PERFORMANCE-BASED WORK STATEMENT

FOR

PACAF F-16 DEPOT

SOLICITATION NUMBER: FA8232-R-19-0001

19 February 2020

F-16 System Program Office (WWM)
Air Force Life Cycle Management Center (AFLCMC)
6061 Gum Lane, Bldg. 1224
Hill Air Force Base (AFB), UT 84056

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1.1 SCOPE:

This Performance Work Statement (PWS) defines depot level maintenance and modification requirements for primary support of Pacific Air Forces (PACAF) F-16 C/D model aircraft. Requirements shall include possible workload from other locations. After contract award, the Contractor shall support the requirements as defined herein to sustain all United States Air Force (USAF) F-16 C/D aircraft within and outside of the PACAF jurisdiction with the exception of combat zones. After contract award, the Contractor shall support F-16 avionics and structural depot level maintenance and modifications, full strip, paint, and corrosion control on selected aircraft and all other unscheduled (drop-in) maintenance required to sustain the F-16 fleet. The projected quantities of aircraft stated in this PWS are subject to change based on USAF requirements. The contract includes a requirement for Contract Field Team (CFT) support for deployment to repair aircraft in the field as required in accordance with (IAW) 1.14.10.

Additionally, this work statement is intended to clarify specific Over & Above (O&A) requirements and applicable F-16 Technical Order (TO) data, specifications, and standards to accomplish requirements defined herein. This information is to be used to scope the work, for reference in executing the contract, and serves as the baseline for what will be required under this effort. As new requirements are developed, the Contractor shall accomplish the work as O&A or drop-in maintenance after agreement by the Administrative Contracting Office (ACO) or Procuring Contracting Officer (PCO) respectfully. If the requirement or any recurring work becomes more frequent, a new Contract Line Item (CLIN) will be created with updated pricing for that CLIN. Time Compliance Technical Order (TCTO) changes may also result in price changes throughout the life of the contract.

1.2 REFERENCE STANDARDS, SPECIFICATIONS, TECHNICAL ORDERS, FORMS, AND OTHER USG DOCUMENTS:

The Contractor must have internal procedures that meet the intent of the references below.

Product Number	Product Title	Date
MIL-STD-1686C	Electronic Discharge Control Program for Protection of Electrical and Electronic Part Assemblies and Equipment	25 Oct 95
MIL-STD-882E	Standard Practice for System Safety	11 May 12
NAS-3306 Rev 3	Facility Requirements for Aircraft Operations	21 Nov 14
NAS-410 Rev 4	Nondestructive Testing Personnel Qualification and Certification (Eddy Current, Liquid Penetrant, Magnetic, Radiographic, Ultrasonic)	19 Dec 14
NAS-412 Rev 2	Foreign Object Damage/Foreign Object Debris Prevention	30 Apr 18
AFI 10-701	Operations Security (OPSEC)	24 Jul 19
AFI 11-202 Vol 3 ACC Supp	General Flight Rules	3 Oct 19
AFI 11-207	Fighter Aircraft Delivery	04 Apr 19
AFI 16-1404	Air Force Information Security Program	21 May 18
AFI 20-114	Air and Space Equipment Structural Management	2 Apr 14
AFI 91-202	The US Air Force Mishap Prevention Program	29 Apr 19
AFI 91-204	Safety Investigation and Hazard Reporting	30 Jul 19
AFJMAN 23-210	Joint Service Manual for Storage and Materials Handling	12 Apr 94
AFMAN 24-204	Preparing Hazardous Materials for Military Air Shipments	24 Jul 18
AFMAN 91-201	Explosives Safety Standards	29 Nov 18
AFMAN 91-203	Air Force Occupational Safety, Fire, and Health Standards	3 Sept 19
AFMCI 21-100	Depot Maintenance Management	9 Jul 19
AFMCI 21-118	Aircraft Maintenance Production/Compression Report	27 Aug 18

1.3 MANDATORY STANDARDS, SPECIFICATIONS, TECHNICAL ORDERS, FORMS, AND OTHER USG DOCUMENTS:

1.3.1 STANDARDS:

Product Number	Product Title	Date
16PR1399	F-16 A/B/C/D Depot Standard Hand Tool List	25 Oct 00
AFI 10-220_IP	Contractor's Flight and Ground Operations	20 Aug 13
DLM 4000.25-1	Military Standard Requisitioning and Issue Procedures (MILSTRIP)	2 Apr 19
DoDI 5220.22-M CH 2	National Industrial Security Program Operating Manual	1 May 18
DoDI 4145.26-M CH 2	DoD Contractors Safety Manual for Ammunition and Explosives	31 Aug 18
JTR	Joint Travel Regulations	01 Oct 2019
OO-ALCI 21-113	Nondestructive Inspection	27 Mar 13

1.3.2 SPECIFICATIONS:

Product Number	Product Title	Date
AS 9100D	Quality Management Systems – Aerospace – Requirements	3 Dec 18
DoDM 5200.1 Vol. 3	DoD Information Security Program: Protection of Classified Information	19 Mar 13
ISO 9001: 2015	Quality Systems – Requirements	N/A

1.3.3 TECHNICAL ORDERS:

1.3.3.1 The Contractor will be provided all applicable F-16 TOs within the scope of this contract. The Contractor shall use TO versions provided at time of proposal, unless provided updated version by the GPM.

Product Number	Product Title
TO 00-5-1	AF Technical Order System
TO 00-5-15	AF Time Compliance Technical Order System
TO 00-20-1	Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures
TO 00-20-2	Maintenance Data Documentation
TO 00-20-3	Maintenance Processing of Reparable Property and the Repair Cycle Asset Control System
TO 00-20-9	Forecasting Replacement Requirements for Selected Calendar and Hourly Time Change Items
TO 00-25-107	Maintenance Assistance
TO 00-25-172	Ground Servicing of Aircraft and Static Grounding/Bonding
TO 00-35D-54	USAF Material Deficiency Reporting and Investigating System
TO 1-1-3	Inspection and Repair of Integral Tanks and Fuel Cells
TO 1-1-8	Application and Removal of Organic Coatings, Aerospace and Non-Aerospace Equipment
TO 1-1-17	Storage of Aircraft and Missile Systems
TO 1-1-691	Aircraft Cleaning
TO 1-1A-1	Engineering Manual Series for Aircraft Repair General Manual for Structural

Product Number	Product Title
	Repair
TO 1-1A-8	Engineering Manual Series – Aircraft and Missile Repair – Structural Hardware
TO 1-1A-9	Engineering Manual Series for Aircraft Repair – Aerospace Metals – General Data and Usage Factors
TO 1-1A-12	Maintenance and Repair of Plastics
TO 1-1A-14	Installation of Practices, Aircraft Electrical and Electronics Wiring
TO 1-1A-15	General Maintenance Instructions for Support Equipment
TO 1-1B-50	Basic Technical Order for USAF Aircraft Weight and Balance
TO 1F-16( )-01	List of Applicable Publications, F-16( ) Aircraft
TO 1F-16( )-06 Series	Aircraft Maintenance Work Unit Code Manual F-16( )
TO 1F-16( )-2 Series	Maintenance Instruction Manual Series F-16( )
TO 1F-16( )-3 Series	Structural Repair, Structures F-16( ) Aircraft
TO 1F-16( )-4 Series	Illustrated Parts Breakdown Introduction
TO 1F-16( )-5 Series	Basic Weight and Balance, F-16( ) Aircraft
TO 1F-16( )-6 Series	Scheduled Inspection and Maintenance Requirements, F-16( ) Aircraft
TO 1F-16( )-6CF/L-1	Acceptance and Functional Check Flight Procedures Manual
TO 1F-16( )-21	Aircraft Equipment Inventory List, Master Guide, F-16( ) Aircraft
TO 1F-16( )-23	Corrosion Control, F-16( ) Aircraft
TO 1F-16( )-33 Series	Non-nuclear Munitions Basic Information & Loading Procedures
TO 1F-16( )-36	Nondestructive Inspection, F-16( )
TO 11A-Series	Maintenance of Explosives-Loaded Aircraft
TO 16W9-13-3	Overhaul Instructions Wing Box Assembly
TO 33- Series	Nondestructive Inspection General Procedures and Process Control
TO 35- Series	Ground Support Equipment
TO 35D6-1-106_8775	Aircraft and Engine Slings (General) and Restraining Devices for Aerospace Ground Equipment
TSPWG M 3-260-03_00-2	Tri-Service Pavements Working Group (TSPWG) Manual Inspection of Trim Pad Anchor Systems

1.3.4 FORMS

Product Number	Product Title	Date
AF IMT 2692	Aircraft/Missile Equipment Transfer/Shipping Listing	01 May 76
AFTO Form 103	Aircraft/Missile Condition Data	20 Jun 13
AFTO Form 290	Aerospace Vehicle Delivery Receipt	16 May 18
AFTO Form 302	Reliability Asset Monitoring Field Failure Report	11 Dec 07
AFFTO Form 349	Verification Worksheet to Document Cannibalization	29 Mar 11
AFTO Form 350	Reparable Item Processing Tag	13 Apr 11
AFTO Form 367	Aircraft Discrepancy Gig Sheet	9 Jul 18
AFTO Form 781 Series	Arms Aircrew/Mission Flight Data Document	N/A
AFTO Form 95	Significant Historical Data	11 Apr 13
DD Form 250	Material Inspection and Receiving Report	1 Jan 00
DD Form 365 Series	Record of Weight and Balance	1 Jan 96

1.3.5 SLEP MODIFICATION TIME COMPLIANCE TECHNICAL ORDERS (TCTOs):

TCTO	Modification Title
1F-16-2725	Modification of Fuselage Station 309.80 and 325.80 Lower Bulkheads 16B5235 and 16B5245
1F-16-2726	Replacement of Upper Wing Skin PN 16W1101 and Modification of Lower Wing Skin PN 16W1102
1F-16-2727C	Replacement of Fuselage Station 479.55 Bulkhead, PN 16B6224 and Replacement of 16B6166 Splice Plate
1F-16-2728	Replacement of Fuselage Station 341.80 Lower Bulkhead PN 16B5250 and Modification of Fuel Shelf Web, PN 16B5141/42
1F-16-2729	Installation of Reinforcement Fittings on Closure Beam, PN 16B5132
1F-16-2730	Modification of Centerline Beam Assemblies, PN 16B5400 and 16B5401
1F-16-2732	Replacement of Inner and Outer Horizontal Tail Support Beams, PN 16B6821 and 16B6827
1F-16-2733	Replacement of Butt Line 54 Closure Rib Assembly, PN 16B5135 and Replacement of the 16B5278 and 16B5279 Flanges
1F-16-2734	Modification of Center Fuselage Upper Skin Assemblies, PN 16B5301, 16B5303 and 16B5304
1F-16-2770	Replacement of PN 16B2101 and 16B2103 Canopy Sill Longerons (D Model), draft
1F-16-2775	Replacement of PN 16B1103 Canopy Sill Longerons (C Model)
1F-16-2776	Inspection of Completed TCTOs for F-16 Service Life Extension Requirements
1F-16-2779	Modification of Bracket Installation, PN 16D4037 to Improve Service Life on Lower Flange of Fuselage Station (FS)357 Lower Bulkhead 16B6268
1F-16-2780	Modification of Butt line 8 Upper Web Assembly, PN 16B5113
16W9-13-501	Modification of Wing Box Assembly PN 16W1030 to Improve Lower Wing Skin Fastener Holes and Lower Wing Attach Fittings

1.3.6 ADDITIONAL TIME COMPLIANCE TECHNICAL ORDERS (TCTOs):

TCTO	TITLE
1F-16-2663E	Installation of AN/ALQ-213, on USAF F-16C Block 40/42 Model Aircraft
1F-16-2664C	Installation of AN/ALQ-213, on USAF F-16D Block 42 Aircraft

TCTO	TITLE
1F-16-2699	Removal and Replacement of Inlet Radar Absorbing Material FMS-3049 on USAF F-16C/D Blocks 40/42/50/52 Aircraft
1F-16-2741D	Repair of the Upper Outboard Bulkhead Flange Fastener Holes
1F-16-2749C	Installation of 16RB2003 Repair Straps on the 16B2103 Canopy Sill Longerons, F-16B/D USAF/EPAF Blocks 5/10/15/25/30/32/40/42/50/52 Aircraft
1F-16-2750	Installation of 16RB2001 Repair Straps on the 16B2103 Canopy Sill Longerons, F-16B/D USAF/EPAF Blocks 5/10/15/20/25/30/32/40/42/50/52 Aircraft
1F-16-2783	Replacement of H16DW745, H16DW748, H16DW749, H16DW771, H16DW782, H16DW783, H16DW784, H16DW2701 AND H16DW2702 FUSELAGE Wiring Harnesses
1F-16-2784	Replacement of H16DW2801, H16DW2802, H16DW2803, H16DW2804, H16DW2805, H16DW2806, H16DW2807, H16DW2808, H16DW2809, H16DW2810, H16DW2811, H16DW2812, H16DW2813, H16DW2814, H16DW2815, H16DW2816, H16DW2817, H16DW2818, H16DW2819, H16DW2820, H16DW2823 AND H16DW2824 Wing Wiring Harnesses
1F-16-2795	Installation of AN/ASQ-236 Reconnaissance Pod Group A on USAF F-16C BLOCK 30/32 Aircraft
1F-16-2800C	Installation of High Speed Data Network (HSDN) on USAF F-16C BLOCK 40/42 Aircraft
1F-16-2801E	Installation of Center Display Unit (CDU) on USAF F-16C BLOCK 40/42 Aircraft
1F-16-2810	Remove/Replace Inlet Sheet RAM
1F-16-2822	Inspection of the 309.8, 325.8, 341.8, AND 357.8 Bulkhead Radii for Cracks on USAF/EPAF F-16A/B/C BLOCK 10/15/25/30/32 Aircraft
1F-16-2823C	Installation of the Upper Outboard Bulkhead Flange Fittings at F.S. 309.8, 325.8, 341.8 And 357.8 on USAF/EPAF F-16A/B/C/D BLOCK 10/15/25/30/32 Aircraft
1F-16-2827	Installation of AN/ALQ-213 on USAF F-16C BLOCK 50/52 Model Aircraft
1F-16-2829	Installation of Center Display Unit (CDU) on USAF F-16C BLOCK 50/52 Aircraft
1F-16-2830	Installation of High Speed Data Network (HSDN) on USAF F-16C Block 50/52 Aircraft
1F-16-2831C	Inspection of Left And Right Lower 16B1307 Cockpit Skins for Corrosion on all USAF/EPAF F-16 A/B/C/D Block 10,15,25,30,32,40,42,50 and 52 Aircraft
1F-16-2832C	Inspection of Engine Air Inlet for Corrosion on ALL USAF/EPAF F-16 A/B/C/D BLOCK 10,15,25,30,32,40,42,50 and 52 Aircraft
1F-16-2854	Inspection and Repair of Upper Fuselage Station 309 Bulkhead, 16B5231-97, -99, -102 AND -104 on USAF F-16C/D Block 30/32 Aircraft

1.3.7 OTHER TIME COMPLIANCE TECHNICAL ORDERS (TCTOs), DRAWINGS, AND USG DOCUMENTS:

1.3.7.1 The Contractor shall only request and receive digital versions of all active TCTOs, drawings, and other United States Government (USG) documents IAW T.O. 00-5-1.

1.3.8 KITS AND TOOLING:

1.3.8.1 The following table shows the only part and tooling kits that will be provided for planned modifications to support Service Life Extension Program (SLEP). The USG will provide specific kits for each aircraft and 3 sets of tools needed for the SLEP modification process, unless otherwise indicated below. See Attachment 2 for items not provided by the USG, which shall be provided by the Contractor.

1.3.8.2 The Contractor shall establish a process for kit management from receipt through consumption. The Contractor's current kit inventory shall be furnished upon request by USG. The Contractor shall conduct an inventory of kit contents upon receipt and report all discrepancies to the GPM.

TCTO	Modification Title	Mod Kit Parts List	Tool Kits
16W9-13-501	Modification of Wing Box Assembly PN 16W1030 to Improve Lower Wing Skin Fastener Holes and Lower Wing Attach Fittings	MK5438	MKTM65, 67, 68+, 88* MKTN45*, 46*, 47* +Contents rolled into MKTM67 *Only one set of wing mill and drill tooling will be provided
1F-16-2725	Modification of Fuselage Station 309.80 and 325.80 Lower Bulkheads 16B5235 and 16B5245	MK5426	MKTM63, 66 MKTN18, MKTQ34* *Only one set of pins provided
1F-16-2726	Replacement of Upper Wing Skin PN 16W1101 and Modification of Lower Wing Skin PN 16W1102	MK5437	N/A
1F-16-2727C	Replacement of Fuselage Station 479.55 Bulkhead, PN 16B6224 and Replacement of 16B6166 Splice Plate	MK5414, MK5516	MKTC44, MKTM71, 72, 73, 82, 87, 90
1F-16-2728	Replacement of Fuselage Station 341.80 Lower Bulkhead PN 16B5250 and Modification of Fuel Shelf Web, PN 16B5141/42	MK5420	MKTM59, 74, 75, 76, 77, 78, 79, 80, 81 MKTP56
1F-16-2729	Installation of Reinforcement Fittings on Closure Beam, PN 16B5132	MK5433	MKTM86
1F-16-2730	Modification of Centerline Beam Assemblies, PN 16B5400-( ) and 16B5401-( )	MK5427 (kit provided for SLEP installations only)	MKTM89
1F-16-2732	Replacement of Inner and Outer Horizontal Tail Support Beams, PN 16B6821 and 16B6827	MK5423 (kit provided for SLEP installations only)	MKTM85 MKTN32, 33
1F-16-2733	Replacement of Butt Line 54 Closure Rib Assembly, PN 16B5135 and Replacement of the 16B5278 and 16B5279 Flanges	MK5425	MKTM60

TCTO	Modification Title	Mod Kit Parts List	Tool Kits
1F-16-2734	Modification of Center Fuselage Upper Skin Assemblies, PN 16B5301, 16B5303 and 16B5304	MK5441	MKTM64
1F-16-2741D	Repair of the Upper Outboard Bulkhead Flange Fastener Holes	Included with MK5433 (kit f provided for SLEP installations only)	N/A
1F-16-2770	Replacement of PN 16B2101 and 16B2103 Canopy Sill Longerons (D Model)	201716924 (kit provided for SLEP installations only)	MKTM92*, 93* *1 tool set provided
1F-16-2775	Replacement of PN 16B1103 Canopy Sill Longerons (C Model)	MK5460 (kit provided for SLEP installations only)	MKTM92
1F-16-2776	Inspection of Completed TCTOs for F-16 Service Life Extension Requirements	MKTR33 MKTR34 MKTR35	N/A
1F-16-2779	Modification of Bracket Installation, PN 16D4037 to Improve Service Life on Lower Flange of FS357 Lower Bulkhead 16B6268	MK5453	MKTP70
1F-16-2780	Modification of Butt line 8 Upper Web Assembly, PN 16B5113	MK5459	MKTP54, 69
1F-16-2783	Replacement of H16DW745, H16DW748, H16DW749, H16DW771, H16DW782, H16DW783, H16DW784, H16DW2701 and H16DW2702 Fuselage Wiring Harnesses	Procure directly through DLA (for items procured through DLA the Contractor is responsible for all costs – all DLA costs should be included in the CLIN prices)	N/A
1F-16-2784	Replacement of H16DW2801, H16DW2802, H16DW2803, H16DW2804, H16DW2805, H16DW2806, H16DW2807, H16DW2808, H16DW2809, H16DW2810, H16DW2811, H16DW2812, H16DW2813, H16DW2814, H16DW2815, H16DW2816, H16DW2817, H16DW2818, H16DW2819, H16DW2820, H16DW2823 and H16DW2824 Wing Wiring Harnesses	Procure directly through DLA	N/A

1.3.9 GOVERNMENT FURNISHED EQUIPMENT (GFE) AND/OR GOVERNMENT FURNISHED MATERIAL (GFM):

1.3.9.1 In addition to the modification parts and tool kits described above, the USG will provide the materials identified in Attachment 1.

1.3.9.2 If additional Contractor requested equipment and/or material are available within the USAF supply system, these items may be supplied as GFE and/or GFM on a case-by-case basis. However, contractors should price their CLINs with the understanding that no further tooling, kits, and/or equipment (other than listed) will be provided.

1.3.9.2.1 If GFE and/or GFM are provided, the Contractor shall reduce affected CLIN prices commensurate with the equipment and/or material provided.

1.3.9.3 The Contractor shall coordinate with the Government Program Manager (GPM) to ensure that available GFE/GFM is received, tracked, and returned or disposed after contract performance. The Contractor shall develop a system to ensure all GFE/GFM inventory status is tracked throughout the contract period of performance. (CDRL A014 DI-MGMT-80269, Status of Government Furnished Equipment (GFE) Report)

1.3.9.4 The Contractor shall maintain all GFE in a serviceable condition throughout the contract period of performance.

1.3.9.5 The Contractor shall be responsible for replenishment of GFE tooling consumed in tool kits. (See Attachment 3).

1.4 GENERAL REQUIREMENTS:

1.4.1 The Contractor shall provide all facilities, Contractor Furnished Equipment (CFE)/Contractor Furnished Material (CFM) and manpower to accomplish all work activities. The Contractor must recruit, maintain, train, and retain skilled staff to have an experienced and competent workforce. The USG will only provide the GFE and GFM specifically called out within this PWS. The Contractor is responsible to have or acquire all other necessary equipment, tools, parts, etc. in order to accomplish the depot workload defined herein. The Contractor shall have FEDMALL access within 60 days after contract award to order parts through Defense Logistics Agency (DLA). With the exception of those kits identified in Para 1.3.8**,** and the provided GFE, the contractor is responsible for all other material and tools.

1.4.2 The Contractor shall order materials from USG approved sources or local manufacture IAW a technical data package provided by the GPM and approved by the PCO/ACO. Local manufacture requests shall be submitted using the 00-25-107 (107T) process.

1.4.3 The Contractor facility shall be located at a secure airport capable of receiving and servicing F-16 aircraft. The Contractor shall be responsible for maintenance, upkeep, and certification/inspection of all airfield resources necessary to receive, induct, prepare, modify, test and release aircraft for this contracted effort IAW AFI 10-220_IP. If needed, the Contractor is required to coordinate takeoff and landing times for US aircraft with proper authorities.

1.4.3.1 Capacity: The Contractor shall have the facilities and other required resources to accommodate all projected inductions. The following table is an estimate of workload; it is not a guarantee of work.

Estimated PACAF Workload Requirements (*approximately 4-6 aircraft in work at any given time)																	
	Model	***FY14**	***FY15**	***FY16**	***FY17**	***FY18**	***FY19**	**FY20**	**FY21**	**FY22**	**FY23**	**FY24**	**FY25**	**FY26**	**FY27**	**FY28**	**FY29**
SLEP	C								3	9	10	10	11	10	10	10	11
SLEP	D													1	1	1	0
PBR	C & D								4	7	6	4	5	3	0	0	0
Other Scheduled Workload	C & D	21	20	17	20	26	12	20	10	10	10	10	10	10	10	10	10
Drop-In	C & D	0	1	1	12	2	2	2	2	2	2	2	2	2	2	2	2
Contractor Field Team	C & D	2	2	1	15	15	10	2	2	2	2	2	2	2	2	2	2
Grand Total		**23**	**23**	**19**	**47**	**43**	**24**	**24**	**21**	**30**	**30**	**28**	**30**	**28**	**25**	**25**	**25**

1.4.3.2 The Contractor facility shall be located close enough to an area in which USAF pilots can perform all Functional Check Flight (FCF) requirements identified in TO 1F-16( )-6CF-1 and TO 1F-16( )-6CL-1 utilizing one internal fuel load with no external tanks or in-flight refueling.

1.4.4 The Contractor shall be capable of inducting and beginning work on the first non-SLEP aircraft 3 months after contract award and 6 months after contract award for SLEP modification. Please note that this may require the contractor to make significant investments in tooling so that work can be completed in a timely manner. See 16PR1399 for common depot tool requirements, Attachment 1 for GFE, Attachment 4 for required wing tooling and Attachment 5 for other equipment requirements. Much of the required tooling has long lead times. Not having the required tooling prior to need dates is not a valid reason for the contractor's inability to accomplish the work or to receive an extension on a task order.

1.4.5 Each CLIN has a required period of performance associated with it. When each order awards, the PCO will add each of these CLINs' period of performance together and will use this aggregate as the due date for all of the CLINs within the order except as identified in PWS Para 1.14.24.

1.4.5.1 Example: order includes CLIN 0001 – period of performance 5 calendar days, CLIN 0005 – period of performance 20 days, and CLIN 0010 – period of performance 10 days. The awarded order would show each CLIN due 35 days from induction of aircraft.

1.4.6 A learning curve is anticipated for this contract. The contractor will be allowed up to an additional 25% of the required time during the first year of activity on the contract (rounded up to the nearest day) and an additional 10% during the second year of the contract. The two-year period will begin at the first aircraft induction.

1.4.6.1 In the example above during the first year, instead of a 35 day period of performance, the contractor would be allowed up to 44 days. During the second year the CDU work would be allowed up to 39 days. The task order will award showing the basic amount (35 days for the example) but a modification will be accomplished if additional time is needed.

1.4.7 Assessment period: The Contractor shall establish a revised aircraft completion date for USG planning purposes based on the assessment of the aircraft and all "known" requirements within the assessment period. The assessment period starts when the aircraft is placed in-work and ends on the assessment end date. The assessment period duration shall be 45 percent of the original task order period of performance. The period of performance may only be changed for over and above corrosion/structural issues, additional approved

workload requirements or conditions beyond the Contractor's control. If there are any changes to the period of performance, the Contractor shall notify the GPM during the bi-weekly meeting.

1.4.7.1 Example: F-16 90-0001 negotiated flow days is 285, the assessment period will be accomplished at 128 days.

1.4.8 Contractor shall have the technical capability to complete all work within the scope of each task order and the basic contract in its entirety.

1.4.9 The Contractor's country of performance shall be required to have a Status of Forces Agreement (SOFA) in place. Should a SOFA not exist in the Contractor's country, the Contractor will be ineligible for contract award.

1.4.10 Customs Regulations: The Contractor shall be able to import GFE, materials, and manage entry/transit of personnel.

1.4.11 Importation and Taxes: The Contractor shall identify any tax liabilities for the importation of US Air Force parts or material and shall be responsible for either paying or getting the taxes waived. Any taxes required under the actions of this contract shall be included in the CLIN pricing at time of award. The USAF is NOT responsible for fees, taxes, duties, etc., and will not get involved with any importation issues.

1.4.12 Travel Visas: The Contractor shall be able to process Visa paperwork for Contractor Field Teams to perform work, as required.

1.4.13 Shipment: The Contractor shall be able to process, transport, and store goods and materials, to include explosive related items such as Cartridge Actuated Devices/Propellant Actuated Devices, from the Port of Entry to the actual site of work.

1.4.14 Local Conditions: The Contractor is responsible to have a Strike Contingency Process that provides a clear, rational and effective plan for handling any labor disputes, union strikes, or any other manpower related shortfalls that could impact production and on-time completion of F-16 work due to financial, economic, political, and/or social factors specific to the Contractor's country in which the Contractor operates. The Contractor shall disclose the Contractor's depot ownership specifically the degree to which the Depot is owned by a host nation or private bond holders and the fiduciary risk of capital reclamation in the event of a financial collapse of local or regional currency.

1.4.15 FACILIITES FOR USG USE

1.4.15.1 The primary work site is the Contractor's facility.

1.4.15.2 The Contractor will provide and grant the USG the right to utilize office space, together with light, heat, office furniture, local telephone service, and other services required, for administrative purposes associated with this contract. All of the space, utilities, and services mentioned herein will be furnished at no additional cost to the USG if needed.

1.4.15.2.1 Government Plant Representatives/Government Ground Flight Representative (GGFR)/USAF Military Office: The Contractor shall make office and working spaces available to the USG for Contract Administration Services (CAS) and maintenance functions at its aircraft and maintenance facility (if not already established).

1.4.15.3 The Contractor is responsible for all facility maintenance directly related to this F-16 contract as follows:

1.4.15.3.1 Custodial services to include trash removal, sweeping, vacuuming, mopping, dusting and waxing of floor surfaces. Custodial services provided shall coincide with Contractor's daily schedule for similar services.

1.4.15.3.2 Telecommunication Services (Voice/Phone). The designated Defense Contract Management Agency (DCMA) office will be provided voice/phone line service for calls that do not incur any costs such as emergency response (119 or equivalent), international toll-free connections, and local calls. The Contractor shall receive written approval from the PCO before incurring any costs associated with long-distance or international calling. For USG personnel outside of the DCMA that requires use of long-distance or international calling, the designated unit shall pay for incurred telecommunication service charges, as applicable.

1.4.15.3.3 Telecommunication Services (Data/Peripheral). The designated DCMA office will provide their own data/peripheral network connections IAW DCMA instructions. If Contractor networks are available for use, DCMA personnel will exercise existing DCMA instructions to receive approval to connect to these networks. The Contractor shall receive written approval from the PCO before incurring any costs associated with data/peripheral services. For USG personnel outside of the DCMA that requires data connection to the Contractor's network and applicable peripherals such as printing and facsimiles, the designated unit shall pay for incurred telecommunication service charges, as applicable.

1.5 PROGRAM MANAGEMENT REQUIREMENTS

1.5.1 The Contractor shall provide a single Point of Contact (POC) for this effort. If the USG and/or the Contractor have trouble receiving USG emails, the Contractor will make every effort to locate alternative effective email system/program to use.

1.5.2 The Contractor shall be required to support a production readiness review not later than 30 days prior to the first non-SLEP aircraft induction and the first SLEP induction. The Contractor shall also be required to support additional production readiness reviews 30 days prior to aircraft induction for other workload if deemed necessary. During these meetings the contractor is required to provide an update on maintenance planning and tooling/fixture acquisitions, tool acquisitions, as well as progress and schedule.

1.5.3 The Contractor shall coordinate with the GPM and Headquarters (HQ) PACAF to develop and maintain a Master Schedule of major contract milestones and events. The Master Schedule shall include planned aircraft induction and completion dates that have been coordinated with the GPM and HQ PACAF. (CDRL A001 DI-MGMT-81861A, Integrated Program Management Report (IPMR), Subtitle Integrated Master Schedule)

1.5.4 The Contractor shall provide bi-weekly (i.e. twice per month) status reports for aircraft in-work, schedule/cost deviations by task order, and recovery plans. (CDRL A002 DI –MGMT-80368A, Status Report subtitle Bi-Monthly Status Report)

1.5.5 The Contractor shall support program meetings by scheduling/participating in bi-weekly teleconference calls. Time and place of meetings will be coordinated with the GPM, HQ PACAF, and the Contractor. The Contractor shall prepare and present meeting documents as negotiated with the GPM, HQ PACAF, and the Contractor. (CDRL A003 DI-ADMN-81250B Conference Minutes)

1.5.6 Program Management Review (PMR):

1.5.6.1 A Program Management Review shall be conducted twice annually. The time and location of meetings shall be determined by the F-16 SPO in coordination with the Contractor. Location may be the F-16 SPO, Contractor facility, or other designated location. For meetings held at the Contractor facility, Contractor shall be responsible for providing meeting space and making all other facility/access arrangements. In

order to capitalize on the experience of other depots, the USG may opt to schedule Project Management Review (PMR) activities involving multiple depot organizations.

1.5.6.2 Required participants for program reviews shall be coordinated between the GPM, PCO/ACO, and the Contractor.

1.5.6.3 The Contractor shall be responsible for preparing and delivering meeting agendas, presentations, materials, minutes, and action items.

1.5.6.3.1 The Contractor shall request PMR agenda inputs from the USAF (GPM, PCO/ACO, HQ PACAF) no later than 30 calendar days prior to meeting. The USAF shall provide agenda inputs no later than 14 calendar days prior to meeting. Final agenda shall be provided to the USG by the Contractor no later than 7 calendar days prior to meeting. Contractor shall make a reasonable attempt to accommodate last minute agenda changes. (CDRL A004 DI-ADMIN-81249B, Conference Agenda subtitle PMR)

1.5.6.3.2 At a minimum, the Contractor shall address cost, schedule, and performance metrics, current production status, significant program/technical issues, program risks and risk mitigation. Contractual issues shall only be discussed when a USG Contracting Officer is present.

1.5.6.3.3 The Contractor shall provide meeting minutes no later than 30 calendar days after each Program Management Review. An Electronic-Mail distribution list for minutes will be coordinated with the GPM. (CDRL A005 DI-ADMN 81250B Conference Minutes, subtitle PMR)

1.5.6.3.4 The Contractor shall be responsible for recording and tracking action items, including interim developments, until closure and/or resolution of each item. NOTE: Action Items are intended to assist the Contractor with the execution of work requirements to fulfill contractual obligations. The assignment of action items does not change contractual agreements or obligations. The Contractor shall notify the PCO/ACO of any action item request that falls outside of the scope of the negotiated contract. The USG will not reimburse or be held financially liable for any work effort expended by the Contractor towards the resolution of an action item unless written authorization is provided in advance by the PCO/ACO. (CDRL A006 DI –MGMT-80368A, Status Report, subtitle Monthly Status Report and Action Items)

1.6 DOCUMENT COMPLIANCE:

1.6.1 The Contractor shall ensure aircraft operations, handling, servicing, maintenance, modification, inspection, repair, and documentation actions relating to all F-16 aircraft are performed IAW Technical Orders (TO) and other documents in this Performance Work Statement.

1.6.2 The Contractor shall ensure their employees use and reference the most recent versions of TOs, publications and directives, including all supplements, changes and revisions. The Contractor shall obtain current versions of these TOs, publications and directives from the Technical Order Distribution Office (TODO) IAW TO 00-5-1.

1.6.2.1 The Contractor shall only receive digital versions of TOs, publications and directives, including all supplements, changes and revisions from the F-16 SPO and shall obtain and implement the necessary equipment to use the digital versions for maintenance actions.

1.6.2.2 Changes, within scope, caused by revisions or additions to these documents made after contract award that affect contract prices shall be identified by the Contractor or USG.

Prior to implementation of these changes, the Contractor shall submit a proposal incorporating these changes for consideration. Upon written approval from the PCO/ACO, the Contractor shall implement these changes. Document and pricing changes will be incorporated by modification.

1.7 CONFIGURATION MANAGEMENT:

1.7.1 The Contractor shall establish and implement procedures to control and manage established baselines for structural, mechanical, and avionics systems per appropriate drawings, TCTOs, TCTO supplements, TO 1F-16( )-4 series Illustrated Parts Breakdown, and affected commodity-series TOs. This is a general requirement indicating the contactor's responsibility for completing the modification/repair according to the requirements. (CDRL A007 DI-SESS-81875, Configuration Management Plan)

1.8 SECURITY:

1.8.1 The Contractor shall be responsible for safeguarding all USG property. USG property and materials shall be secured at the close of each work period. The Contractor shall ensure only authorized personnel (Contractor, Authorized USG personnel, or as defined by the PCO/ACO) have access to USG property (equipment, material, publications). This includes work and storage areas.

1.8.2 The Contractor shall adhere to the OPSEC Plan IAW AFI 10-701.

1.8.3 RESERVED FOR FUTURE USE.

1.8.4 Classified ("Confidential"/ "Secret") Equipment:

1.8.4.1 USG personnel shall remove, install and operationally check all "Confidential" and/or "Secret" components (see Addendum 2). Once removed, these components shall be stored by the USG at the Contractor's facility or alternate location to be determined by the USG. The Contractor shall not handle "Confidential" and/or "Secret" equipment and technical data. The Contractor shall safeguard all Government Furnished Information IAW DoDM 5200.1 and AFI 16-1404.

1.8.4.2 Secure Storage Vault:

1.8.4.2.1 The Contractor shall have a location set aside for construction of a secure vault with a minimum size of 15 feet wide, 25 feet long and 10 feet high. The Contractor is responsible for power supply to the vault. Power demand is estimated to be similar to a standard office.

1.8.4.2.2 The Contractor is to have the vault location available for construction no later than 60 calendar days after contract award and throughout the contract period. If the USG elects to construct a vault at the Contractor facility for this contract, requirements and construction details will be addressed prior to construction.

1.8.4.2.3 The USG will be responsible for construction and maintenance of the vault. The contractor will have no access to the vault. At the end of the contract, USG personnel may remove any vault structure or items deemed necessary. Any structure or items left behind may become property of the contractor. If a follow-on contract is awarded to the same Contractor, the vault will continue to be used to support the follow-on contract.

1.8.4.2.4 If the Contractor has a current vault they believe to be sufficient, it must be approved for use by the USG after contract award, and may require additional construction.

1.8.4.2.5 The USG will certify the vault. USG personnel will be solely responsible for opening and closing the vault door and will have control of the lock. The Contractor shall grant unrestricted access to the facility for vault certification and use of the vault by USG personnel. Upon contract award, the Contractor will provide a contact to arrange USG personnel access to the Contractor's facility at all times, in order to maintain and verify security of USG property and maintain security systems.

1.8.5 Communications Security (COMSEC)

1.8.5.1 The Contractor shall develop and utilize protective measures to deny unauthorized persons from acquiring information related to USG national security and to ensure protection of USG information and information systems (including crypto security, transmission security, and emissions security). Protective measures shall be IAW accepted industry practices.

1.8.5.2 Intrusion Report: The Contractor shall provide notification to the GPM of any intrusions or suspected intrusions into their network. An intrusion is defined as: an assessed event of attempted entry, unauthorized entry, and/or an information attack on an automated information system. This includes unauthorized probing, browsing; disruption, or denial of service; altered or destroyed input, processing, storage, or output of information; or changes to system hardware, firmware, of software characteristics with or without the user's knowledge, instruction, or intent. The Contractor shall submit a report within 24 hours of suspected or actual intrusion of communication systems. (CDRL A008 DI-MGMT-82191, Cybersecurity Vulnerability Report

1.9 SAFETY:

1.9.1 The Contractor shall implement a safety plan/program that ensures protection of USG personnel and property. The plan shall be submitted to the GPM and the PCO/ACO for approval. If the safety plan is modified, the Contractor shall submit the proposed modification, in writing, to the Contract Administration Office's safety representative and the GPM. (CDRL A009 DI-SAFT-81626, System Safety Program Plan)

1.9.2 The Contractor's prepared Safety Plan shall include the following, as they relate to safety:

1.9.2.1 Mishap reporting, as defined in Para 1.9.4.

1.9.2.1.1 Include hazard reporting procedures and identify individual(s) responsible for correcting the identified hazards

1.9.2.2 Identify the process for tracking hazards in the Contractor's work area

1.9.2.3 Include emergency response plans and procedures that relate to protection of USG personnel and property.

1.9.2.3.1 Severe Weather Plan: The Contractor shall comply with the standards in NAS 3306 and AFI 10-220 in Para 5.1.2.25 – 5.1.2.25.6. The Contractor's Safety Plan shall also address instructions for personnel, equipment and debris.

1.9.2.4 Identify how Contractor personnel shall be briefed on the hazards involved with operations and applicable precautions to be taken. The Contractor shall identify how they plan to mitigate hazards to safe levels, should previously unidentified hazards arise.

1.9.2.5 Provide a description of safety program, safety monitoring responsibilities, organizational structure, and contact information for on-site personnel

1.9.2.6 Identify applicable rules and regulations

1.9.2.7 Identify employee safety and health training requirements and the documentation process.

1.9.2.8 Identify the roles and responsibilities of Management, Supervisors, Employees and Safety Coordinator.

1.9.2.9 Identify routine and recurring surveillance processes to ensure safety requirements in this PWS are enforced. Include a workplace inspection frequency and identify the individual responsible for conducting the inspection

1.9.2.10 Identify segregated work site locations for operations that cannot be co-mingled with general industrial operations and the process for PCO/ACO approval of operations and changes at these specific sites.

1.9.2.10.1 Identify how safety implementation relates to where work will be performed and location of expected operations.

1.9.2.11 Include a work hazard analysis of the worksite and operations to be performed to include baseline hazard identification and required control measures, and how the Contractor will comply with the following references:

1.9.2.11.1 Aircraft Maintenance: IAW AFMAN 91-203 Chapter 24, applicable -2 Series TOs, and AFMCI 21-100.

1.9.2.11.2 Aircraft Towing/Parking/Mooring: Towing, parking and mooring procedures IAW AFMAN 91-203 Chapter 24, and applicable -2 Series TO.

1.9.2.11.3 Fueling/Defueling Operations: All fueling/defueling operations IAW TO 00-25-172, TO 1-1-3, applicable -2 Series TOs, and AFMCI 21-100.

1.9.2.11.4 Aircraft Jacking Operations: local guidance, applicable -2 and -35 series TOs (various jacking equipment), and AFMAN 91-203 Chapter 24.

1.9.2.11.5 Safing/Egress/Escape Systems: IAW TO 11A-1-33 and applicable aircraft TOs.

1.9.2.11.6 Explosive Safety Requirements: IAW AFMAN 24-204, -11A series TOs, DoDI 4145.26M, AFJMAN 23-210, and TO 11A-1-33 for all handling of all explosive devices to be removed, installed, stored or transported, and AFMAN 91-201 for explosive safety standards.

1.9.2.11.7 Form, Fit, or Function System Modifications: IAW MIL-STD-882E, AFI 91-202 Chapter 11 for system modifications, that alter form, fit, or function and AFI 91-202 AFMC Supplement.

1.9.2.11.8 Electrical: IAW AFMAN 91-203 Chapter 8, Electrical Safety.

1.9.2.11.9 Confined Space Program Elements: IAW AFMAN 91-203 Chapter 23, Confined Spaces. A confined space is defined as a space that meets the following three criteria:

- Large enough and so configured that an employee can bodily enter and perform assigned work.
- Limited or restricted means for entry or exit (for example, tanks, vessels, silos, storage bins, hoppers, vaults, and pits are spaces that may have limited means of entry).
- Not designed for continuous employee occupancy (for example, underground vaults, tanks, storage bins, manholes, pits, silos, process vessels, and pipelines).

1.9.2.11.10 Foreign Object Damage (FOD) Awareness, Prevention and Responsibilities: IAW AFMCI 21-100 and AFMAN 91-203 Chapter 24. The FOD program must be integrated into the day-to-day operations to reduce/eliminate FOD incidents.

1.9.2.11.11 Work Stands/Platforms: IAW AFMAN 91-203 Chapter 16 and 35- series Ground Support Equipment TOs (various maintenance stands).

1.9.3 The Contractor shall be capable of handling and storing F-16 specific hazardous materials IAW host nation environmental and safety regulations and applicable F-16 technical data.

1.9.4 Mishap Notification

1.9.4.1 Any damage to DoD property entrusted by this contract meeting or exceeding $2,000 (material + labor) will be reported by the Contractor to the designated Government Representative (GR) (i.e., the ACO, PCO, or DCMA QAR (Quality Assurance Representative)) within one (1) hour of all mishaps or incidents. This notification requirement shall also include physiological mishaps/incidents to any USG personnel. A written or email copy of the mishap/incident notification shall be sent within three (3) calendar days to the GR, who will forward it to the GPM. For information not available at the time of initial notification, the Contractor shall provide the remaining information no later than twenty (20) calendar days after the mishap, unless extended by the PCO/ACO. (CDRL A010 DI-SAFT-81563 NOT 1, Accident/Incident Report)

1.9.4.2 Mishap notifications shall contain, as a minimum, the following information:

- Contract, Contract Number, Name and Title of Person(s) Reporting
- Date, time and exact location of accident/incident
- Brief narrative of accident/incident (including events leading to accident/incident)
- Cause of accident/incident, if known
- Estimated cost of accident/incident (material and labor to repair/replace)
- Nomenclature of equipment and personnel involved in accident/incident - Corrective actions (taken or proposed)
- Other pertinent information

1.9.4.3 The Contractor shall cooperate with any and all USG mishap investigations. Additionally, if requested by USG personnel or the designated GR, the Contractor shall immediately secure the mishap scene and damaged property and impound pertinent maintenance and training records until released by safety investigators.

1.10 QUALITY ASSURANCE (QA):

1.10.1 The Contractor shall provide a quality assurance plan and conduct a quality assurance program that is equivalent to or complies with ISO 9001:2015 and/or AS 9100D identifying compliance criteria against guidelines defined in this specification. (CDRL A011 DI-QCIC-81794, Quality Assurance Program Plan)

1.10.2 The Contractor shall maintain a tool control system, which includes procedures for accountability of all Contractor and/or personal tooling IAW AFMCI 21-100 Chapter 10.

1.10.3 The Contractor shall maintain a system to track all corrective actions related to non-conformances caused by the Contractor or owning unit's actions.

1.10.4 The Contractor shall ensure all technical non-conformances discovered during maintenance are coordinated and approved through the PCO/ACO and the GPM engineering section prior to repair of aircraft. The request for engineering disposition (IAW TO 00-25-107) shall be coordinated through the GPM. Any additional work outlined in the disposition will require authorization by the ACO through O&A Work Procedure described in Para 1.17.

1.10.5 The Contractor shall maintain a Foreign Object Damage (FOD) prevention program IAW NAS412 and AFMCI 21-100, Chapter 13. This program shall include the tool accountability system described in Para 1.10.2 and procedures to control parts and materials used to accomplish maintenance actions. The program must identify techniques and procedures to minimize foreign objects created during maintenance actions (i.e. metal shavings, rivet heads, etc.).

1.10.6 The Contractor shall maintain an Electrostatic Discharge (ESD) control program IAW MIL-STD-1686.

1.10.7 The Contractor shall provide a QA program status update (i.e. metrics, improvements, etc.) during the PMR or as requested by the ACO or GPM.

1.10.8 The Contractor shall control and maintain digital Air Force TOs and other technical directives applicable to this effort in an updated and current status IAW TO 00-5-1.

1.10.9 The Contractor shall ensure compliance with all maintenance and operational TOs, drawings, and engineering dispositions as applicable.

1.11 MAINTENANCE TRAINING, QUALIFICATION, CERTIFICATION AND PLANNING:

1.11.1 As a minimum, the Contractor shall develop and implement a training, qualification and certification program for the following specialized tasks.

1.11.1.1 Training: Training for the following tasks shall be at the Contractors expense and conducted a location defined by the GPM. The Contractor shall be responsible for arranging training through the GPM and the PCO/ACO. The following training requirements, or any others directed by the GPM, shall be completed prior to the first performance of the following tasks.

- Replacement of canopy sill longerons on C and/or D model aircraft
- Fuselage Station (FS) 341 bulkhead replacement
- FS479 mill and drill operations
- Upper wing skin replacement
- Wing mill and drill operations
- Cold work of aircraft structures
- Fuselage bulkhead blending associated with TCTO 1F-16-2741D
- Horizontal tail support beam replacement
- 16RB526 upper flange fitting installation

1.11.1.2 Qualification: The Contractor shall develop and implement qualification, disqualification, requalification and recurring requirements and track qualification status of all technicians to meet the intent of AFMCI 21-100, Depot Maintenance Management. Training for all other qualification tasks shall be conducted by the Contractor. Qualification of personnel shall be completed prior to the first performance of the following tasks:

- Aircraft Towing
- Airframe Jacking and Leveling
- Refuel/Defuel Operations
- Explosive Devices (Cartridge Activated Device/Propellant Activated Device, stores explosive cartridges, etc.)
- Cockpit/Fuselage Pressurization
- Aircraft Canopy Rigging

- Flight Control Rigging
- Fuel Cell Repair
- Non-Destructive Inspection (NDI) IAW NAS 410, 1F-16C-36, 33B-1-2 and OO-ALCI 21-113 for the following methods (see Para 1.14.28):
  - Eddy Current
  - Ultrasonic
  - Liquid Penetrant
  - Thermography
  - Omniscan
  - Magnetic Particle
  - Digital and Film Radiography
- Soldering
- Liquid and Gaseous Oxygen Handling and Equipment Maintenance
- Egress Cockpit Familiarization
- Jet Engine Inlet Inspection
- Aircraft Marshaling

1.11.1.3 Special Certifications: The Contractor shall develop, implement and maintain standardized procedures to ensure only appointed personnel perform maintenance critical tasks to meet the intent of AFMCI 21-100, Depot Maintenance Management. The Contractor shall be responsible for arranging training through the GPM and the PCO/ACO, if necessary. However, the Contractor shall be responsible for certification of the following tasks. Certification of personnel shall be completed prior to induction of the first aircraft. The Contractor shall maintain a current listing of personnel who have been appointed to perform, evaluate, and/or inspect the following tasks:

- Exceptional Release
- Weight and Balance (see Para 1.15.3). The contractor shall contact the GFM if Automated Weight and Balance System (AWBS) training is desired. Otherwise, the Contractor's qualifications may be verified by the Contractor's engineering department or quality assurance office. The Contractor's engineering department or quality assurance office may approve equivalent training that fulfills the intent of TO 1-1B-50.
- Impoundment Authority
- Red-X sign-off

1.11.1.4 Maintenance Certifications: The Contractor shall develop, implement and maintain standardized procedures to ensure only appointed personnel perform special tasks that are certified by the USG. The Contractor shall be responsible for arranging training through the GPM and the PCO/ACO, if necessary. Training and certification of personnel shall be conducted in theater or at the Contractor's location and completed prior to the first task performance. The contractor shall also maintain a listing of personnel certified to perform the following tasks:

- Aircraft Engine Run (see Para 1.15.7)
- Egress Systems Maintenance and Repair
- Plastic Media Blast (PMB)
- Aircraft Paint
- Inlet RAM repair, removal and replacement
- FS479 mill and drill operations
- Wing mill and drill operations
- Fuselage bulkhead blending associated with TCTO 1F-16-2741D

1.11.2 Maintenance Planning

1.11.2.1 The Contractor shall provide written maintenance planning for accomplishing workloads as directed by the GPM and IAW AFMCI 21-100, Chapter 7. A draft of applicable maintenance planning shall be provided to the GPM for review no later than 30 days prior to the first performance of the task (CDRL A012 DI-SESS82039). The Contractor shall not begin work on those tasks until the GPM grants approval to proceed in writing. The USG retains the right to witness Contractor performance of the task at the Contractor facility and/or to request photographic documentation of the work accomplished at specific points throughout the task. These workloads include, but are not limited to:

- PMB
- Aircraft Paint
- Inlet RAM repair, removal and replacement
- Repair/Replacement of any fracture critical part as defined in Table 1-68 of T.O. 1F-16( )-3-1
- Modifications defined in Para 1.3.5 and 1.3.6 of this PWS

1.12 SUPPLY SYSTEM

1.12.1 The Contractor shall ensure parts and materials are obtained through USG approved sources. The Contractor shall use all reasonable efforts to procure parts through DLA by use of FEDMALL and Commercial Asset Visibility (CAVAF) in support of this contract as the primary source of supply and outsource as needed.

1.12.1.1 In order to access these programs the Contractor shall obtain a Public Key Infrastructure (PKI) certification from an External Certifying Authority (ECA) and shall be provided the necessary forms upon contract award. Information on obtaining host certification can be found on the Air Force portal homepage or http://iase.disa.mil/pki-pke/getting_started/Pages/index.aspx.

1.12.1.2 DLA's Aviation Supply Chain logistically supports F-16 worldwide demands. The Contractor's use of existing USG inventory would be arranged between the Contractor and DLA. This would be a direct transaction between the Contractor and DLA, with the parts considered CFM rather than GFM. All part handling shall be IAW DLM 4000.25-1 (MILSTRIP) standards/procedures. Bench stock is also considered CFM. There will be no direct reimbursement for these costs. All costs should be included within the CLIN price(s).

1.12.1.3 USG supply inventory shortages, delays and/or quality issues shall be evaluated on a case-by-case basis for Contractor relief from period of performance requirements on this contract.

1.12.1.4 The Contractor shall obtain a Department of Defense Activity Address Code (DODAAC) after request by PCO/ACO to requisition material from DLA Inventory Control Points.

1.12.1.5 If the Contractor has USAF requisition authority the contractor shall request TCTO kits, as shown in Para 1.3.8 through the supply system. If not, the contractor shall coordinate kit deliveries through the GPM.

1.13 PRE-MAINTENANCE AND MODIFICATION INSTRUCTIONS:

1.13.1 RECEIVE:

1.13.1.1 Prior to induction, the Contractor shall coordinate with the Major Command (MAJCOM) or owning unit to allow access for the declassification team. The Contractor shall verify with the USG declassification team that all classified Line Replaceable Units (LRUs) are removed from the aircraft or zeroized. The Contractor shall notify the PCO/ACO once declassification is completed and the aircraft is ready for induction. If the Contractor discovers classified equipment on the aircraft, the Contractor shall secure the aircraft and notify the PCO/ACO and PACAF/A4 immediately.

1.13.1.2 Receipt of the aircraft shall be acknowledged on AFTO Form 290, "Aerospace Vehicle Delivery Receipt".

1.13.1.3 If an aircraft is delivered to the Contractor facility prior to issue of contract task order coverage, the Contractor shall only receive the aircraft and acknowledge receipt on the AFTO Form 290, "Aerospace Vehicle Delivery Receipt" in order to secure and safe the aircraft. The Contractor shall immediately notify the PCO/ACO of the facts.

1.13.1.4 The Contractor shall perform recovery, towing, post-flight inspection, servicing, handling, parking, mooring, and safing tasks upon aircraft arrival. If required, the Contractor shall provide emergency assistance for aircraft IAW TO 1F-16( )-2 Series.

1.13.1.4.1 An incoming inspection shall be performed on all aircraft received for depot maintenance. This inspection shall include the applicable portions of the basic post-flight inspection IAW TO 1F-16( )-6.

1.13.1.4.2 A visual inspection for FOD shall be performed IAW 1F-16( )-6WC. If damage is found, the Contractor shall coordinate with the PCO/ACO & PACAF A4 to make the appropriate entries in the aircraft AFTO Form 781, initiate a foreign object damage incident report and request instructions from the PCO/ACO/GPM before proceeding.

1.13.1.4.3 The Contractor shall accomplish engine oil sampling and servicing IAW TOs 1F-16( )-2-12JG-1 and 1F-16( )-2-1-1. Results should be sent to the unit through the MAJCOM A4.

1.13.1.4.4 The Contractor shall remove aircraft battery, store, maintain and perform capacitance check IAW TO 1F-16( )-6.

1.13.1.4.5 The Contractor shall defuel aircraft IAW TO 1F-16( )-2-12JG-00-1.

1.13.1.5 The Contractor shall ensure that -21 equipment, as identified in TO 1F-16( )-21, is inventoried, stored, and returned with the same aircraft in the same condition as received. Missing -21 equipment, except for those that occur while the aircraft is at the maintenance facility, shall not be replenished. The Contractor shall notify the PCO/ACO of missing equipment upon completion of the aircraft induction inspection.

1.13.1.6 The preferred configuration for aircraft induction is a clean configuration (e.g., no pylons, external tanks, etc.). However, aircraft may be inducted in other configurations as required. Should an aircraft arrive with munitions, complete actions listed in Para 1.13.1.3 and wait for further instructions from PCO/ACO and PACAF/A4 before proceeding with Para 1.13.1.6.1.

1.13.1.6.1 The Contractor shall accept the aircraft in the configuration in which it arrives.

1.13.1.6.2 The Contractor shall defuel, remove, and store external fuel tanks IAW the applicable technical data.

1.13.1.6.3 The Contractor shall remove, and store extraneous equipment (e.g. pylons, travel pods, etc.) IAW O&A work procedures in Para 1.17 and the applicable technical data.

1.13.2 UNPLANNED MAINTENANCE ACTIVITIES

1.13.2.1 The Contractor shall contact the PCO/ACO for instructions if the owning unit inputs an aircraft into the Contractor facility that requires any unplanned inspection, replacement or maintenance. The Contractor shall only accomplish these unplanned efforts with the authorization of the PCO/ACO IAW O&A Work Procedures Para 1.17.

1.13.2.2 Refer to the 1F-16( )-6 for guidance on the inspections, follow-on operations, requirements and regulations for maintenance driven or time dependent tasks.

1.13.3 ESCORT AIRCRAFT

1.13.3.1 Escort aircraft may accompany scheduled input aircraft when required by MAJCOM. The Contractor shall provide recovery, parking, thru-flight, fuel servicing, and launch tasks to Escort aircraft as required not to exceed 10 Man-Hours of Over and Above, unless approved by ACO/PCO. Bill to contract task order of the scheduled aircraft.

1.13.3.2 Other than required for previously mentioned services, the contractor shall NOT perform work on escort aircraft (e.g. tire change, LRU change, troubleshooting, etc.). Contractor personnel are not authorized to access flight station (cockpit) when classified items are installed. If classified items are installed and operational checks or other maintenance are required, flight crew or owning unit personnel must operate sub-systems/controls in the cockpit. If maintenance, other than the above mentioned ground handling, is required to be performed by Contractor personnel on the escort aircraft, the escort aircraft shall be declassified by properly trained and certified (normally owning unit) personnel. Flight crew or owning unit personnel cannot leave aircraft unattended while any servicing or ground handling is in progress unless aircraft has been declassified by properly trained and certified personnel. In the event that escort aircraft must remain over night at contractor's facility, either flight crew or owning unit personnel must remain on sight to guard the classified asset. The Contractor shall provide personnel to monitor flight-crew or owning unit personnel present at facility. These additional hours shall be billed to O&A for scheduled input aircraft.

1.14 DEPOT MAINTENANCE AND MODIFICATION:

1.14.1 The Contractor shall coordinate with PACAF/A4 and the GPM to create an aircraft induction schedule by tail number. Flexibility of inductions and deliveries will be necessary. The Contractor shall coordinate maintenance and modification extensions and flow days through the PCO/ACO, PACAF/A4 and the GPM.

1.14.2 Certain tasks during maintenance and modification may require data input into the Common Inspection Reporting Engine (CIRE) F-16 ASIP data base. If data submittal is required, the Contractor shall provide the required inspection data to the GPM.

1.14.3 The Contractor shall accomplish all modifications and drop-in maintenance as required by task order or contract modification. Examples of drop-in maintenance include, but are not limited to:

- Canopy Sill Longeron Replacement
- Major center fuselage carry-through bulkhead repair or replacement
- Structural Modifications
- Battle damage/mishap repair
- Inspections

- Strip/scuff sand & paint/coating application
- Corrosion damage repair/parts replacement
- Minor aircraft miscellaneous modifications
- Phase Inspections
- Avionics Modifications
- Workload from continental United States or other regional depots

1.14.4 Disassembly of each aircraft shall be limited to the extent necessary to accomplish required maintenance and/or paint procedures. The Contractor shall not accomplish maintenance that is not authorized by this document, O&A Work Procedures, contract task order, or the PCO/ACO.

1.14.5 Existing installations/repairs: Existing installations/repairs which do not conform to established instruction/procedures and are not documented in historical aircraft records shall be reported to the PCO/ACO and the GPM for disposition via the 107T process.

1.14.6 Accessories and Components: The Contractor shall identify, protect, and ensure safe storage of all removed parts and components. If the removed part or component will not be reinstalled on the aircraft, the Contractor shall coordinate with the PCO/ACO and the GPM for disposition.

1.14.7 Corrosion Treatment and Painting: The Contractor shall treat corrosion IAW TO 1F- 16( )-23 series. All authorized F-16 coatings are specified in 1F-16( )-23 series. Strip and application of all F-16 authorized coatings shall be performed IAW TOs 1-1-691, TO 1-1-8, and 1F-16( )-23 series. Touch-up paint is only applied to those areas where paint has been removed and/or disturbed as a result of maintenance or O&A repair activities.

1.14.7.1 If an aircraft requires Plastic Media Blasting (PMB), the Contractor shall verify with the GPM that there is an approved 107T authorizing PMB on the aircraft. If no 107T exists, the Contractor shall coordinate with the PCO/ACO and the GPM to submit a 107T IAW 1F-16( )-23.

1.14.7.2 The Contractor shall have the capability to perform removal and replacement of the F-16 inlet radar absorbent material IAW TCTO 1F-16-2699 and 1F-16-2810.

1.14.8 All panels, doors, and covers opened or removed for access or compliance with work requirements herein shall be reinstalled by the Contractor.

1.14.9 The Contractor shall identify and document all unsafe/unsatisfactory conditions discovered during the performance of depot maintenance activities. The Contractor shall notify GPM and ACO IAW O&A Work Procedures as defined in Para 1.17.

1.14.9.1 Recording of Defects: All noted defects, which have not been repaired by the Contractor, shall be recorded in the affected aircraft AFTO 781 series forms.

1.14.10 Contract Field Team (CFT): The Contractor shall have the capability to deploy a CFT to any location, excluding combat zones, to accomplish limited depot-level maintenance at that location. This includes cases where an F-16 is not safe for flight. The CFT shall perform all maintenance related tasks as defined through engineering disposition provided by the GPM and authorized by the PCO/ACO.

1.14.11 Phase Inspections: The Contractor shall have the capability to perform Phase Inspections.

1.14.11.1 If a phase inspection is required in the task order, the Contractor shall perform the inspection IAW 1F-16( )-6-2, Phased Inspection Work Cards.

1.14.11.2 If not previously documented in the AFTO Form 781A, the Contractor shall document the requirement for a Phase Inspection IAW the applicable 00-20 series TOs.

1.14.11.3 When the inspection is complete, the Contractor shall submit a proposal to the ACO/PCO to rectify all identified discrepancies. Once approved by the ACO/PCO,

the Contractor shall repair all approved work IAW the applicable TOs. Materials and parts required for any discrepancies will be CFM from an approved USG source. The Contractor shall not locally manufacture parts unless coordinated through the GPM and authorized by the ACO/PCO.

1.14.11.4 All discrepancies and subsequent repairs identified during phase inspection will be documented on an AFTO Form 367, Aircraft Discrepancy Gig Sheet. Any unrepaired discrepancies will be documented in the AFTO Form 781A.

1.14.11.5 Upon completion of the Phase Inspection, the Contractor shall document completion of the Phase Inspection in the AFTO Form 781s IAW the applicable 00-20 Series TOs.

1.14.12 Wing Repair: Within 6 months of contract award, the Contractor shall have the capability to remove and install wings and remove, replace and/or repair all wing components IAW TO 16W9-13-3, Wing Overhaul Instructions.

1.14.12.1 The Contractor shall have the skills and ability to perform all overhaul tasks defined by TO 16W9-13-3, Wing Overhaul Instructions.

1.14.12.2 The Contractor shall have the availability and technical compliance of all required wing tooling (see Attachment 4).

1.14.12.2.1 The Contractor shall be responsible to possess or obtain all required wing tooling not shown in Attachment 1 (see Attachment 4) or provide justification why specific wing tools are not required for this effort.

1.14.12.2.2 If wing overhaul tooling does not currently exist at the contractor location or a subcontractor facility, interested contractors are cautioned about the difficulty and time required to obtain all necessary long lead time tooling if these tools are not provided as GFE (see Attachment 1). Experience has shown that it could take in excess of two years just to obtain the data and master tooling necessary to manufacture long lead time fixturing, then an additional two years to produce these fixtures. Currently Korean Airlines and SABCA are the only sources outside the United States known to possess the long lead tooling required for post-block wing repair.

1.14.12.3 Should the Contractor be directed to perform a wing overhaul, it will encompass the following activities:

1.14.12.3.1 Conduct an inspection of the upper and lower wing skins and the interior wing box IAW TO 16W9-13-3 and TO 1F-16C-36.

1.14.12.3.2 Clean interior wing box.

1.14.12.3.3 Reseal all internal fuel cells/components.

1.14.12.3.4 Provide a proposal to replace/repair components found defective IAW TO 16W9-13-3 and 1F-16C-36 internal wing inspection and perform all wing build up tasks. Work shall not be accomplished until authorized by the PCO/ACO.

1.14.13 Wing Replacement: When wing replacement is required, the new wing will be provided by the USG.

1.14.14 Fuels Maintenance: The Contractor shall have the facilities and capability to inspect and repair F-16 integral fuel tanks IAW TO 1-1-3, TO 1F-16( )-3-1, and the applicable 1F-16( )-2-28 series TO.

1.14.15 Canopy Sill Longeron (CSL) Replacement: The Contractor shall have the capability to replace the canopy sill longeron on F-16 C and D-model aircraft. If required, the Contractor shall manufacture fuselage supports IAW the drawings provided and GFI.

1.14.15.1 F-16 C-model: The Contractor shall be capable of removing and replacing the 16B1103 canopy sill longeron with the 16B1105 or 16B1107 canopy sill longeron as directed by the ACO or PCO and the GPM.

1.14.15.2 F-16 D-model: The Contractor shall be capable of removing and replacing the 16B2101 and 16B2103 canopy sill longerons.

1.14.15.2.1 If a canopy sill longeron on the D-model requires a replacement due to cracking, both the 16B2101 and 16B2103 on both left and right sides of the aircraft will require replacement.

1.14.15.2.2 An F-16 D-model canopy sill longeron replacement shall include a preventative FS189 strap repair on both sides of the aircraft (regardless if only one or both side CSLs were replaced) after installation of the new longerons IAW repair drawing 16RB2001 and TCTO 1F-16-2750.

1.14.15.2.3 An F-16 D-model replacement shall include a preventative FS161 strap repair on the side(s) of the aircraft that have a notch at FS161 after installation of new canopy sill longerons IAW repair drawing 16RB2003 and TCTO 1F-16-2749C.

1.14.16 Canopy Sill Longeron Repair: The Contractor shall have the capability to perform a C-model strap repair IAW repair drawing 16RB098 and D-model strap repairs IAW repair drawings 16RB2001 and 16RB2003, documenting completion of TCTOs 1F-16-2749C and 1F-16-2750. If a 16RB2004 repair is required on a D-model, as a result of a crack indication, a 107T will be submitted to the GPM for repair authorization.

1.14.17 Upper Flange Inspection and Repair: The Contractor shall have the capability to perform a post-block F-16 bulkhead upper flange inspection IAW TCTO 1F-16-2741D and blend and repair the bulkhead upper flange IAW 16RB527. The Contractor shall also have the capability to replace upper bulkhead segments (i.e., upper FS341 bulkhead segment replacement per 16RB481).

1.14.18 Drop-in Maintenance: When directed by the PCO/ACO, the Contractor shall have the capability to receive and accept a package of Block 25 through 52 aircraft on a drop-in basis for TCTO modifications/upgrades and/or other O&A work requirements IAW the USG's delivery schedule objectives. The Contractor shall minimize delays to the delivery schedule of aircraft already in-work. As an example, the following Pre-Block Structural Sustainment Repair (PSSR) tasks may also be required for Block 25, 30, and 32 aircraft:

1.14.18.1 Forward Cockpit Corrosion Inspection. The contractor shall have the capability to conduct inspections of left and right lower 16B1307 cockpit skins for corrosion. The purpose is to inspect the identified aircraft left and right lower fuselage 16B1307 skins from FS 110.50 to 158.00 for indication/signs of corrosion. Inspections will be accomplished utilizing both visual and Nondestructive inspection methods IAW TCTO 1F-16-2831C and -33 Series.

1.14.18.2 Intake Corrosion Inspection. The contractor shall have the capability to perform inspections of the engine air inlet for corrosion. The purpose is to inspect the identified aircraft upper inlet skin 16B4615 from FS 189.00 and 243.00 and lower skins at FS 203 for indication/signs of corrosion IAW TCTO 1F-16-2832C.

1.14.18.3 Inspect FS 309.8, 325.8, 341.8 and 357.8 Bulkhead Radii: The Contractor shall have the capability to perform pre-block inspection for cracks IAW TCTO 1F-16-2822.

1.14.18.4 Install Upper Outboard Bulkhead Flange Fittings: The Contractor shall have the capability to perform pre-block installation at FS 309.8, 325.8, 341.8 and 357.8 IAW TCTO 1F-16-2823C.

1.14.18.5 Inspection and Repair of Upper FS 309 Bulkhead: The Contractor shall have the capability to perform inspection and cold work repair of the upper FS 309 bulkhead, part number 16B5231, IAW TCTO 1F-16-2854.

1.14.18.6 Remove sheet RAM and replace with spray RAM: The Contractor shall have the capability to remove FMS-3029 sheet RAM from pre-block aircraft and replace with FMS-3049 spray RAM IAW TCTO 1F-16-2810.

1.14.19 Post-Block Repair (PBR): The Contractor shall accomplish left & right cockpit skins corrosion inspection TCTO 1F-16-2831C, Engine intake corrosion inspection TCTO 1F-16-2832C, Replacement of inner/outer box beams TCTO 1F-16-2732, Upper bulkhead flange (UBF) 100% fitting install TCTO 1F-16-2741D, and Keel beam mod TCTO 1F-16-2730 to complete the PBR tasks for all F-16C/D Blocks 40/42/50/52.

1.14.19.1 Forward Cockpit Corrosion Inspection. The contractor shall have the capability to conduct inspections of left and right lower 16B1307 cockpit skins for corrosion. The purpose is to inspect the identified aircraft left and right lower fuselage 16B1307-19/-20 skins from FS 110.50 to 158.00 for indication/signs of corrosion. Inspection will be accomplished utilizing both visual and Nondestructive inspection method IAW TCTO 1F-16-2831C and -33 Series.

1.14.19.2 Intake Corrosion Inspection. The contractor shall have the capability to perform inspections of engine air inlet for corrosion. The purpose is to inspect the identified aircraft upper inlet skin 16B4615 from FS 189.00 and 243.00 and lower skins at FS 203 for indication/signs of corrosion IAW TCTO 1F-16-2832C.

1.14.19.3 Upper Flange Inspection and Repair: The Contractor shall have the capability to perform a post-block F-16 bulkhead upper flange inspection, blend, and repair the bulkhead upper flange fastener holes on IAW TCTO 1F-16-2741D. The Contractor shall also have the capability to replace upper bulkhead segments (i.e., upper FS341 bulkhead segment replacement per 16RB481).

1.14.19.3.1 The contractor shall have the capability to inspect FS 309.8, 325.8, 341.8 and 357.8 bulkhead radii for cracks utilizing nondestructive inspection methods (Eddy Current with pivoting radii probe) IAW T.O. 1F-16C-36, WP 025-05. If cracks are identified the contractor shall have the capability to install blending fixtures and blend damage radii.

1.14.19.4 Keel Beam Modification. The contractor shall have the capability to conduct modifications of centerline beam assemblies, PN 16B5400-( ) and 16B5401-( ), Aircraft. The purpose is to increase structural integrity of the centerline beam assembly, IAW TCTO 1F-16-2730.

1.14.19.5 Box Beam Replacement. The contractor shall have the capability to replace the inner and outer horizontal tail support beams, PN 16B6821-53/54 and 16B6827-17/18, The purpose is to address potential fatigue/corrosion IAW TCTO 1F-16-2732.

1.14.19.6 FS 189 Strap Install (D-Models). The contractor shall have the capability to perform installation of 16RB2001 repair straps on the 16B2103 Canopy Sill Longerons. The purpose is to enhance the structural integrity of the 16B2103 and 16B2101 longerons by installing an external repair splice to both left and right FS 189 IAW TCTO 1F-16-2750.

1.14.19.7 FS 161 Strap Install (D-Models). The contractor shall have the capability to perform installation of 16RB2003 repair straps on the 16B2103 canopy sill longerons. The purpose is to repair or restore structural integrity of 16B2103 canopy sill longerons by installing external splices at FS 158 IAW TCTO 1F-16-2749C.

1.14.19.8 FS 218 Strap Repair (D-Models). The Contractor shall have the capability to perform a D-model strap repair IAW repair drawing 16RB2004 without canopy sill longeron replacement.

1.14.20 Center Display Unit (CDU) Modification: The Contractor shall have capability to perform post-block CDU avionic modification (excludes the installation of classified LRUs and operational checks that require classified LRUs) IAW TCTOs 1F-16-2801D and 1F-16-2829.

1.14.21 High Speed Data Network (HSDN) Modification: The contractor shall have capability to perform Block 40-42 and Block 50-52 HSDN avionic modification and operational checks not requiring classified LRUs IAW TCTOs 1F-16-2800C and 1F-16-2830.

1.14.22 AN/ASQ-236 Modification: The Contractor shall have capability to perform both pre-block & post-block AN/ASQ-236 avionics Group A modification (excludes operational checks that require classified LRUs) IAW TCTO 1F-16-2795.

1.14.23 AN/ALQ-213 Modification: The Contractor shall have capability to perform post-block AN/ALQ-213 avionic modification (excludes the installation of classified LRUs and operational checks that require classified LRUs) IAW TCTOs: 1F-16-2663 (Block 42C), 1F-16-2664C (Block 42D), and 1F-16-2827 (Block 50/52C).

1.14.24 Service Life Extension Program (SLEP): The Contractor shall complete SLEP modifications per TCTO 1F-16-2776 and Para 1.3.5 for all C model aircraft in 275 calendar days or less, and all D model aircraft in 305 calendar days or less. This calendar day requirement includes 2,000 hours of O&A workload (O&A is funded through a separate CLIN and the price for O&A should not be included in the SLEP CLIN(s)), and begins on the day the aircraft lands at the Contractor facility and ends on the day the aircraft is ready to return to the owning unit. In addition to other technical capability requirements identified within this PWS, the Contractor shall be capable of successful completion of the following maintenance tasks:

1.14.24.1 Remove and replace a FS341 lower bulkhead per TCTO 1F-16-2728. Note: due to structural stability purposes TCTOs 1F-16-2727, 1F-16-2728, 1F-16-2770 and 1F-16-2775 shall not be conducted concurrently.

1.14.24.2 Remove, replace and perform mill and drill operations on the FS479 bulkhead per TCTO 1F-16-2727C.

1.14.24.3 Perform wing mill and drill operations for SLEP modification per TCTO 16W9-13-501.

1.14.24.4 Perform cold work operations for SLEP modification TCTOs 1F-16-2728, 16W9-13-501, 1F-16-2779, 1F-16-2725, 1F-16-2770, 1F-16-2734 and 1F-16-2780.

1.14.24.5 Perform electrical and wiring tasks to complete TCTOs 1F-16-2783 and 1F-16-2784.

1.14.25 Additional Maintenance Requirements: The Contractor shall accomplish all additional maintenance requirements, as required by approved AFTO Form 103 requests that have been coordinated and approved through PACAF/A4, GPM and the PCO/ACO. Each requirement will be negotiated separately or accomplished as O&A. If unaccomplished TCTOs are discovered on an aircraft, the Contractor shall coordinate with the GPM for disposition.

1.14.26 Surge Requirements: When aircraft are inducted into the depot facility for drop-in repair and maintenance, the Contractor shall coordinate with PACAF/A4, the PCO/ACO, and the GPM to establish workload priorities for drop-in aircraft and aircraft already in work.

1.14.26.1 When directed by the PCO/ACO, the Contractor shall, to the maximum extent feasible, increase production rate and/or capacity to accomplish drop-in and/or other

O&A work requirements IAW the USG's delivery schedule objectives/requirements. The Contractor shall minimize delays to the delivery schedule of aircraft already in-work.

1.14.26.2 The PCO/ACO may direct surge operations to accelerate delivery of in-work aircraft and/or induct additional aircraft above and beyond the standard induction schedule. Surge requirements will be negotiated on a case by case basis and will be billed to the O&A CLIN on the contract.

1.14.26.3 The Contractor must be able to:

1.14.26.3.1 Bring all available aircraft to fully mission capable (FMC) status within 72 hours if directed by the PCO/ACO. This is only a requirement if the aircraft is able to be returned to FMC status within the 72 hour timeframe.

1.14.26.3.2 In addition to previously mentioned workloads, induct up to 10 aircraft. The Contractor shall have the open dock space, equipment, tooling, manpower and resources to support repair of up to 4 aircraft within 30 days of task order, up to 8 aircraft within 90 days of task order, and a total of up to 10 within 120 days of task order.

1.14.27 Local Manufacturing: The Contractor shall possess local manufacturing capabilities for material and support equipment necessary to complete work requirements in those cases when such material/equipment is not available from USG approved sources and local manufacture is authorized by the PCO/ACO. Examples of local manufacturing capabilities include, but are not limited to, the following equipment and processes: heat treat, machining, milling, bending, chemical etching, anodizing and passivating.

1.14.28 Non Destructive Inspection (NDI): When required through the applicable TO or otherwise directed via 107T engineering disposition, the Contractor shall accomplish all non-destructive inspections IAW TO 1F-16C-36 and TO 33B-1-2 Nondestructive Inspection General Procedures and Process Control.

1.14.29 Wiring: The Contractor shall be capable of performing local manufacture, inspection, repair, testing and modification of wiring harnesses.

1.15 POST MAINTENANCE:

1.15.1 The Contractor shall inspect and clean all interior and exterior work areas after completion of work (i.e., remove all filings, chips, loose hardware and debris, secure and close all doors, access plates and panels).

1.15.2 The Contractor shall accomplish towing; pre-flight; servicing; handling IAW TO 1F-16( )-2Series.

1.15.3 When necessary, such as after strip or paint, the Contractor shall accomplish aircraft weight and balance, prior to delivery, IAW the instructions in TO 1F-16( )-5 Series TOs. The Contractor shall also input aircraft weight information directly into the AWBS. If unable for any reason, the Contractor shall provide aircraft weight and balance data in electronic form to the owing unit and in a form compatible with AWBS.

1.15.4 If equipped, the Contractor shall reinstall and operationally check all external fuel tanks, IAW applicable technical data.

1.15.5 The Contractor shall reinstall and operationally check all alternate mission equipment (e.g. pylons, travel pods, etc.) IAW O&A work procedures in Para 1.17 and the applicable technical data.

1.15.6 The Contractor shall functionally check unclassified systems to ensure they are operational IAW applicable TOs and TCTOs. Systems not disturbed or not required for ferry mission shall be returned to the owning unit in the same condition received, unless otherwise directed by the PCO/ACO.

1.15.7 ENGINE RUN:

1.15.7.1 In order to maintain paint, repair and modification schedule for USAF aircraft undergoing maintenance at the Contract facility, and to reduce the cost and maintenance burden for USAF personnel to perform preliminary engine runs, the Contractor may be granted authorization from the GPM to perform unclassified engine runs.

1.15.7.2 The Contractor personnel performing engine runs shall obtain engine run certification.

1.15.7.2.1 If the Contractor is certified to run engines, the Contractor shall utilize alternate engine run procedures in Attachment 6.

1.15.7.3 The Contractor shall have the capability and the facility or area for the Contractor or USAF personnel to perform high power engine runs IAW applicable 1F-16( )-2 series TOs.

1.15.8 Upon reinstallation of classified LRUs by the USG or cleared US Contractor personnel, the Contractor shall not perform maintenance activities inside the cockpit or within panels that contain classified equipment.

1.15.9 The Contractor shall be responsible for replacing all markings removed as a result of maintenance or strip and paint, to include tail number, star, rescue, danger, place painted, and logos (PACAF, base, and organizational) IAW AFI 20-114, 1F-16( )-2-OOGV-00-1, 1-1-8, and 1F-16( )-23. The Contractor shall coordinate with the PCO/ACO and PACAF/A4 to obtain the required stencils.

1.15.10 FUNCTIONAL CHECK FLIGHT/FERRY FLIGHT REQUIREMENTS:

1.15.10.1 If a FCF is required, the Contractor shall coordinate with PACAF/A4 to schedule a FCF-qualified pilot to perform the FCF IAW TO 1F- 16( )-6CF-1 and 1F-16( )-6.

1.15.10.2 The Contractor shall notify the PCO/ACO that the aircraft is ready for preflight inspection and FCF. Preflight inspection shall not occur until directed by the PCO/ACO who will notify the unit and the pilot 72 hours prior to the jet being ready for acceptance. Upon approval the Contractor shall accomplish a preflight inspection IAW 1F-16( )-6WC series. If the 72 hour preflight timeframe expires, preflight inspection will be re-accomplished as O&A.

1.15.10.2.1 The Contractor shall perform preflight inspections, with the exception of any workcards requiring cockpit entry. The workcard numbers not performed are to be documented in Aircraft AFTO 781A Series forms as a Red dash (-) and completed by the owning unit prior to FCF

1.15.10.3 If required and the PCO/ACO approves, the Contractor shall conduct a basic post-flight inspection and any maintenance resulting from the post-flight inspection shall be performed IAW TO 1F-16( )-6WC Series and applicable TOs.

1.15.10.4 The Contractor shall assist the aircrew with transportation, flight planning facilities, materials, briefings, servicing, maintenance, pre-flight and post-flight inspections, and aircraft launch and recovery support.

1.15.10.4.1 Owning unit personnel are responsible for personal equipment items such as oxygen regulator, anti-G suit, helmet, etc.

1.15.10.5 The Contractor shall provide, as CFM, nitrogen, engine oil, hydraulic fluid, liquid oxygen, and hydrazine IAW 1F-16( )-2-12JG-00-1. The Contractor shall be

responsible to defuel and refuel the aircraft. Fueling arrangements will be IAW the Defense Logistics Agency - Energy and Republic of Korea Ministry of Defense Energy Swap Agreement.

1.15.10.6 The Contractor will provide credit for fuel removed from inducted aircraft unless refueling costs are not charged to the USG.

1.15.11 TRANSFER TO USG:

1.15.11.1 The Contractor shall prepare the applicable forms and records required prior to aircraft transfer back to the owning unit (See Para 1.16.4).

1.15.11.2 Final acceptance of maintenance will be by the PCO/ACO or designated representative via DD Form 250 upon successful completion of required work.

1.15.11.3 Unless otherwise directed, the Contractor shall prepare the aircraft for delivery in the same configuration as received (e.g. pylons, external stores, Alternate Mission Equipment (AME), etc.).

1.15.11.4 The Contractor shall store and maintain the complete aircraft IAW applicable TOs for a period not to exceed seven (7) days after DD Form 250 pending return of the aircraft to the owning unit. Should it become necessary to store the completed aircraft beyond seven days, the Contractor shall maintain the aircraft IAW applicable TOs. Storage costs, aircraft preparation and additional FCF flights dictated beyond seven days will be authorized using O&A Work Procedures as defined in Para 1.17.

1.15.12 OVER-WATER DELIVERY REQUIREMENTS:

1.15.12.1 Aircraft requiring over-water flight from the maintenance facility require certain systems and equipment to be operational for the flight IAW AFI 11-207. Repair of systems and equipment required for over-water flight delivery must be coordinated and approved by PCO/ACO before accomplishment.

1.15.12.2 Air Refueling (AR) system if in-flight refueling is required.

1.15.12.3 Radar-weather avoidance and tanker locating (search and beacon) modes.

1.15.12.4 Communications - all equipment required for the delivery flight.

1.15.12.5 Navigation - all equipment required for the delivery flight.

1.15.12.6 Exterior lights-all applicable lights for day/night/formation flying as required for the delivery flight.

1.16DATA:

1.16.1 The Contractor shall prepare and deliver data to the USG in Contractor format except where specific forms are required. The Contractor shall establish and maintain procedures to ensure accurate identification, preparation, marking, tracking, and delivery of all contract data. (CDRL A013 DI-MGMT-82228, Contractor's Data Management Plan)

1.16.2 The Contractor shall ensure all technical data, including drafts and working papers, are marked and controlled IAW appropriate distribution statements and export control warning notices.

1.16.3 The Contractor shall establish a Proprietary Information Agreement/Non-Disclosure Agreement with Lockhead Martin Aeronautics, in order to obtain, use, and protect Lockhead Martin Proprietary Information.

1.16.4 Maintenance records and forms

1.16.4.1 The Contractor shall maintain forms and records IAW the table listed below:

Record/Form No.	Form Title	TOs and Applicable Directives
AF IMT 2692	Aircraft/Missile Equipment Transfer/Shipping Listing	TO 00-20 Series
AFTO Form 349	Verification Worksheet to Document Cannibalization	TO 00-20 Series
AFTO Form 290	Aerospace Vehicle Delivery Receipt	TO 00-20 Series
AFTO Form 302	Reliability Asset Monitoring Field Failure Report	N/A
AFTO Form 350	Reparable Item Processing Tag	TO 00-20 Series
AFTO Form 367	Aircraft Discrepancy Gig Sheet	TO 00-20 Series
AFTO Form 781 Series	Aircraft Flight Data Record	TO 00-20 Series
AFTO Form 95	Significant History	TO 00-20-Series
DD Form 365 Series	Weight & Balance	1-1B-50 & TO 00-20 Series

1.16.5 Contractor Manpower Requirement

1.16.5.1 IAW FY11 NDAA Section 8108, the Contractor shall report ALL Contractor labor hours (including subcontractor labor hours) required for performance of services provided under this contract for the F-16 SPO via a secure data collection site. The Contractor is required to completely fill in all required data fields at **http://www.ecmra.mil**.

1.16.5.2 Reporting inputs will be for the labor executed during the period of performance for each USG fiscal year (FY), which runs 1 October through 30 September. While inputs may be reported any time during the FY, all data shall be reported no later than 31 October of each calendar year. Contractors may direct questions to the Contractor Manpower Reporting Application (CMRA) help desk. The help desk contact information is on http://ecmra.mil

1.16.5.3 Uses and Safeguarding of Information: Information from the secure web site is considered to be proprietary in nature when the contract number and Contractor identity are associated with the direct labor hours and direct labor dollars. At no time will any data be released to the public with the Contractor name and contract number associated with the data.

1.16.5.4 User Manuals: Data for Air Force service requirements must be input at the Air Force CMRA link. However, user manuals for USG personnel and Contractors are available at the Army CMRA link at http://www.ecmra.mil.

1.17 OVER AND ABOVE WORK PROCEDURES:

1.17.1 The task order provides direction for the work to be performed on the aircraft. The Contractor shall not perform other work unless approved by the PCO/ACO. If a discrepancy is discovered by the Contractor during the performance of a task order, the Contractor shall obtain O&A authorization from the PCO/ACO through a work request prior to performing

any additional work as a result of the discrepancy. The work request process shall be determined and agreed upon by the ACO and the contractor after contract award.

1.17.1.1 Cannibalization: If parts or component shortages will delay delivery of aircraft, serviceable parts or components, which are readily exchangeable, may be removed from another aircraft by cannibalization. The PCO/ACO must authorize these actions prior to removal of the part. Compensation shall be limited to extra man-hours associated with cannibalizing where GFM cannot be supplied in a timely manner and work stoppage would occur. No compensation shall be made for man-hours required to effect original removal or replacement action, nor to remove a part which would have required removal during the normal rework process, nor cannibalization as a result of fault or negligence of the Contractor. Owning unit aircraft cannibalization will only be authorized after PCO and GPM coordination.

1.17.1.2 Repair of composite parts/material: If a requirement exists and a determination is made to repair composite material, special procedures and cautions must be adhered to in accomplishing this work. Funding will be approved under the O&A Work Procedures identified in Para 1.17.

1.17.1.3 Additional Work: Should PCO/ACO approved inspections reveal structural, mechanical, or electrical damage, the Contractor shall obtain O&A authorization from the PCO/ACO through a work request to repair the damage. Compensation shall be IAW applicable CLIN(s). Materials and parts required for O&A shall be CFM from an approved USG source. No local manufacture of parts is authorized without approval from the PCO/ACO and GPM. CFM costs shall be reimbursed through the O&A CLIN.

1.18 CONTRACT DATA REQUIREMENTS LIST TABLE

Data Item Number	Title Of Data	PWS Reference	Delivery Requirement
A001	DI-MGMT-81861A, Integrated Program Management Report (IPMR), Subtitle Integrated Master Schedule	1.5.3	First submission will occur no later than 45 days after contract award. Subsequent submissions will occur every 3 months thereafter.
A002	DI –MGMT-80368A, Status Report, Subtitle Bi-Weekly Status Report	1.5.4	First submission will occur 14 calendar days after first aircraft induction and the Form 290 has been signed. Subsequent submissions will occur every 2 weeks thereafter.
A003	DI-ADMN_81250B Conference Minutes	1.5.5	Submission will occur within 7 calendar days after every Program bi-weekly meeting.

Data Item Number	Title Of Data	PWS Reference	Delivery Requirement
A004	DI-ADMIN-81249B Conference Agenda, Subtitle PMR	1.5.6.3.1	Agenda inputs from the USAF shall be requested by the Contractor no later than 30 calendar days prior to meeting. The USAF shall provide agenda inputs no later than 14 calendar days prior to meeting. Final agenda shall be provided by the Contractor no later than seven calendar days prior to meeting. Contractor shall make a reasonable attempt to accommodate last minute agenda changes.
A005	DI-ADMN_81250B Conference Minutes, Subtitle PMR	1.5.6.3.3	Submission will occur 30 calendar days after every PMR.
A006	DI –MGMT-80368A, Status Report, Subtitle Monthly Status Report and Action Items	1.5.6.3.4	Submission will occur the last business day of every month.
A007	DI-SESS-81875, Configuration Management Plan	1.7.1	First submission will occur 45 calendar days after contract award. Subsequent submissions will occur every 6 months thereafter.
A008	DI-MGMT-82191, Cybersecurity Vulnerability Report	1.8.5.2	Submission will occur no later than 24 hours from suspected or actual intrusion.
A009	DI-SAFT-81626, System Safety Program Plan	1.9.1	First submission will occur no later than 45 calendar days after contract award and within 7 calendar days following updates.
A010	DI-SAFT-81563 NOT 1, Accident/Incident Report	1.9.4.1	Submission will occur no later than 3 calendar days after mishap.
A011	DI-QCIC-81794 NOT 1, Quality Assurance Program Plan	1.10.1	First submission will occur 45 calendar days after contract award. Subsequent submissions will occur annually thereafter.
A012	DI-SESS-82039 Maintenance Planning Documents	1.11.2.1	Submission will occur within 30 calendar days prior to the first performance of the task.
A013	DI-MGMT-82228, Contractor's Data Management Plan	1.16.1	First submission will occur 45 calendar days after contract award. Subsequent submissions will occur annually thereafter.
A014	DI-MGMT-80269 Status of Government Furnished Equipment (GFE Report)	1.3.9.3	First submission will occur no later than 45 calendar days after contract award and within 7 calendar days following updates.

1.19 LABOR BREAKOUT

1.19.1 The awardee of this contract, if awarded to a Republic of Korea company, is required to provide a breakout of the CLIN pricing by labor vs. material in a percentage form within 90 days after award to the PCO. The percentage should not change from year to year for each individual CLIN. The PCO will apply these percentages to the provided prices and will create an attachment for the contract that will be used to determine how Republic of Korea (ROK) funds can potentially be applied to this contract, should these funds be available.

1.19.1.1 Example: Awardee proposes a unit price of $20,000 for CLIN 0001 during the first year. Within 90 days awardee provides breakout and determines that 90% of CLIN 0001 is labor and 10% of CLIN 0001 is material. The PCO creates a table that identifies that for CLIN 0001 in year 1 $18,000 is labor and $2,000 is material. If ROK funds are available these can be applied towards the labor portion of that CLIN. The awardee is not responsible for determining whether these funds are available. All CLIN efforts will be fully funded using USAF funds at time of award.

1.20 TRAVEL

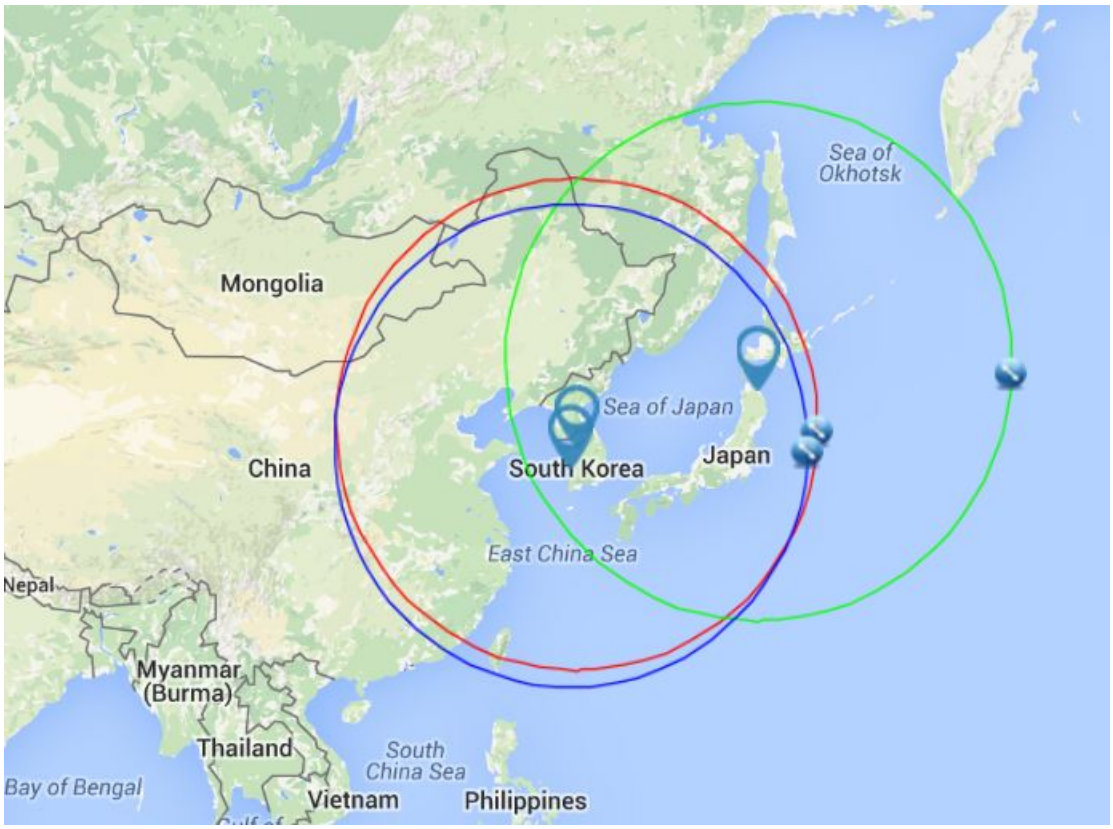
1.20.1 The Contractor may be required to travel to support the objectives of this PWS.

1.20.1.1 The CLIN type for travel shall be on a Cost Reimbursement No Fee (CRNF). The contractor shall coordinate with the ACO to establish a process on how approvals, reports, and reimbursements shall be completed.

1.20.1.2 Airfare for travel and Per Diem shall be billed IAW Joint Travel Regulations (JTR).

1.20.1.3 The contractor is responsible for making all necessary travel arrangements.

PWS ADDENDUM 1- COMPETITION REGION



1. The Competition Area is restricted to within 900 nautical miles (NM) of the primary owning units located at Osan Air Base (AB), Kunsan AB and Misawa AB. This is calculated from an F-16 max range without external fuel tanks, flying in standard flight conditions and landing with the required amount of fuel reserves. This restriction was developed to meet the primary user requirement that no in-air refueling, stops for refueling, or external fuel tanks be required when flying an F-16 from listed PACAF F-16 owning units to the contracted facility.
2. The Competition Area is defined as that area common to all three rings in the graphic above.

PWS ADDENDUM 2 – CLASSIFIED EQUIPMENT

The following classified items will be removed at home station prior to induction at the Contractor's facility:

AFT DF RECEIVER (R/H 9911A8, L/H 9911A7)
ALE-47 CHAFF/FLARE PROGRAMMER
ALR-56M/ALR-69: C/D BAND RECEIVER POWER SUPPLY
AN/ALE-50
AN/ALE-50 TOWED DECOY
AN/ALQ-131,184,188 POD
AP: ANALYSIS PROCESSOR (9911A6)
CCU (Cockpit Control Unit)
ECM Panel (Electronic Counter Measures Panel, 9921CT1)
KIT-1C
KIV-6 MODE 4 COMPUTER
KY-58 (Secure Voice Processor)
RIGHT STRAKE DF RECEIVER(9911A1) LEFT STRAKE DF RECEIVER(9911A2)
SUPERHETERODYNE CONTROLLER (SHC)
SUPERHETERODYNE RECEIVER (SHR)

The following classified items will be removed at Contractor facility by USG personnel prior to aircraft induction:

APSP (Advanced Programmable Signal Processor)/PSP
ARC-210 (UHF/VHF Radio, 2325A1)
CIT/KIV-77/78
EGI (Embedded GPS/INS)
MIDS LVT (The Multifunction Information Distribution System Low Volume Terminal)
MMC (MODULAR MISSION COMPUTER)
PDG/CPDG (Color) Programmable Display Generator

PWS ADDENDUM 3 – ACRONYMS

AB…… Air Base
ACO……Administrative Contracting Office
AF……...Air Force
AFB …… Air Force Base
AFI……...Air Force Instruction
AFJMAN……..Air Force Joint Manual
AFLCMC ……Air Force Life Cycle Management Center
AFMAN……Air Force Manual
AFMC…….Air Force Material Command
AFTO……...Air Force Technical Order
AME……Alternate Mission Equipment
AR……Air Refueling
AWBS ……Automated Weight and Balance System
CAS …… Contract Administration Services
CAVAF……Commercial Asset Visibility
CDRL……Contract Data Requirements List
CDU……..Central Display Unit
CFE……Contractor Furnished Equipment
CFM……..Contractor Furnished Material
CFT……...Contract Field Team
CIRE…….Common Inspection Reporting Engine
CLIN……Contract Line Item
CMRA ……...Contractor Manpower Reporting Application
COMSEC …… Communications Security
CRNF …… Cost Reimbursement No Fee
CSL……Canopy Sill Longeron
DCMA……Defense Contract Management Agency
DD……..……..Department of Defense
DLA…….Defense Logistics Agency
DLM……..……. Defense Logistics Management
DoD……..Department of Defense
DODAAC……...Department of Defense Activity Address Code
DoDI……Department of Defense Instructions
DoDM…….Department of Defense Manual
ECA……External Certifying Authority
ESD……...Electrostatic Discharge
F-16 SPO…….F-16 System Program Office
FAR……..Federal Acquisition Regulation
FCF…….Functional Check Flight
FED-STD……Federal Standard
FMC……...Fully Mission Capable

FOD…….Foreign Object Damage
FS…… Fuselage Station
FY……Fiscal Year
GFE……Government Furnished Equipment
GFI……Government Furnished Information
GFM……...Government Furnished Material
GGFR ……Government Ground Flight Representative
GPM…….Government Program Manager
GR…….Government Representative
HQ……Headquarters
IAW……...In Accordance With
IMT……..Information Management Tool
INST……Instruction
IPMR ……Integrated Program Management Report
ISO……International Standard Organization
JTR……..Joint Travel Regulations
LRU……Line Replaceable Unit
MAJCOM……..Major Command
MIL-STD……...Military Standard
MILSTRIP …… Military Standard Requisitioning and Issue Procedures
NAS…….National Aerospace Standard
NDI……Non-Destructive Inspection
NM…….Nautical Miles
O&A……...Over & Above
OO-ALC……Ogden Air Logistics Complex
OPSEC…….Operation Security
PACAF……...Pacific Air Force
PBR …… Post-Block Repair
PCO……Procuring Contracting Officer
PKI……Public Key Infrastructure
PMB……...Plastic Media Blasting
PMR……..Program Management Review
PN……Part Number
POC……. Point of Contact
PSSR …… Pre-Block Structural Sustainment Repair
PWS …… Performance Work Statement
QA…… Quality Assurance
QAR…… .Quality Assurance Representative
RAM…… Radar Absorbing Material
RIP…… Remote Interface Panel
ROK…….. Republic of Korea
SLEP……...Service Life Extension Program
SOFA ……Status of Forces Agreement
SUP(P) ……...Supplement

TCTO(s)……..Time Compliance Technical Order(s)
TO……Technical Order
TODO……...Technical Order Distribution Office
US…….United States
USAF……...United States Air Force
USG…….United States Government