The contractor shall ensure data integrity of all Supply Chain Management (SMC) system information and take actions to correct discovered errors within 30 days.

4.1.3. The contractor shall inventory all items for which the FC/AO is accountable. Ensure inventory frequencies for all supplies/equipment and adjustments meet all DoD and AF regulatory requirements. Publish and submit an annual inventory schedule (CDRL A040).

4.1.4. Document Control. The contractor shall ensure quality control for auditable documents and listings that require filing for audit purposes. Specific filing and program management requirements shall meet audit and Chief Financial Officer Compliance IAW AFI 23-101.

4.1.5. Materiel Management and Distribution Services. The Contractor shall:

4.1.5.1. Receive all property destined for Supply account FB/FE 3034 and prepare property for storage or delivery. Receipt processing prioritization will be by Uniform Materiel Movement and Issue Priority System (UMMIPS) priority groups. Routine receipt processing will be within 24 hours of acceptance from carriers. Take corrective actions on misdirected or unsatisfactory deliveries and discrepant shipment to ensure no delay in property movement.

4.1.5.2. Store property using safe, efficient storage techniques that provide protection against damage, deterioration, and theft. The contractor will adhere to required AF and DoD directives and warehouse management practices.

4.1.5.3. Maintain accountability and accurate computer records of the location and status of all reparable assets due-in-from-maintenance. Track all reparable items to ensure timely turn-in of assets back to supply.

4.1.5.4. Perform supply inspection on received and stored supplies and equipment IAW AFI 23-101 and AFMAN 23-122, Section 5.I IAW DoD and AF Directive and Warehouse Management Concepts

4.1.5.5. Ensure timely delivery of items for Issues to customers and Shipments to the local Transportation Management Office.

4.1.6. The Contractor shall provide Maintenance Supply Support Services IAW AFI 21-101, Chapter 9, AFI 23-101, AFMAN 23-122, and AFH 23-123.

4.1.6.1. Process and verify Mission Capable (MICAP) supply backorders and cannibalization actions using Maintenance Information Systems which interface with AF Supply System.

4.1.6.2. Manage bench stock and Tail Number Bin/Facilitate Other Maintenance requirements.

4.1.7. The Contractor shall comply with the existing Army HAZMAT program for Fort Rucker for storage, supply, and issue IAW Fort Rucker Regulation 710-3.

4.1.8. The Contractor shall process, stage, and transfer materiel for transfer to the Defense Logistics Dispositions Services location processed through the AF Supply System.

4.2. Supplies Performance Requirements Summary.

4.2.1. Performance Standards. The monthly performance standards and Acceptable Quality Level (AQL) are listed below. The contractor shall meet the performance standards set forth in Table 4.2.1 of this PWS. If the Contractor fails to meet the threshold standard, the contractor shall provide a written explanation and proposed corrective action to the KO within 7 calendar days.

Table 4.2.1

Performance Standard	PWS Para	Acceptable Quality Level
1. Document results of physical inventories	4.1.3	100% of scheduled inventories documented monthly
2. Manage SBSS document audit trail in a document control system	4.1.4.	Source documents on file for 99% of all accountable ESS transactions within prescribed time frames
3. Validate and verify customer MICAP requests	4.1.2.	MICAP verifications completed accurately 95% of the time.
4. Receipt for MICAP and materiel processed into SBSS timely and correctly	4.1.5.1	Receipts for MICAP requisitions processed into ESS or processed as post-post within four hours of receipt of materiel 100% of the time
5. Ensure compliance with AF, AETC, and local published checklists	4.1	98% compliance with AF, AETC, and local published checklists
6. Ensure all Master Equipment Custodian Files Correct	4.1.2	100% of all Master CA/CRL folders are on file and correct upon inspection.

Section 5

5. Additional Requirements

5.1. Occupational Safety and Health. See Contract Attachment 0001, Army PWS, paragraph 4.2.17 (CDRL A010)

5.1.1. General Occupational Safety and Health. The contractor shall comply with the OSHA Public Law 91-596, Occupational Safety and Health Act of 1970 and the resulting standards, OSHA Standard 29 CFR 1910, Occupational Safety and Health Standards, National Electrical Code, National Fire Codes, DoDD 4751.1E, Environment, Safety, and Occupational Health (ESOH), and the protection of their employees and AFD 90-8, Environment, Safety, and Occupational Health Management and Risk Management, Fort Rucker Regulation 710-3, Hazardous Material Management Program (HMMP) with the following references: Army Regulation (AR) 200-1, Environmental Protection and Enhancement, 13 December 2007, AR 710-2, Supply Policy Below the National Level, 28 March 2008, Department of the Army (DA) Pamphlet 710-7, Hazardous Material Management Program, 31 July 2007, AFI 91-203, Air Force Consolidated Occupational Safety Instruction and AFI 91-204 Safety Investigation and Reports. It is the contractor's responsibility to make certain that all safety requirements, equipment, and training are met and provided to their employees.

5.1.2. Government Owned Contractor Operated (GOCO) Facilities. GOCO facilities shall be maintained and operated IAW OSHA, DoD, and Army and AF health and safety standards. (CDRL A014)

5.1.2.1 Facility Standards. The contractor shall keep GOCO facilities and areas clean, orderly, and in sanitary condition IAW PWS paragraph 3.16.4, 29 CFR 1910.22, Walking-Working Surfaces and AFI 91-203, Chapter 5, paragraphs 5.1, 5.3, 5.5, 5.9, 5.10, and 5.11, and AR 420-1. The contractor shall ensure all hangars, industrial, office, break, warehouses, restroom areas are clean, free of litter, foreign debris, and carpets are vacuumed, and free of cobwebs up to 15 feet vertically. The contractor shall provide all equipment, materials, supplies, labor for the cleanup and housekeeping.

5.1.3. Mishap investigation. The contractor shall assist the 23 FTS/post/installation Safety Office in the investigation and reporting of mishaps. Mishap investigation and reporting of accidents involving only contractor personnel shall be the responsibility of the contractor. The contractor shall immediately notify COR, the appropriate Wing/Post/installation Safety Office, Wing/Unit Command Post, and KO of any serious injury or an on-the-job death of contractor personnel. (CDRL A011)

5.2. Security Requirements. See Contract Attachment 0001, Army PWS, paragraph 4.8 (CDRL A014)

5.3. Publications. Applicable publications are listed in Contract Attachment 0016. Supplements or amendments to listed publications from any organizational level may be issued during the life of the contract and must be followed if the publication is listed as mandatory. Upon receipt, the contractor shall implement those changes that result in a decrease or no change in the contract price and notify the KO in writing of such change. Before implementing any change that will result in an increase in contract price, the contractor shall notify the KO.

5.4. Technical Guidance. Requirements of this PWS shall be performed using Government directives, instructions and publications, TOs, and where mandated and approved, the contractor's developed directives and/or instructions. Applicable Government directives, instructions, and publications, TOs and accepted contractor directives and/or instructions shall be the basis for inspection and surveillance of all areas identified in the Quality Assurance Surveillance Plan (QASP).

5.5. Technical Orders and Technical Manuals. Technical orders and technical manuals, as defined by AFI 63-101, paragraph 3.92, applicable to the management and maintenance of AETC aircraft, transient aircraft, engines, and support equipment are mandatory publications.

5.6. Records Management. The contractor shall ensure all official Government-owned records received and created for the Government are maintained IAW established Federal Records Act, Public Law 81-754, Federal Records Act DoD and AF directives listed in Contract Attachment 0016 (CDRL A015)

5.6.1. For Official Use Only (FOUO). The contractor shall maintain FOUO material IAW DoD 5400.7-R and DoD 5400.7_AFMAN 33-302/Air Force Supplement, DoD Freedom of Information Act Program, AFMAN 33-152, User Responsibilities and Guidance for Information Systems, and AFMAN 33-283, Volume 2, Communications Security (COMSEC) Operations. (CDRL A016)

5.6.2. The contractor shall mark documents meeting the requirements identified in DoD Regulation 5400.7-R and DoDM 5200.01-V4, Enclosure 3, as "For Official Use Only".

5.6.3. The contractor shall safeguard sensitive data IAW DoD Regulation 5400.7-R and DoDM 5200.01-V4.

5.6.4. The contractor shall provide capability to retrieve, send, and account for mail from the Official Mail Center.

5.6.5. Contractor directives/instructions/regulations. The contractor shall ensure aircraft maintenance and supply operations are accomplished IAW the instructions, standards and procedures contained in applicable technical orders. In the absence of published guidance, the contractor shall follow internal written procedures, directives, instructions

to include maintenance, supply, flight operations, and ground operations instructions. All contractor directives/instructions/regulations shall be submitted to the Government for approval. Approved directives shall be reviewed and/or updated annually or within 30 calendar days of an identified deficiency. For surveillance purposes, the Government will have full and unlimited rights to the contractor directives/instructions/regulations. (CDRL 002).

5.6.7. Correspondence. All correspondence between the contractor and Government representatives shall be IAW Air Force Handbook 33-337 and shall be courtesy copied to the COR office following records management requirements. Proprietary markings shall be limited to that produced at private expense and justified. (CDRL A001, A005)

5.7. Environmental Management. See Contract Attachment 0001, Army PWS, paragraph 4.4.

5.7.1. The contractor shall provide the COR and GFR a copy of the environmental materials located on the List of Flammable Lockers Contents / Authorized Utilization List (AUL) within 15 calendar days of any change. (CDRL A040)

5.8. Information Systems (IS). The contractor shall implement and manage a Computer Systems (CS) Management Program IAW AFMAN 33-152, User Responsibilities and Guidance for Information Systems, and DoDM 5200.01 V1, DoD Information Security Program: Overview, Classification, and Declassification, and shall appoint Information Technology Equipment (ITE) Custodians (ITEC). The contractor shall assist the Government with new IT requirements thru utilization of the Post requirements process, and will follow warranty replacement directives put forth by the Government. The contractor shall utilize Government provided network storage for records not meeting the guidance set forth in paragraph 5.6 and shall not maintain these records on office IS to avoid work stoppage in the event of user system failures. The contractor must provide and maintain its own non-Government IS for personal use or unofficial government business. (CDRL A015, A016)

5.8.1. Information Assurance Contractor Training and Certification. The contractor shall ensure that personnel accessing information systems have the proper and current information assurance certification to perform information assurance functions in accordance with DoD 8570.01-M, Information Assurance Workforce Improvement Program. The contractor shall meet the applicable information assurance certification requirements, including:

5.8.1.1. DoD approved information assurance workforce certifications appropriate for each category and level as listed in the current version of DoD 8570.01-M.

5.8.1.2. Appropriate operating system certification for information assurance technical positions as required by DoD 8570.01-M.

5.8.2. Information Assurance Technical (IAT) Certification Level 1, shall be required for personnel managing/updating electronic technical orders and computer equipment (consisting of laptops, desktops, and laptop storage cabinets) in the Enhanced Technical Information Management System (ETIMS).

5.9. Management of Government Resources. The contractor shall assist the Government in planning, programming, budgeting, executing, and managing costs associated with the acquisition of aircraft parts, equipment, special tools, and other associated government furnished material provided under this contract in support of the 23 FTS mission. (CDRLs A038, A040)

5.10. Simplified Purchase Program/Contractor Acquired Property (CAP) and Services. The contractor shall develop a Simplified (Local) Purchase Program and submit for approval at the per performance conference. Once approved, the contractor shall operate a purchase program to procure parts, equipment, and non-recurring non-personal services associated with the performance of this contract. The contractor shall account and report these purchases as attributable to the flying hour program or authorized purchases not attributable to the flying hour program. The contractor will be reimbursed by the Government for these purchases under the CAP and Services and delivery CLIN(s) (CDRLs A038, A040)

5.11. Protection of Safety Information Resulting from Investigations of Air Force Mishaps. The Government may provide to the contractor sanitized safety information from previous mishaps to use the lessons learned from these mishaps. Contractor shall ensure that personnel receiving and/or utilizing this information abide by these restrictions. (CDRLs A015, A016)

5.12. Transition. See Contract Attachment 0001, Army PWS, paragraph 4.9 (Transition). Contractor shall provide an initial and maintain an employee listing and key personnel listing (Army PWS, paragraph 2.3.1.1 (Key Personnel)). (CDRLs A004, A017, A035)

5.13. Initially provided Low Speed Vehicles (LSV) (e.g. Kubota/Kawasaki carts). LSV will be initially provided as Government Furnished Equipment (GFE) but will not be replaced or repaired. The contractor shall assume sole responsibility for all associated utilization expenses of GFE LSVs, including operations, maintenance and repair. Unserviceable or no longer needed LSV(s) shall be turned in to the Government See Contract Attachment 0001, Army PWS paragraph 4.3. (CDRL A001, A030)

5.14. Contractor Furnished Property, Supplies, Material, and Services: Contractor shall manage property, supplies, material, and services as follows: (CDRL A001, A030)

5.14.1. Tools. Initially the Government will provide the property identified in Attachment 0009 and 0010. When Government provided common tool replacement

becomes necessary, the contractor shall replace tools with items of equal or higher quality within 90 Days. All common, tool shall have a minimum of a five-year warranty. All contractor acquired tools to replace initial inventory shall become and will remain Government property. Tools shall be maintained in a serviceable condition. Tools that the contractor considers excess may be turned in IAW contractor's property control plan and FAR Part 45.5 or may be utilized as spares IAW AFI 21-101, chapter 8. Tools that will be utilized as spares shall be IAW AFI 21-101, Chapter 8. At the end of the contract, the contractor shall return all remaining tools listed on the inventory document to the Government.

5.14.2: Contractor Office Equipment Management: Contractor shall ensure proper maintenance of all Government furnished office equipment is provided.

5.14.3. The contractor shall provide all cleaning supplies and disposal.

5.14.4. The contractor shall wear uniform top with company logo – see Army PWS, paragraph 4.2.c.

5.14.5. Vehicles. The contractor shall provide and maintain, all vehicles general-purpose vehicles defined as commercial design motor vehicles procurable and available from regular production lines and available also for civilian use required to perform services IAW this contract. Vehicles used for towing aircraft and support equipment shall be compatible with lunette and pintle hook attachments per TO 36-1-121, Standardization of Lunette and Pintle. Lunette and pintle hooks shall remain closed and properly pinned when not in the process of connecting or disconnecting equipment.

Section 6

6.0 General Information.

6.1. Government Observations. The 23 FTS Commander (Functional Commander [FC]) will be responsible for continuous observation of the contractor's performance IAW the Government Quality Assurance Surveillance Plan (QASP), this PWS, and any other clauses included in the contract. The commander will exercise these responsibilities through COR, the GFR, his staff, and in connection with frequent visits by USAF/AETC Inspector General, USAF/AETC/19AF staff agencies and 58 SOW, and other authorized Government personnel who shall be permitted to observe contractor operations to ensure that the contract standards are met. All observations of incomplete or non-conforming performance to include AETC Form 447 documented by the COR shall require the contractor to reply, in writing, to the COR within 5 workdays after receipt. Written notice of incomplete or non-conforming performance issued by the KO requires the contractor to reply, in writing, to the KO within 15 workdays after receipt. For any less than conformed condition the contractor shall provide root cause analysis, the corrective action, and policy/procedures to prevent recurrence. The Government reserves the right to review the contractor's certification and re-certification program at any time. Note:

The Government reserves the right to publish, for government use only, results of inspection or evaluation reports; e.g., IG inspections and higher headquarters reports for the purpose of sharing information (findings or discrepancies) with other units.

6.1.1. If Government actions impair the contractor's ability to meet established performance standards, the contractor may request a waiver by submitting a detailed written justification for non-compliance to the KO for consideration. To be considered, the request shall be submitted not later than 10 calendar days after the affected period. The request shall clearly identify the rationale for not meeting the performance standard as well as all actions taken by the contractor to prevent failure. The COR, FC and KO will evaluate each request for approval/disapproval recommendation.

6.1.2. If actions or events that are outside of the contractor's control result in non-compliance with performance standards, the contractor may request a waiver by providing detailed rationale for the non-compliance to the KO for consideration.

6.1.3. Failure of the contractor to initiate requisite aircraft or equipment repairs, including local manufacture and special repair requests, upkeep of equipment or compliance with any other standard procedures as defined in the contract, applicable AF directives and/or TOs will result in disapproval of the waiver request.

6.1.4. The contractor shall provide a Monthly Contract Standards Summary. (CDRL A040)

6.2. Government Quality Assurance Surveillance.

6.2.1. The Government will evaluate the contractor's performance under this contract using the contractor's QCP; this contract; contractor's instructions, regulations, OIs; Government instructions, and manuals (or portions thereof); applicable technical orders; surveillance techniques; and performance standards listed in paragraph 3.16.3. The Government will evaluate the contractor's adherence to the requirements of this contract by periodic inspection methods, utilizing the Government Quality Assurance Surveillance Plan (QASP), inspection guides and the procedures specified in AFI 21-101, Chapter 14 and MP5301.602-2(d). All areas of the contract are subject to Government surveillance.

6.2.2. Deficiencies. When deficiencies are recorded by the COR (using a AETC Form 447, Routing and Review of COR Reports), the contractor shall respond to the deficiencies by:

- a. Identifying the root cause by identifying the extent and cause of nonconformance,
- b. Provide the corrective action taken or provide the corrective action to be taken and estimated date of completion (EDC) within 5 duty days after receipt; if corrective action is completed annotate as "closed"; if the corrective action is not complete annotate as "open",

- c. Define the preventive measures implemented to prevent recurrence,
- d. The contractor shall review all contractor's comments to deficiencies for validity and completeness and annotate review on AETC Form 447 prior to returning to COR office, and
- e. Return signed AETC Form 447 to the COR office within 5 duty days after receipt. If an extension is required the contractor may provide written justification to COR.

6.2.3. Government verification inspections of services shall not constitute acceptance, nor replace the contractor inspection or in any way relieve the contractor of any responsibility to take all actions necessary to assure highest quality of service rendered.

Section 7

7. Acronyms and Definitions.

7.1. Acronyms: Some of the following abbreviations may have been used in this PWS.

Acronym	Meaning
2LM	Two-Level Maintenance
AA	Aircraft Availability
A/C or ACFT	Aircraft
AETC/PA	AETC Program Allocation
AGE	Aerospace Ground Equipment
AMD	Average Mission Duration
AQL	Acceptable Quality Level
AR	Aero Repair
AS	Allowance Standard (aka Table of Allowance)
ATD	Aircrew Training Devices
ATE	Automated Test Equipment
ATF	After the Fact (Inspection)
ATOMS	Automated Technical Order Management System
AUP	Avionics Upgrade Program
AWM	Awaiting Maintenance
AWP	Awaiting Parts
BAI	Backup Aircraft Inventory
BAI/AR	Backup Aircraft Inventory/Attrition Reserve
BPO	Basic Post-Flight Inspection
BQ	UJC Represents Mission Impaired Part Backordered
CASS	Centralized Aircraft Support System
CEMS	Comprehensive Engine Management System

Acronym	Meaning
CFT	Cockpit Familiarization Trainer or Contract Field Team
CLS	Contract Logistics Support
CMRS	Conventional Munitions Restricted Suspended (Web Site)
COMBS	Contractor Operated and Maintained Base Supply
COR	Contracting Officer Representative
CSS	Contingency Support Staff
CTK	Composite Tool Kit
DIFM	Due in from Maintenance
DLR	Depot Level Repairable
DR	Deficiency Report
EMP	Engine Modernization Program
ENMCS	Engine Non-Mission Capable Supply
ERRC	Engine Regional Repair Center
FAST	Forward Assets Support Training
FC	Functional Commander
FCF	Functional Check Flight
FOD	Foreign Object Damage
FOL	Forward Operating Location
FSTR	Full Spectrum Threat Response
IFF	Introduction to Fighter Fundamentals
IFS	Instrument Flight Simulator
IMDS-CDB	Integrated Maintenance Data System-Central Database Maintenance
IAW	In Accordance With
INW	In Work
IPI	In Process Inspection
KO	Contracting Officer
LGND	Logistics Nondelivery
LMR	Land Mobile Radio
LRU	Line Replaceable Unit
MA	Maintenance Authority
MASO	Munitions Accountable Systems Officer
MC	Mission Capable
MICAP	Mission Capable or Mission Capability
MIS	Maintenance Information System
MND	Maintenance Nondelivery
MSDS	Material Safety Data Sheet

Acronym	Meaning
MVAC	Motor Vehicle Air Conditioning
NMC	Not Mission Capable
NMCB	Not Mission Capable Both (Maintenance and Supply)
NMCM	Not Mission Capable Maintenance
NMCS	Not Mission Capable Supply
NOR	Not Otherwise Repairable
NRC	Nuclear Regulatory Commission
NRTS	Not Repairable This Station
OPLAN	Operational Plan - AF, AETC or Wing/Base
OPS	Operations
OTI	One Time Inspection
OTS	Over-the-Shoulder (Inspection)
OVD	Over Due
PA	Program Allocation
PAI	Primary Aircraft Inventory
PAMS	PMEL Automated Management Subsystem
PFT	Programmed Flying Training
PMCB	Partially Mission Capable Both (Maintenance and Supply)
PMCM	Partially Mission Capable Maintenance
PMCS	Partially Mission Capable Supply
PMEL	Precision Measurement Equipment Laboratory
PMP	Propulsion Modernization Program
PWCS	Personal Wireless Communication System
QC	Quality Control
QVI	Quality Verification Inspection
RA	Resource Advisor
SBSS	Standard Base Supply System
SCC	Specialized Common Carrier
SMOP	Synthetic Minor Operating Permit
SPP	Standard Practice Procedure
SPRAM	Special Purpose Recoverable Authorized Maintenance
STE	Security Test & Evaluations
TMDE	Test, Measurement and Diagnostic Equipment
TNB	Tail Number Bin
TNMCM	Total Not Mission Capable Maintenance
TNMCS	Total Not Mission Capable Supply
TO	Technical Order

Acronym	Meaning
TODA	Technical Order Distribution Administrator
TODO	Technical Order Distribution Office
TRN	Turn Around Transaction
UTE	Utilization

7.2. Standard Definitions:

Acceptance Inspections. Inspections performed when an aircraft, engine, or support equipment has just returned from extensive maintenance of a depot-level category, or being permanently reassigned from any other unit.

Aerospace Ground Equipment (AGE) Sub-pool. Pre-positioned AGE located to allow immediate access for designated users.

AETC Flying Training Projection. The AETC estimate of the future flying training program, which is used as a basic program document against which flying hour forecasts are made. (Includes the AETC Program Allocation [PA]).

AETC Program Allocation (AETC/PA). A document prepared and issued by AETC/A3RB that specifies the estimated number of flying hours to be flown throughout a given year. These estimates are then broken out by monthly sortie, flying hour, and utilization (UTE) rate targets for each aircraft. The AETC/PA is used as the basic program document against which the aircraft flying and maintenance schedules are made.

Applicable Technical Data. Those Air Force Technical Orders (TOs), instructions, regulations, manuals, and Time Compliance Technical Orders (TCTOs) which direct or prescribe required maintenance/inspection procedures on assigned aircraft, engines, and associated equipment. Supplements and amendments are considered part of the basic publication and shall require compliance. Any reference to a publication is meant to include the basic publication and all of its supplements and amendments. Supplements or amendments to publications from any organizational level may be issued during the life of the contract.

Awaiting Customer Input (ACI) - All TMDE customer identified to the PMEL as new inventory and/or initial calibration. ACI TMDE is identified by a PMEL provided initial calibration letter and/or PMEL generated control log and retained on file by the PMEL until the TMDE is input into PAMS/MIS

Bench Stock. Expendable material used in the performance of maintenance.

Calibrated Tools. These items include, but are not limited to, Dial indicators, torque wrenches, tension-meters, micrometers and those calibrated tools listed in applicable equipment technical orders.

Common Hand Tools. Tools that are found in common usage such as those applicable to or used on a variety of equipment and components. These items include, but are not limited to, wrenches, sockets, pliers, screwdrivers, etc.

Composite Tool Kit (CTK). A container(s) used to store tools or equipment and maintain order, positive control, and ease of inventory. CTK's are designed to provide quick, easy visual inventory and accountability of all tools and equipment. CTK's may be in the form of toolboxes, shadow boards, shelves, system of drawers (Stanley Vidmar, Lista, etc.), cabinets or other similar areas or containers. The CTK contains tools and equipment necessary to accomplish maintenance tasks, troubleshooting, and repair. (See definitions of Dispatchable CTK and CTK Custodian, and Tool Storage Facility / Tool Room).

Consumables. Items and materials that are either consumed in use, or which lose their original identity during use. Examples are but not limited to, masking tape used for painting, electrical tape, sand paper, hot glue sticks, and barrier paper.

CTK Custodian. Person, appointed in writing, who is present during all maintenance activities in the workcenter. The Custodian will ensure positive control over all tools and equipment assigned to that CTK.

Deferred Discrepancy. A minor malfunction or deficiency on aircraft or equipment that will not affect the operation or safety and that cannot be corrected within five duty days after discovery due to non-availability of parts, manpower, facilities, or equipment.

Deployment. A movement of aircraft requiring maintenance support at a location other than the assigned base. The aircraft are deployed to provide operational mission support.

Dispatchable CTK. CTK issued out to perform a specific task for use outside the tool room or workcenter. (See definition of Composite Tool Kit, and Tool Storage Facility / Tool Room).

Expendable Tools. Items that may lose their identity over a period of use and may or may not be used as attachments to other tools. Examples are but not limited to, files, saw blades, apexes, chisels, punches, razor blades, brushes, grinding wheels, and drill bits.

FK Support. Air Force Stock record account number prefix for munitions.

Fleet Time Average. Average number of flying hours remaining on the possessed aircraft fleet to the next periodic and (or) phase inspection.

Government-Furnished Bench Stock. All consumable and expendable items centrally managed by the Defense Logistics Agency (DLA) used in the performance of maintenance.

Government-Furnished Equipment (GFE). Government-provided equipment; bench stock, and consumables not to include personal protection devices/equipment.

Government-Furnished Material (GFM). Government-provided materials for the local manufacture of tools; e.g., sheet metal, metal stocks, fabrics, plastics, special modification to tools, etc.

Government Quality Assurance Surveillance. The Government will evaluate the contractor's performance under this contract using the contractor's SPQA plan; this contract; contractor's instructions, regulations, OIs; Government instructions, regulations, and manuals (or portions thereof); applicable technical orders; surveillance techniques; performance thresholds listed in Section 2. The Government will evaluate the contractor's adherence to the requirements of this contract by periodic inspection methods, utilizing the Government Quality Assurance Surveillance Plan (QASP), inspection guides and the procedures specified in AFI 21-101 and MP5301.602-2(d). All areas of the contract are subject to Government surveillance.

Hangar Queen. Possessed aircraft that have not flown for at least 30 calendar days IAW AFI 21-101.

Jewelry. Any necklace, ring, earring, body piercing ring, watch, hair adornments (barrettes, hair pins, bobby pins, etc), bracelet chain, or key chain worn under or over outer garments.

Job Control Number (JCN). Number assigned to an aircraft/AGE maintenance work request. Also referred to as a year-event ID in IMDS-CDB.

Off-Equipment. Maintenance on components not attached to an end item, i.e., aircraft, engine or support equipment.

Off-Equipment Maintenance. Maintenance tasks that are not or cannot be effectively accomplished on the aircraft, engine, or support equipment and require removal of the component to a repair shop and use of repair shop resources.

On-Equipment. Equipment attached to the aircraft, engine or support equipment not requiring in-shop repair.

On-Equipment Maintenance. Maintenance on components attached to an end item, i.e., aircraft, engine or support equipment

One Time Inspection (OTI). Local (L-code) or higher headquarters (J-code) directed inspection accomplished to determine equipment condition or status.

Outgoing TMDE. "Notify OWCs of items Awaiting Customer Pickup (ACP) within 2 workdays."

Overhaul. The disassembly, cleaning, inspection, repair, or replacement of parts or components, reassembly, and test of any item or accessory IAW applicable TOs, directives, or authorized manufacturer's publications to provide an operationally safe, serviceable, and reliable item.

Quality Control (QC). A planned and systematic pattern of all actions necessary to provide confidence that adequate technical requirements are established, products and services conform to established technical requirements, and satisfactory performance is achieved.

Red X Symbol. A Red X symbol indicates that the aerospace vehicle, equipment, or support equipment is considered unsafe or unserviceable and will not be flown or used until unsatisfactory condition is corrected and/or the symbol is cleared.

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

Safety Equipment. Equipment to prevent injury or equipment damage while performing specific tasks.

Serviceable. Capable of meeting the requirement and performance of the function for which designed or modified, and meeting all test requirements established by the prescribed specification.

Scheduled Maintenance. Periodic prescribed inspections and/or servicing of equipment accomplished on a calendar or hourly basis as prescribed by the aircraft specific technical orders.

Special Tools. Tools that are designed and developed to perform a peculiar maintenance operation on a specific end item of equipment or component. These items include, but are not limited to, wheel or bearing pullers, special jigs, alignment devices and those special tools listed in applicable equipment technical orders.

Static Display. AF Museum or other designated aircraft or aircraft components.

Support Agreements. A written document that describes facilities, material, or services provided by the host to another organization.

Support Sortie Requirements. All non-student sorties in support of the mission.

Time Compliance Technical Orders (TCTO). The media authorized by AFPD 21-3 to provide instructions to Air Force activities for accomplishing and/or making a record of "one time" changes to standard systems, equipment, materials, munitions, and computer programs or for imparting precautionary instructions relating to safety, limitations, or inspections of system/equipment or munitions. Compliance is required within specified time limits.

Tools. Items used in the performance of maintenance and inspection of a weapons system, support and training aircraft, subsystem, component, or the supporting equipment. Non-expendable replacement tools shall not be carried on bench stock. Expendable tools (apex bits, drill bits, etc.) will be controlled, accounted for, and secured separate from bench stock.

Tool Storage Facility / Tool Room. A controlled area within a work center designated for storage and issue of tools and equipment. Tool Storage Facilities/Rooms contain Dispatchable CTK's, shadow boards, cabinets, shelves, and tool containers. (See definitions of Dispatchable CTK, and Composite Tool Kit)

Tool Storage Facility / Tool Room Custodian. Person(s), appointed in writing, who is present in the Tool Storage Facility/Room. Custodians are present during normal, established work shifts for those maintenance activities requiring full utilization of that Storage Facility. Custodians issue, receipt, inventory, and ensure positive control over all tools, materials, and equipment assigned to that Tool Storage Facility/Room.

Tool Warranty. That are covered under a manufacturer's warranty program.

Total Item Backlog - AWM+INW+AWP+DEFERRED+CUS HOLD+OVD+ACI

Total Workable Backlog – AWM+INW+QA+MDR

Transfer/Acceptance Inspection. Minimum aircraft and/or equipment condition inspections required prior to transferring aircraft and/or equipment to another organization or unit. Minimum inspection requirements are performed IAW the aircraft/equipment specific technical orders, TO 00-20-1 and AFI 21-101.

Transient Aircraft. Non-assigned aircraft that land at the base.

Turn Around Transaction (TRN). A repair and reinstallation of a reparable item that updates the demand level for repair cycle assets.

Two-Levels of Maintenance 2LM Concept. Under the 2LM concept, Air Logistics Centers (ALC) are responsible for intermediate-level repair of selected aircraft avionics components and engines on affected weapon systems.

Unscheduled Maintenance. Unpredictable maintenance requirements that require prompt attention and must be added to, integrated with or substituted for previously scheduled workloads.

User Maintenance. The care and servicing by personnel who own or use equipment, but do not possess overall responsibility; to maintain equipment and facilities in a safe and satisfactory operating condition by providing for systematic inspection, detection, and correction of minor defects before they develop into major defects. These actions include, but are not limited to cleaning; waxing; servicing; pre-use inspections; operational checks; checking fluid levels; tightening of nuts, bolts, and screws, minor adjustments; and forms documentation.