

2. Amendment/Modification No.  0007	3. Effective Date	4. Requisition/Purchase Req No.  SEE SCHEDULE	5. Project No. (If applicable)
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6. Issued By  US ARMY AVIATION & MISSILE COMMAND AMSAM-AC-LM-L CASSANDRA BOYD (256)876-3184 REDSTONE ARSENAL AL 35898-5280  EMAIL: CASSANDRA.BOYD@REDSTONE.ARMY.MIL	Code	W58RGZ	7. Administered By (If other than Item 6)	Code
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8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code)	<input checked="" type="checkbox"/>	9A. Amendment Of Solicitation No.  DAAH23-03-R-0211			
		9B. Dated (See Item 11) 2003MAR27			
	<input type="checkbox"/>	10A. Modification Of Contract/Order No.			
		10B. Dated (See Item 13)			
Code		Facility Code			

**11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS**

The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers  is extended,  is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing items 8 and 15, and returning 2 signed copies of the amendments; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. **FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.** If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting And Appropriation Data (If required)

**13. THIS ITEM ONLY APPLIES TO MODIFICATIONS OF CONTRACTS/ORDERS**  
It Modifies The Contract/Order No. As Described In Item 14.

<input type="checkbox"/>	A. This Change Order is Issued Pursuant To: The Contract/Order No. In Item 10A.	The Changes Set Forth In Item 14 Are Made In
<input type="checkbox"/>	B. The Above Numbered Contract/Order Is Modified To Reflect The Administrative Changes (such as changes in paying office, appropriation data, etc.) Set Forth In Item 14, Pursuant To The Authority of FAR 43.103(b).	
<input type="checkbox"/>	C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of:	
<input type="checkbox"/>	D. Other (Specify type of modification and authority)	

**E. IMPORTANT:** Contractor  is not,  is required to sign this document and return \_\_\_\_\_ copies to the Issuing Office.

14. Description Of Amendment/Modification (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

SEE SECOND PAGE FOR DESCRIPTION

Except as provided herein, all terms and conditions of the document referenced in item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. Name And Title Of Signer (Type or print)	16A. Name And Title Of Contracting Officer (Type or print)
15B. Contractor/Offeror  _____ (Signature of person authorized to sign)	15C. Date Signed
	16B. United States Of America  By _____ (Signature of Contracting Officer)
	16C. Date Signed

<b>CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued</b> <b>PIIN/SIIN</b> DAAH23-03-R-0211 <b>MOD/AMD</b> 0007	<b>Page</b> 2 <b>of</b> 2
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**Name of Offeror or Contractor:**

SECTION A - SUPPLEMENTAL INFORMATION

1. The effective date of this amendment is 21 May 03.
2. Questions and Answers (Q&A) as of 20 May 03 are displayed on the Fort Rucker Maintenance Program Acquisition Center Website.
3. Attachment 04, "USAAVNC Flying Hours Program Fiscal Year 04" is revised to reflect updated flying hours for Fiscal Year 2004 (FY 04) which were revised in Section B via Amendment 0006. Only flying hours for FY 04 in Attachment 04 have been changed and are included in this amendment. The flying hour program for the out fiscal years remain unchanged.
4. Attachment 19, "Air Force Performance Work Statement" (PWS) has been revised to reflect updated flying hours for FY 05. The hours decreased from 9,600 to 8,900, a reduction of 700 hours. Revisions have been annotated with a vertical line in the right margin. The flying hour program for the other fiscal years remain unchanged.

\*\*\* END OF NARRATIVE A 008 \*\*\*

**ATTACHMENT 4 USAAVNC FLIGHT HOUR PROGRAM  
FY 04**

**ATTACHMENT 19 AIR FORCE PERFORMANCE WORK  
STATEMENT - REVISED  
APPENDIX B - WORKLOAD ESTIMATES**

FY04 COB 1 MAY 03

AIRCRAFT	OCT	NOV	DEC	1ST QTR	JAN	FEB	MAR	2ND QTR	APR	MAY	JUN	3RD QTR	JUL	AUG	SEP	4TH QTR	TOTAL
<b><u>UNDERGRADUATE</u></b>																	
AH-64D	416	416	394	1,226	245	394	301	940	353	312	327	992	291	318	297	906	4,064
CH-47D	560	534	466	1,560	277	405	389	1,071	490	479	492	1,461	484	420	428	1,332	5,424
OH-58A/C	4,822	5,168	5,315	15,305	3,748	5,886	5,537	15,171	6,460	5,616	4,966	17,042	5,111	5,017	5,531	15,659	63,177
OH-58D ( R )	864	900	901	2,665	650	982	979	2,611	1,295	1,208	1,266	3,769	1,312	1,297	1,385	3,994	13,039
TH-67	8,686	8,758	8,378	25,822	5,516	8,377	7,959	21,852	9,647	8,775	8,810	27,232	8,841	8,739	9,160	26,740	101,646
UH-1	2,266	1,794	929	4,989	250	252	249	751	162	77	163	402	165	49	53	267	6,409
UH-60	1,152	1,162	1,105	3,419	730	1,105	1,039	2,874	1,284	1,173	1,161	3,618	1,102	1,058	1,068	3,228	13,139
U/GRAD TOTAL	18,766	18,732	17,488	54,986	11,416	17,401	16,453	45,270	19,691	17,640	17,185	54,516	17,306	16,898	17,922	52,126	206,898
<b><u>GRADUATE</u></b>																	
AH-64A	1,036	1,258	1,334	3,628	991	1,442	1,528	3,961	1,710	1,668	1,200	4,578	655	129	79	863	13,030
AH-64D	1,382	1,684	1,945	5,011	1,268	1,965	2,006	5,239	2,262	2,113	2,087	6,462	2,162	2,028	2,206	6,396	23,108
CH-47D	777	686	484	1,947	358	496	551	1,405	472	606	614	1,692	477	518	430	1,425	6,469
OH-58A/C	316	361	343	1,020	236	299	435	970	391	338	295	1,024	311	365	298	974	3,988
OH-58D ( R )	1,077	1,344	1,283	3,704	453	801	642	1,896	907	727	868	2,502	745	770	690	2,205	10,307
TH-67	38	27	20	85	12	31	35	78	102	103	104	309	104	102	102	308	780
UH-1	608	391	351	1,350	167	362	357	886	314	258	105	677	0	0	0	0	2,913
UH-60	2,461	2,196	1,816	6,473	1,293	1,735	2,326	5,354	2,162	2,022	1,718	5,902	1,823	2,318	2,074	6,215	23,944
GRAD TOTAL	7,695	7,947	7,576	23,218	4,778	7,131	7,880	19,789	8,320	7,835	6,991	23,146	6,277	6,230	5,879	18,386	84,539
COMBINED TOTAL	26,461	26,679	25,064	78,204	16,194	24,532	24,333	65,059	28,011	25,475	24,176	77,662	23,583	23,128	23,801	70,512	291,437
<b><u>TOTAL BY FLEET</u></b>																	
AH-64A	1,036	1,258	1,334	3,628	991	1,442	1,528	3,961	1,710	1,668	1,200	4,578	655	129	79	863	13,030
AH-64D	1,798	2,100	2,339	6,237	1,513	2,359	2,307	6,179	2,615	2,425	2,414	7,454	2,453	2,346	2,503	7,302	27,172
CH-47D	1,337	1,220	950	3,507	635	901	940	2,476	962	1,085	1,106	3,153	961	938	858	2,757	11,893
OH-58A/C	5,138	5,529	5,658	16,325	3,984	6,185	5,972	16,141	6,851	5,954	5,261	18,066	5,422	5,382	5,829	16,633	67,165
OH-58D	1,941	2,244	2,184	6,369	1,103	1,783	1,621	4,507	2,202	1,935	2,134	6,271	2,057	2,067	2,075	6,199	23,346
TH-67	8,724	8,785	8,398	25,907	5,528	8,408	7,994	21,930	9,749	8,878	8,914	27,541	8,945	8,841	9,262	27,048	102,426
UH-1	2,874	2,185	1,280	6,339	417	614	606	1,637	476	335	268	1,079	165	49	53	267	9,322
UH-60	3,613	3,358	2,921	9,892	2,023	2,840	3,365	8,228	3,446	3,195	2,879	9,520	2,925	3,376	3,142	9,443	37,083
COMBINED TOTAL	26,461	26,679	25,064	78,204	16,194	24,532	24,333	65,059	28,011	25,475	24,176	77,662	23,583	23,128	23,801	70,512	291,437

AMENDMENT 0007

# UH-1 AIRCRAFT CONTRACTOR LOGISTICS SUPPORT

## STATEMENT OF WORK (SOW)



FORT RUCKER, ALABAMA

## AMENDMENT 0007

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### ***SECTION 1 - DESCRIPTION OF SERVICES:***

**1. Scope of Work:** The USAF Logistics Support Contractor (LSC) shall provide: all spares including engines, support equipment (SE), special tools, test equipment, expendables, supplies, materials, and repair of reparable for the UH-1H and UH-1H-II aircraft and SE; maintain and repair the UH-1H and UH-1H-II aircraft and components to the standards by which they were manufactured and/or qualified, comply with maintenance and inspection requirements resulting from any special inspection programs (i.e., Engine Structural Integrity Program (ENSIP), Aircraft Structural Integrity Program (ASIP), etc.). (Total Contractor Logistics Support (CLS)) The LSC shall maintain, repair, and provide all part, supplies, and material for all unit assigned UH-1H and UH-1H-II aircraft, engines, and associated mission support equipment in accordance with (IAW) the objectives and responsibilities outlined in FAA, AF and AETC directives, applicable AF/AETC/Unit/manuals/regulations/plans, instructions, and all applicable equipment, procedural and general support technical orders (TO) /data in order to meet the SUPT-H flying training mission of the 23<sup>rd</sup> FTS at Ft Rucker AL. In addition, the LSC shall provide engineering support.

1.1. The LSC shall perform the aircraft maintenance mission in a professional manner and provide sufficient well-maintained aircraft for aircrew training needs. The service provider's management shall establish a positive working relationship with 23<sup>rd</sup> Squadron leadership and demonstrate an emphasis on quality of service. The LSC shall ensure that the workforce is technically trained and focused on customer support. Training, safety and quality assurance programs shall ensure that all maintenance is performed and documented in accordance with (IAW) Government directives and technical data to ensure the preservation and serviceability of Government assets.

1.1.1. The LSC is responsible for the entire scope of organizational maintenance production (on-equipment) and certain specified intermediate (off-equipment) maintenance IAW applicable technical data, AFI 21-101, and AFI 21-101, AETC supplement 1. The LSC shall perform aircraft on-equipment maintenance, support equipment maintenance, and engine maintenance required for UH-1H and UH-1H-II aircraft. The LSC shall also provide aircraft maintenance support for off-station aircraft recovery of UH-1H and UH-1H-II aircraft. The LSC shall perform repairs on UH-1H and UH-1H-II damaged by perils such as fire, lightning, windstorm, tornado, hail, explosion, civil and military actions, bird strike, falling objects, or any other abnormal occurrences.

1.1.2. The Government expressly reserves the right to incorporate additional maintenance support, including maintenance of other Mission Design Series (MDS) aircraft, on-equipment maintenance and off-equipment maintenance to support the missions of the 23<sup>rd</sup> FTS.

1.1.3. The LSC shall meet or exceed AETC contract and Government surveillance performance thresholds (standards); (See Section 2 for performance thresholds and calculation methods.) Note: These performance thresholds and calculations may be adjusted periodically.

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1.1.4. If Government actions such significantly impair the service provider's ability to meet established performance thresholds, the LSC may provide written justification for noncompliance to the applicable Functional Commander (FC) (AFI 63-124) and the Contracting Officer (CO). Should the LSC projects an inability to meet performance thresholds do to Government actions, the LSC may submit a waiver to include the requested threshold change and the period the waiver should be in effect thought the FC to HQ AETC/LGP. HQ AETC/LGP will forward the request to HQ AETC/LGM for approval or disapproval. Failure of the LSC to initiate requisite aircraft or equipment repairs, including local manufacture and special repair requests; upkeep equipment; or to comply with any other standard procedures as defined in this contract and in applicable AF directives and technical orders will result in the Government denying waiver requests.

1.2. **Hours Of Operation.** Operating hours established by the LSC shall be consistent with meeting the contract performance requirements or as directed by the CO. Duty hours for supporting the maintenance functions shall be IAW applicable, AF, AETC and local directives and the daily/weekly flying schedule, to ensure accomplishment of flying hour projections and support requirements. NOTE: During the summer months a 22-hour flying window is normal at Ft Rucker.

1.3. **Personnel.** The LSC shall provide only properly trained, qualified, and/or certified technicians. Personnel who perform aircraft maintenance must have at least one (1) year of recent (within past three (3) years) aircraft maintenance experience on any H-1, any H-60, Bell 212/412 and S-70, which shall be documented in personnel and/or training records. Personnel who perform aircraft maintenance and do not meet the above experience requirement shall complete a comprehensive LSC training program on the applicable airframe prior to performing unsupervised aircraft maintenance on that airframe. Such training shall be documented in a training record.

1.3.1. The LSC shall provide technicians to accompany UH-1H and UH-1H-II aircraft during Check Flights who are qualified and certified to perform vibration analysis, rotor system track and balance, and in-flight vibration troubleshooting IAW applicable technical data. Additionally, the LSC shall provide a vibration analysis qualified technician to accompany UH-1H and UH-1H-II aircraft to and from the maintenance facilities. (See paragraph 1.17.8 for Mission Essential Ground Personnel procedures/requirements).

1.3.2. **Personal Appearance.** LSC personnel shall show clear, continuous evidence of a professional workforce. The service provider's personnel shall present a neat and well-groomed appearance, and exhibit professionalism.

1.3.2.1. Personnel shall conform to TO 00-25-172, Ground Servicing of Aircraft and Static Grounding/Bonding, Air Force Manual (AFMAN) 91-201, Explosive Safety Standards, and OSHA Standards. In addition, the LSC shall ensure

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clothing, jewelry and accessories worn by contract personnel with access to the flight line do not present a potential FOD hazard.

1.3.3. All LSC personnel, who are in supervisory positions or personnel who perform maintenance using technical orders or written documentation or have job related contact with aircrews must be able to read, write, speak, and understand American English.

1.3.4. LSC employees shall be subject to substance abuse testing as a result of an AFI 91-204 investigation when an individual's actions or inactions are suspected as factors in a mishap sequence. The CO may identify the employees to be tested and the drugs for which those employees must be tested. The LSC shall accomplish the specified testing using a certified medical substance abuse testing facility (i.e., a certified lab that meets Department of Health and Human Services (DHHS)/ Substance Abuse and Mental Health Services Administration (SAMHSA) certification). Results of the test(s) shall be provided to the Government solely for the purpose of completing an investigation IAW AFI 91-204.

1.3.5. Employees. The LSC shall not use the services of any person in the performance of this contract whose presence or action(s) endangers the health, life, safety, security, general well-being or operational mission of the installation to include its population, equipment, and facilities.

1.3.5.1. Notwithstanding the apparent absence of a conflict of interest, the LSC shall not employ any person who is an employee of the Department of Defense (either military or civilian) unless such person has received waivers of any policies restricting employment.

1.3.5.2. The LSC shall not employ any person who is a spouse or dependent child of a Department of the Air Force employee (either military or civilian) when such Air Force employee would be placed in a conflict or interest or appearance of a conflict of interest by virtue of such employment.

1.3.6. Reserve.

1.3.7. The LSC shall ensure all personnel successfully complete, as a minimum, a National Agency Check (NAC) (paid for by the Government) before operating government furnished workstations that have access to Air Force e-mail systems. The LSC shall submit these investigation requests for all personnel within 90 calendar days after contract start date. The LSC shall comply with the requirements in DoD 5200.2-R, paragraphs 3-614, 3-401 and AFI 33-119, paragraph 10.2.5.

**1.4. Quality Assurance (QA).** The LSC shall develop and implement a plan that establishes a Quality Assurance Program (QAP). Note: The plan may be added as an attachment to the main QC Plan as required in the Fleet Support Services PWS. The LSC shall provide two (2) copies of the proposed QAP plan to the CO for review and acceptance not later than the pre-

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performance conference. If any changes are made to this plan during the life of the contract, the proposed changes shall be submitted to the CO for acceptance prior to implementation. As a minimum, the LSC shall establish a QAP; develop a QA database with trend analysis capability; establish a Technical Order Distribution Officer (TODO) function; and publish a QA summary of activities in accordance with the Quality Assurance chapter of AFI 21-101 and AETC Supplement 1. NOTE: The LSC is not bound to the organizational structure requirements in AFI 21-101; rather, the LSC shall ensure all specific requirements are met. Additionally, the LSC shall utilize the procedures for QA programs listed in the Quality Assurance chapter of AFI 21-101 on an as required basis (e.g. Product Improvement program requirements). The service provider's QAP shall also include an inspection process designed to assess the peripheral programs and areas managed by the LSC (e.g. Tool and Equipment Management, Training Program, Flightline, etc). The service providers QAP shall include the minimum routine technical and program management inspection requirements and the inspection criteria/baselines for the same contained in table 1.25.

1.4.1. The LSC shall document, take corrective action and closeout all discrepancies (aircraft and equipment) discovered by the service provider's QA personnel or Government QA Personnel. Discrepancies shall be documented in the aircraft or equipment forms and in the automated MIS. The Job Control Number (JCN) or event ID (EID) shall be annotated along with the service provider's reply on the applicable government or QA surveillance/inspection form. The service provider's QA database shall have the capability to retrieve these JCN/EIDs on a monthly basis and they shall be included in the contractor's QA summary as outlined in this work statement.

1.4.2. The LSC shall notify/coordinate with Government QA Personnel for over-the-shoulder and after-the-fact evaluations of the service provider's QA inspection plan required by AETCI 21-107.

1.4.3. QA Database. The service provider's QA database shall include records of all inspections conducted by the LSC and government quality assurance personnel and necessary corrective action taken.

1.4.4. QA Summary. The LSC shall establish and publish a monthly summary of all QC actions in accordance with AFI 21-101 and AETC Supplement 1. As a minimum, the summary shall include all findings for equipment inspections and personnel evaluations. The summary shall also include a specific summary of open and closed discrepancies that were discovered by government and (or) contractor quality assurance/control inspectors. NOTE: Open discrepancies will continue to be listed each month until they are closed; closed discrepancies only need to be listed until they are closed. This summary shall be provided to Government Personnel no later than seven workdays after the end of each month.

1.5. **Management Programs.** The LSC shall provide and perform management functions IAW AFI 21-101, and AFI 21-101, AETC supplement 1 to include, but not limited to, the following:

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1.5.1. Provide sufficient mission capable aircraft per scheduled flying period, configured IAW the daily/weekly/monthly flying schedule, to ensure accomplishment of the programmed AETC flight crew training projection and other training support as required.

1.5.1.1. Provide sufficient mission capable aircraft, configured IAW the daily/weekly/monthly flying schedule, to ensure accomplishment of the 23<sup>rd</sup> FTS training support as required.

1.5.1.2. Support any (to include, but not be limited to) exercise, deployment, static display, flyby (IAW AFI 11-209), incentive flights, or open house (air show), search and rescue, ROTC orientation flights, spouse orientation day, change of command ceremonies, that involves aircraft and/or maintenance resources. These events may occur on weekends or holidays. **Cost associated with these events shall be included in the estimated cost.** Normal notification will be provided to the LSC at the weekly flying scheduling meeting. (Note: Circumstances may dictate that less than one week's notice be given due to changing mission requirements.) In addition, the LSC shall participate in and support AETC and other DOD/USAF/Command/19 AF sponsored maintenance competitions.

1.5.1.3. Support all plans, support agreements, search and rescue, weather evacuation support, all other plans, additional duties, and provide all required reports. These events may occur on weekends and holidays. **Cost associated with these events shall be included in the estimated cost** These requirements may be adjusted periodically.

1.5.2. AETC Program Allocation (AETC/PA) Projection. By the beginning of the basic performance period and each option year, AETC will issue flying hour projections for the next contract performance period.

1.5.2.1. The LSC shall use the AETC/PA document to manage the support of the flying program. This document reflects flying training hour projections for UH-1H and UH-1H-II missions and aircraft utilization projections. When changes occur, an annex/update to the AETC/PA will be issued for purposes of making flying hour adjustments, and so the LSC may initiate any downward or upward measures required to support the flying program.

1.5.2.2. Variables to the AETC Program Allocation (AETC/PA) Projection. Minor variations to the program are inevitable because of the time projection of the document. Many of the factors that cause variations can be identified although the exact effect of each cannot be programmed. Such variable factors are:

1.5.2.2.1. Prolonged period(s) of bad weather.

1.5.2.2.2. Fluctuation of class sizes and class make-up.

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1.5.2.2.3. Aircraft deliveries/attrition.

1.5.2.2.4. Program guidance changes directed by higher headquarters.

1.5.2.2.5. Other related factors such as rescues.

1.5.2.3. An allowance for average losses in effective flying days due to adverse weather has been included in the flying hour projections. Although historical experience data on the above mentioned variable factors are combined into each new AETC/PA, deviations from it may occur.

1.6. Maintenance Administration Functions. The LSC shall provide and perform the following:

1.6.1. Correspondence. Prepare all correspondence relating to maintenance management required in the execution of the services required by this SOW. The correspondence that is SOW-related shall consist of but not be limited to: replies, requests for depot assistance, reports, and routine correspondence to the base/installation or other activities. Messages shall be prepared IAW AFI 33-127. Copies of all correspondence between the LSC and Government shall be coordinated with government representative, prior to distribution. Additionally, all electronic correspondence (E-mail and Fax) shall be courtesy copied (CC) to the Government representative.

1.6.2. Records. All records, files, documents, and working papers provided by the Government and/or generated for the Government in the performance of this contract become and remain Government property. They shall be maintained IAW AFMAN 37-123 and all other pertinent directives as supplemented. Records shall be disposed of only as authorized by applicable portions of AFMAN 37-139. All records may be subject to the Freedom of Information Act and/or the Privacy Act of 1974. All reports, records, files, documents, maintenance policies/operating instructions, and working papers shall be made available to the Government (as requested).

1.6.2.1. Maintain files for Government records, for each operation, IAW Air Force 37-series instructions listed in Appendix 3A. Records shall be provided as requested under the Freedom of Information Act of 1974 and the Privacy Act of 1974, IAW applicable directives.

1.6.2.2. Furnish the Government required reports and summaries as listed in Appendix 3D. All reports to the Government shall be routed through the Government representative.

1.6.2.3. Support and participate in surveys, studies and tests of systems upgrades and changes relating to computer hardware, software, systems, etc.

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1.6.2.4. Provide updates to historical data and appendixes when a need exists as determined by the CO.

1.6.2.5. The Government will have unlimited rights to use, duplicate, or disclose such records, files, documents, working papers, and reports in whole or in part, in any manner and for any purpose whatsoever, and to permit others to do so.

1.6.2.6. LSC directives/instructions/regulations.

1.6.2.6.1. All work performed by the LSC shall be accomplished in accordance with the instructions, standards and procedures contained in applicable technical orders. The LSC shall also comply with all mandatory regulations or applicable portions thereof, as specified herein. The LSC shall follow the intent of directives listed.

1.6.2.6.2. When changes are made to directives, the LSC shall review the changes to assure he is obtaining the end results intended by the changed directives. Where the LSC is permitted to use AF or other Government directives as guidance rather than for mandatory compliance in the performance of this contract, the LSC shall be governed by the intended effect or product contemplated by the instructions, directives, or regulations, referenced.

1.6.2.6.3. The CO, in coordination with the applicable government quality assurance personnel, will monitor the service provider's compliance with AF and other Government directives that are used as guides. If the CO, in coordination with the applicable government quality assurance personnel, determines the LSC has deviated significantly from those directives to be used as guides, the CO shall request the LSC initiate and keep current a published manual of LSC directives/instructions/regulations. This manual shall specifically delineate the service provider's responsibilities and actions. All of the above LSC directives/instructions/regulations shall be submitted to the CO for acceptance.

1.6.2.6.4. If deemed necessary by the CO, acceptance can be withdrawn for all or parts of a regulation if the intended end product is not being attained using procedures in the regulation.

1.6.2.6.5. Accepted LSC directives/instructions/regulations shall be the basis for inspection and surveillance of those areas. Where there are no mandatory Government directives/instructions/regulations, the LSC shall strictly adhere to performance of required services. The intended effect or product contemplated by applicable AF and other Government directives shall be basis for inspection and surveillance of areas where LSC directives/instructions/regulations have not been issued and approved by the CO.

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1.6.2.6.6. The Government shall have full and unlimited rights in the LSC directives/instructions/regulations. The service provider's administration policies such as leave, cost of living increases, and payment of debts shall not require CO approval unless the issuance of such a regulation would create an actual or anticipated contract cost increase. A disagreement between the parties hereto on wording or approval of a LSC regulation shall constitute a "dispute" within the meaning of that term as set forth in the clause contained in the contract clauses entitled "Disputes" and disposition will be made accordingly. All maintenance not covered by the directives listed herein shall be governed by best commercial and industrial practices and the prime manufacturer's commercial data that applies to each subsystem.

1.6.2.6.7. The terms and conditions of this contract shall take precedence in the event of a conflict between the contract and the service provider's directives/instructions/regulations.

1.6.3. The LSC shall implement an Automated Maintenance Management System Program IAW AFI 21-101 and AFI 21-101, AETC supplement 1 and the 00-20-series TOs. The LSC shall use the Core Automated Maintenance System (CAMS) and AETC automated status reporting/scheduling/technical systems. On-going initiatives to improve automated programs shall be adopted by the LSC as AETC fields hardware/software development and/or implementation. The LSC shall:

1.6.3.1. Assist the database management IAW AFI 21-101, AETC Supplement 1 and AFCSM 21- series volumes to include 556, 559, 563, 564, 568, 570, 571 and 579.

1.6.3.2. Appoint a data processing monitor who will comply with the instructions and taskings issued by the data base managers locally monitor the CAMS data base accuracy, complete required inventories, and submit and monitor DIREPS/SANS. All training will be documented in employee training records. The LSC shall use CAMS products and perform all CAMS input tasks IAW AFI 21-101, AETC supplement 1, AFI 21-103, AFI 21-104, AETCI 21-104, AETCI 21-105, TO 00-25-254, and 00-20 series TOs.

1.6.3.3. Maintain timely and accurate input and accountability of maintenance work-hours expended.

1.6.3.4. Ensure actual status of the aircraft is reflected in the aircraft forms and the Core Automated Maintenance System (CAMS) in accordance with AFI 21-101 and AFI 21-101 AETC Supplement 1 and the 00-20-series TOs.

1.6.4. The LSC shall implement and manage a Computer Systems (CS) Management Program IAW AFI 33-112. The LSC shall appoint equipment custodian and shall use all currently installed automated data systems until replaced by the Government.

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**1.7. Contingency and Dispersal Management.** The LSC shall provide Contingency and Dispersal Management IAW AFI 32-4001 and AFI 21-101, AETC Supplement 1. The LSC shall provide all maintenance and support IAW existing plans and agreements. The LSC shall:

1.7.1 Appoint at a disaster preparedness officer and a disaster control group member IAW AFI 32-4001, Chapter 1.

1.7.2. Use the priorities established by the applicable unit Battle Staff (BS) if the activation or exercise of multiple contingency plans generates conflicting support requirements. If the LSC cannot accomplish a routine workload due to the activation or exercise of any contingency plan, the Government may waive remedial action against the LSC for nonsupport of lower priorities. Exercise or the Government, solely at its option may augment emergency requirements, when the Government perceives that mission accomplishment is endangered.

1.7.3. Participate in the development of Government plans that involve LSC controlled resources.

1.7.4. When required by the CO, respond to all new requirements directed by post or unit plans. The CO will verbally advise the LSC of the effort required and follow up as soon as possible with a written authorization. In the event that new requirements (as directed by Government plans) will result in an increase in contract estimated cost, the LSC shall submit a request for equitable adjustment within 30 calendar days of notice of the new requirement.

**1.8. Fleet Time Management Program.** The LSC shall implement and manage a Fleet Time Management Program IAW AFI 21-101, AETC Supplement1, paragraph 15.17.

**1.9. Hangar Queen Program.** The LSC shall implement and manage a Hangar Queen Program IAW AFI 21-101, AETC Supplement1. The LSC shall establish local procedures for ensuring airworthiness of aircraft being removed from hangar queen status.

**1.10. Maintenance Analysis.** The LSC shall establish and perform Maintenance Analysis functions IAW AFI 21-101, chapter 5 and AFI 21-101, AETC Supplement1 (Maintenance Analysis).

**1.11. Maintenance Operations Center (MOC).** The LSC shall establish and perform Maintenance Operations Center (MOC) Functions IAW AFI 21-101, chapters 5 and 6 and AFI 21-101, AETC Supplement1. This function shall be operational and the facility physically manned during hours of any maintenance, servicing, transient maintenance or flying operation required to meet squadron flying/maintenance requirements to include depot/contract field team maintenance, exercises, contingency plans, and support agreements. In addition, the MOC shall be manned during periods when

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coordination/support is required beyond the capability of alert personnel or weekend duty supervisor or at the direction of the CO. **Weekend support shall be included in the estimated cost.**

1.11.1. The LSC shall implement and manage a Maintenance Status Reporting Program IAW AFI 21-103, AFI 21-103, AETCI 21-103; AETCI 21-104; AFI 21-101 and AFI 21-101, AETC supplement 1.

1.11.2. The LSC shall provide the necessary information to assist the host units manage the Engine Management (EM) Program IAW AFI 21-104, AFI 21-101, AETC supplement 1, TO 00-25-254-1 and TO 00-25-254-2 for assigned T-400 and T-700 engines.

**1.12. Plans, Scheduling, and Documentation.** The LSC shall establish and perform Plans, Scheduling, and Documentation Functions IAW AFI 21-101, Chapters 3 & 15 and AFI 21-101, AETC supplement 1 and AETCI 21-104. Note: LSC shall provide scheduling effectiveness computations and rates to the Government representative by the fifth (5) calendar day of the next month. The LSC shall:

1.12.1. Perform aircraft AFTO 781 Series forms document reviews IAW AFI 21-101, and AFI 21-101 AETC supplement 1 and the 00-20-series TOs.

1.12.2. Interface daily with Operations to meet flying requirements. The LSC shall have the flexibility to add aircraft to the schedule on a day-to-day basis, as requested by Operations, to meet changing operations and maintenance requirements IAW AFI 21-101, AFI 21-101 AETC Supplement 1 and AETCI 21-104.

**1.13. Programs Management.** The LSC shall establish and perform Programs Management Functions IAW AFI 21-101, and AFI 21-101, AETC supplement 1.

1.13.1. The LSC shall submit Maintenance Assistance Requests IAW TO 00-25-107. Requests shall be forwarded through the Government representative to HQ AETC/LGM for action. Aircraft shall be placed in purpose position identifier code "BQ" until the decision is provided or position is transferred to AFMC IAW AFI 21-103 and AFI 33-110.

1.13.2. The LSC shall establish and perform Protection and Security of Aircraft, Equipment, and Facilities Functions IAW AFI 21-101 and AFI 21-101, AETC supplement 1.

1.13.3. The LSC shall provide recovery and repair of off-station and cross-country aircraft support. The LSC shall be responsible for recovery and repair of assigned not mission capable (NMC) aircraft anywhere in North America.

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1.13.3.1. The LSC shall dispatch required maintenance support, supplies, technical orders, and support equipment as soon as possible, but not later than the next calendar duty day following notification.

1.13.3.2. Whenever NMC off-station aircraft are beyond 300 miles of Ft Rucker maintenance support shall be dispatched and shall have begun performing required maintenance on the aircraft not later than the beginning of the third duty day following notification. For each additional 400 miles, or portions thereof, an additional travel day will be allowed. The LSC shall provide continuous support necessary, to include weekends, to return the aircraft to mission capable (MC) status.

1.13.4. The LSC shall support the Repair Cycle Asset Management System (RCAMS) Program IAW TO 00-20-3, AFI 21-101, and AFI 21-101, AETC supplement 1.

1.13.5. The LSC shall implement and manage a Severe Weather Aircraft Protection Program IAW AFI 21-101, and AFI 21-101, AETC supplement 1 and local directives. The LSC shall develop comprehensive plans to support protection of aircraft and equipment during severe weather at home station and applicable landing and (or) alert sites. The LSC shall ensure aircraft de-icing procedures are established IAW local directives and applicable Tos.

1.13.6. The LSC shall implement and manage Reclamation Programs for the benefit of the Government using AFMAN 23-110, Volume 2, Part 2, Chapter 13, for guidance. The LSC shall:

1.13.6.1. Implement and manage a Wastebuster Program IAW AFMAN 23-110, Volume 2, Part 2, Chapter 13, AFI 21-101, AETC supplement 1.

1.13.6.2. Implement and manage Precious Metals Recovery Program IAW AFMAN 23-110, Volume 6, Chapter 4, AFI 21-101, AETC supplement 1 and local directives.

1.13.6.3. The LSC shall implement and manage a Cannibalization Program IAW AFI 21-101, AETC supplement 1.

1.14. **Tool Management Program.** The LSC shall implement and manage a Tool and Equipment Management Program IAW AFI 21-101, and AFI 21-101, AETC supplement 1.

1.15. **LSC Training Plan.** The LSC shall formulate and submit to the CO a comprehensive Training/Qualification/Certification Plan for its employees to ensure a fully qualified workforce throughout the life of the contract. The LSC is responsible for training, qualifying, and certifying of personnel for specific job tasks. The LSC shall comply with all applicable requirements of AETCI 21-112, *Civil Service and Contractor Aircraft Maintenance Training Program* and utilize existing task qualification standards

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and training standards contained in AF technical orders, instructions, regulations, publications, manuals, etc. In the event a task standard does not exist, the LSC will develop standards that reflect personnel qualification levels commensurate with specific tasks on aircraft and associated equipment maintenance. These standards will parallel those acceptable to the Air Force and commercial aircraft and/or avionics industry, subject to review by the QAE and acceptance by the CO. The LSC shall provide 3 copies of the training plan to the CO for review and acceptance not later than the pre-performance conference. If the LSC revises it at any point during the contract life, it shall again be submitted to the CO for acceptance and review prior to implementation.

1.15.1. As a minimum, the training plan shall include:

1.15.1.1. A detailed description of how the LSC will ensure a fully qualified workforce throughout the life of the contract

1.15.1.2. Specific milestones, frequencies and (or) intervals as to when training, qualification or certification will occur

1.15.1.3. Specific methods and procedures as to how training, qualification or certification will be accomplished

1.15.1.4. Specific tasks or areas in which training, qualification, or certification will be accomplished

1.15.1.5. The level or extent to which personnel will be trained, qualified or certified

1.15.1.6. The number and positions of those personnel who will conduct training, qualification or certification

1.15.1.7. Plans of instruction that will be used

1.15.1.8. Training records that will be utilized and documentation procedures. Training records shall specify on- and off-equipment maintenance and specific qualifications (i.e. remove and replace; calibrate, align, perform operational checks, etc.)

1.15.2. Individual training records will be maintained showing training, qualifications, and certification for each employee. As a minimum, those records shall contain all systems on which the individual is qualified to perform maintenance, the name of the individual that provided the training or certification, and the date training was conducted/completed. Training records will be maintained by the LSC and made available to the Government upon request. Employees with extensive documented experience do not need additional training if the supervisor reviews the employee's

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qualifications, annotates the qualifications in the training record, and certifies the employee is authorized to perform maintenance. Special certified/critical tasks will still require training.

1.15.3. The LSC shall ensure personnel required to perform tasks identified as special certification tasks in AFI 21-101 and AETC Supplement 1 meet the minimum prerequisites listed and that they are trained and certified per the procedures outlined in those directives. The service provider's procedures for certifying employees on special certification tasks will be outlined in the training plan.

### 1.16. **Sortie Generation.** The LSC shall:

1.16.1. Accomplish aircraft maintenance IAW AFI 21-101 and AFI 21-101AETC supplement 1.

1.16.2. Perform Sortie Generation Functions IAW AFI 21-101, and AFI 21-101, AETC supplement 1. The LSC shall establish functions responsible for UH-1H and UH-1H-II to include, but not limited to, aircraft servicing, scheduled and unscheduled (on-equipment) maintenance, aircraft (-6) inspections; preflight, thruflight, basic postflight, hourly postflight, and special inspections, TCTOs and OTIs. In addition, the LSC shall perform cleaning; ground handling; and launching and recovery of aircraft. This operation shall work closely with the Maintenance Operation Center to report current aircraft status, request base agency support (i.e., POL, fire department, air freight, etc.), and request specialist help for maintenance beyond the capabilities of personnel or equipment IAW AFI 21-101, and AFI 21-101, AETC supplement 1. The LSC shall:

1.16.2.1. Perform launch and recovery procedures IAW aircraft specific technical data, AFI 11-218, AETC Supplement 1 and AFI 21-101, AETC supplement 1. Additionally, the LSC shall establish procedures to ensure maintenance personnel greet aircrews upon arrival at aircraft, accompany them on preflight inspections, discuss aircraft flight and maintenance history, assist in cockpit activities, assist with deplaning and ensure maintenance personnel are present to marshal aircraft in and out of parking locations.

1.16.2.2. Accomplish all requirements in the weekly and daily flying and maintenance schedules. NOTE: LSC employees who perform UH-1H and UH-1H-II Basic and/or Combined Preflight/Postflight Inspections shall not perform more than two (2) basic and/or combined preflight/postflight inspections during any eight (8) hour shift or three (3) inspections in any twelve (12) hour shift.

1.16.2.3. The LSC shall ensure aircraft exteriors are well maintained for cleanliness and appearance outside of the normal aircraft wash schedule, aircraft shall be spot cleaned as necessary to prevent deterioration of the protective coating, and an accumulation of dirt, bugs, grease, and residues. The LSC shall:

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1.16.2.3.1. Establish flight preparedness procedures (prior to flight) that shall include wiping residues such as hydraulic fluid, engine oil, grease, exhaust gases, etc., off of aircraft exteriors, ensuring aircraft cockpits are FOD free, instruments smudge free, interior wiped down/cleaned and canopies/windows cleaned prior to the arrival of flight crews.

1.16.2.3.2. Wipe down any aircraft after performance of maintenance. All affected panels and adjoining areas shall be cleaned to remove handprints and stains.

1.16.2.3.3. Clean any aircraft after the last flight on the third day of flying. This wipe down shall concentrate on all aircraft exterior surfaces. Aircraft wipedowns shall be accomplished year-round. During winter months, freezing precautions shall be observed IAW TO 1-1-691.

1.16.2.3.4. Clean aircraft cockpits and cabins, to include vacuuming, at least at every UH-1H and UH-1H-II twenty-hour HPO inspection. Documentation of the above washing/wiping and/or cleaning shall be in the applicable equipment and aircraft forms.

1.16.3. The LSC shall establish and perform Aircrew Debrief Functions IAW AFI 21-101, Chapter 3 and AFI 21-101, AETC supplement 1.

1.16.4. The LSC shall implement and manage a Deferred Discrepancy (DD) Management Program IAW AFI 21-101, AETC supplement 1, paragraph 15.18.

1.16.4.1. The awaiting maintenance (AWM) deferred discrepancy rates shall not exceed performance thresholds listed in Section 2. Additionally, all AWM deferred discrepancies recorded against an aircraft shall be scheduled and corrected as soon as possible on the flight line, but no later than the next periodic/phase inspection unless an extension is approved by the FC and CO.

1.16.5. The LSC shall implement and manage a Dash (-21) Equipment Management Program IAW AFI 21-103 and applicable TOs. The LSC shall maintain, store, and manage assigned aircraft -21 equipment. Provide an exact inventory of -21 equipment IAW annual Government property inventories requirements.

1.16.6. The LSC shall maintain and document aircraft and equipment forms IAW Technical Order 00-20 series and AFI 21-101, and AFI 21-101, AETC supplement 1, Chapter 7 and ensure accurate status of aircraft and equipment condition is reflected in the forms and the Core Automated Management System at all times.

1.16.6.1. The LSC shall use all applicable Government forms; to include aircraft maintenance automated forms. The LSC may deviate from using Government forms by writing a LSC regulation listing all service provider/ alternative forms used in lieu of Government forms and submitting an example of the proposed

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alternate forms for review by Government representatives and approval of the CO. Alternate forms will comply with the intended effect or product contemplated and be numbered IAW AFI 37-160.

1.16.7. The LSC shall establish and enforce sound Flight Line Housekeeping practices. The LSC shall:

1.16.7.1. Coordinate removal of powered/non-powered AGE when not required from the flight line.

1.16.7.2. Remove unserviceable fire bottles and transport to the Fire Department and store excess fire bottles in designated area.

1.16.8. Ensure any maintenance generated refuse is policed and properly disposed of.

1.16.9. The LSC shall establish and perform Aircraft De-icing Functions IAW local directives and applicable TOs.:

1.17. **Sortie Support.** The LSC shall establish and perform Operational Sortie Support Functions IAW AFI 21-101, AETC supplement 1 to include, but not limited to, the following:

1.17.1. The LSC shall perform scheduled maintenance IAW TO 00-20-1, 00-20-5, and AFI 21-101, and AFI 21-101, AETC supplement 1 and applicable aircraft and equipment TOs. The LSC shall provide and perform phased (as applicable) inspection functions. The LSC shall:

1.17.1.1. Ensure all applicable aircraft and equipment “dash 6” (-6) TO inspection requirements are accomplished. Additionally, the LSC shall establish methods to ensure all work-carded items are complied with and documented.

1.17.1.2. Establish methods to minimize the length of time an aircraft is out-of-commission for any given scheduled inspection.

1.17.2. The LSC shall support the Analytical Condition Inspection Program. The LSC shall perform ACIs and follow-on repairs on aircraft IAW Government provided directives. Report all information on the inspection results form to the appropriate Air Logistics Center.

1.17.3. The LSC shall perform flight control maintenance IAW AFI 21-101 and AFI 21-101, AETC supplement 1, chapters 2, 4 and 11. The LSC shall identify highly qualified personnel trained and certified on each particular system for each assigned aircraft type. Special certification tasks shall be included in the maintenance service provider’s training plan (ref. Paragraph 1.15 and appendix I). The LSC shall establish local procedures for troubleshooting and clearing cannot duplicate (CND), repeat, recurring, and Functional Check Flight (FCF) flight control discrepancies IAW

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applicable technical data. When required, the LSC will prepare, coordinate and submit reports IAQ AFI 91-204, *Safety and Investigation Reports*.

1.17.4. The LSC shall perform aircraft crash recovery and reclamation IAW AFI 21-101, and AFI 2-101, AETC supplement 1, chapter 4 to support host unit requirements.

1.17.4.1. The LSC shall establish in-flight emergency (IFE) and precautionary recovery and reclamation procedures to support UH-1H and UH-1H-II aircraft. The LSC shall ensure sufficient personnel are available (or on standby) and trained on the use of aircraft peculiar recovery equipment and will conduct recovery training and equipment inspections IAW applicable directives and technical data. Additionally, the LSC shall provide as a minimum two Red X qualified personnel to perform duties of aircraft recovery team chiefs. (See Appendix I for special certification requirements).

1.17.4.2. The LSC shall provide adequate personnel to respond to all AETC assigned aircraft mishaps in the Ft Rucker area. This may range from runway clearance to responding to off-base mishap sites. Capabilities must, as a minimum, include those in AFI 21-101, AETC supplement 1, and local directives. Additionally, if tasked, the LSC shall perform the primary task of preserving the evidence of crashed/downed aircraft and aiding in the recovery of the aircraft (within the service provider's capability as determined by the CO). NOTE: LSC shall respond to and support the on-scene commander during all phases of recovery.

1.17.4.2.1. LSC personnel may be transported via military air transportation to the site of crashed/downed aircraft; otherwise ground transportation shall be used. The LSC shall provide personnel to the mishap site whenever conditions require the use of LSC services.

1.17.4.2.2. In accordance with DFARS 252.228-7005, LSC shall provide personnel to assist and/or consult in a mishap investigation as required. Weekend and/or non-duty hours support will be included in the Target Cost.

1.17.5. The LSC shall respond to actual disasters or disaster preparedness exercises as required by post and unit plans.

1.17.6. The LSC shall provide and perform Aircraft and Equipment Wash Functions as directed by applicable aircraft and equipment TOs and AFI 21-101, and AFI 21-101, AETC supplement 1 and AETCI 21-106, Corrosion Control.

1.17.6.1. The LSC shall establish and provide minor paint and replace deteriorated aircraft marking decals IAW AFI 21-105, AFI 21-101, AETC supplement 1, AETCI 21-106, and applicable technical orders. This includes minor touch-up as needed (or as directed by the CO) and the specific requirements and direction provided in AFI 21-101, AETC supplement 1. The LSC shall:

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1.17.6.2. Document painting and corrosion actions in aircraft/support equipment records (AFTO 781-series forms & AFTO 95) and CAMS, as applicable.

1.17.6.3. Ensure painting will not be done unless all individuals present are properly protected IAW 29 CFR 1910.

1.17.7. Portable and Installed Hoists. The LSC shall maintain portable and installed hoists to include lifting devices, e.g., slings, etc., IAW applicable OSHA and AFOSH standards and TO 35D6-1-106. Lifting devices will be weight/proof load checked as required and documented on the appropriate form. If this check is subcontracted, LSC will ensure subcontractor signs the documentation or gives equivalent documentation as a record.

1.17.8. Mission Essential Ground Personnel (MEGP). The LSC shall designate only technicians who are currently vibration analysis certified as MEGP IAW AFI 11-401, Chapter 1. A MEGP technician shall accompany aircraft during Check Flights, accompany UH-1H and UH-1H-II aircraft to and from depot maintenance (reference paragraph 1.3.1), and may utilize Government air transportation in support of not mission capable or crashed/downed aircraft when space is available. MEGP flight scheduling shall be shall be coordinated and approved through the applicable operations group commander.

1.17.9. The LSC shall establish and perform Nondestructive Inspection (NDI) Functions IAW TO 33B-1-1, AFI 21-105, AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1. The LSC shall provide NDI capability to determine structural integrity of aircraft, aircraft engine components, and associated support equipment, and to aid in foreign object (FO) searches.

1.17.9.1. The LSC shall implement and manage an Oil Analysis Program (OAP) IAW AFI 21-124, AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1, and applicable technical orders.

1.17.10. The LSC shall establish and perform Structural Maintenance Functions IAW AFI 21-105, AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1. The LSC shall coordinate and document repair procedures that exceed or lack technical order guidance with WR-ALC.

1.17.10.1. The LSC shall establish and perform Metals Technology Functions IAW AFI 21-105, AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1 to include, but not limited to the following:

1.17.10.1.1. LSC aircraft welders shall be qualified, certified and recertified IAW AFI 21-105 and TO 00-25-252.

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1.17.10.1.2. The LSC shall provide machine shop support for the manufacture and repair of aircraft and equipment parts, assemblies, and tools to include local manufacture items IAW AFI 21-101, AETC supplement 1. The LSC shall produce, with no adjustment to the estimated cost, required items coded as local manufacture in applicable TOs and directives.

1.17.11. The LSC shall establish and perform Accessory System Maintenance Functions IAW AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1. The LSC shall perform on- and off-equipment maintenance for fuel systems, pneudraulics, environmental, electric and battery systems.

1.17.11.1. The LSC shall establish and perform Electrical/Environmental Systems Functions IAW AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1. The LSC shall perform on- and off-equipment maintenance for electrical and battery systems.

1.17.11.2. The LSC shall establish and perform Fuel Systems Functions IAW TO 1-1-3, AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1, and applicable TOs to include internal fuel cell maintenance.

1.17.11.3. The LSC shall establish and perform Pneudraulics Functions IAW AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1.

1.17.12. The LSC shall perform on- and off-equipment Avionics System Maintenance Functions IAW AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1. The LSC shall:

1.17.12.1. Establish and perform Guidance and Control Maintenance Functions IAW AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1.

1.17.12.2. Establish and perform Communication-Navigation Maintenance Functions IAW AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1. Additionally, the LSC shall perform on- and off- equipment maintenance on all ultra high frequency (UHF) radio systems installed in Government-owned vehicles and facilities IAW AFI 21-101, and AFI 21-101, AETC supplement 1.

1.17.12.2.1. Implement and manage an Electric Static Discharge (ESD) Prevention Program IAW TO 00-25-234, Chapter 7, and applicable aircraft and equipment TOs.

1.17.13. The LSC shall perform on- and off-equipment Propulsion Maintenance Functions IAW AFI 21-101, Chapter 4 and AFI 21-101, AETC supplement 1. The LSC shall perform all repairs on installed and removed T53 engine IAW applicable technical orders and commercial maintenance and overhaul manuals.

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1.17.13.1. The LSC shall implement and manage an Engine Management (EM) Program IAW AFI 21-104, AFI 21-101, and AFI 21-101, AETC supplement 1, TO 00-25-254-1 and TO 00-25-254-2.

**1.18. Spare Parts to Include Engines, Materials, and Supplies.** If government spare parts to include engines, materials and supplies are not available. The LSC shall provide spare parts to include engines, materials, and supplies for the UH-1H and UH-1H-II aircraft using the XX11AB (parts and equipment) subclins. All service provider spare parts and components to include engines, materials, and supplies shall meet or exceed applicable DoD, military or FAA aviation specifications. The LSC shall establish a certification procedure and tracking system to ensure all parts to include engines, materials, and supplies installed or used on UH-1H and UH-1H-II aircraft meet or exceed aviation specifications. All parts, to include parts installed on engines, shall be purchased and installed on the UH-1H and UH-1H-II from the OEM or OEM approved vendor.

1.18.1. The service provider shall harvest (cannibalize) parts and components from excess USAF UH-1H aircraft for use in primary authorized aircraft (PAI). All harvested parts and components shall be inspected and certified for serviceability IAW military or OEM specifications before installation on USAF UH-1H aircraft. The service provider shall establish procedures Maintenance Operating Instruction (MOI) for the removal, inspection, certification, and documentation of parts and components removed from excess aircraft. The LSC shall submit MOI to the CO for acceptance by the Government. The service provider shall provide suitable temporary storage for serviceable parts and components.

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

1.18.1.2. The service provider shall accomplish all save list and demilitarization action IAW applicable DOD and Air Force directives prior to DRMO turn-in action, as directed by the CO or appointed government representative.

1.18.1.3. The service provider shall request from appropriate agencies, i.e., AMARC, Air Force Museum, HQ AETC/LGMA, and DRMO disposition instruction for turn-ins, to include approval, save list, demilitarization, etc., as directed by the CO or appointed government representative.

1.18.1.3.1. The service provider shall research, identify, remove, and/or assist in removal of components from aircraft per request/approval from HQ AETC/LGM, as directed by the CO or appointed government representative.

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**1.19. Engineering Support:** LSC shall provide engineering support of the UH-1H and UH-1H-II aircraft. In response to the operating unit, engineering instructions/procedures shall be developed IAW existing FAA and Bell Helicopter guidelines to repair defects outside of existing technical order guidelines. Engineering instructions/procedures, which affect “primary” aircraft structure and/or flight safety critical dynamic, drive train, flight control and/or rotor system components shall be approved by WR-ALC/LUHHE prior to implementation. LSC shall also respond, as a minimum, but not limited to; inquiries from the Government and provide information on questions regarding design, performance, reliability, parts obsolescence, FAA certification, maintenance workload and cost reduction. LSC shall provide a focal point for the Government’s interface concerning all matters relating to engineering support as well as coordinate and monitor responses to inquiries. All interfaces shall be established through this focal point.

1.19.3. Deficiency Reports and Materiel Improvement Projects: LSC shall provide exhibit receipt information; manage and perform engineering investigations and teardown analysis of problems identified via Deficiency Reports (DRs) and Materiel Improvement Projects (MIPs) as set forth in Technical Order 00-35D-54 and as directed by WR-ALC/LUH. LSC shall respond with an interim reply identifying an investigation plan and schedule. A final reply shall address the cause of the reported condition, and corrective action necessary, which may be accomplished by LSC, including preventive action to preclude recurrence. Engineering studies to evaluate current system capabilities and recommended potential improvements shall be provided. All information shall be entered electronically. LSC shall accomplish coordination of investigations with all applicable organizations, including the USAF, vendors, and sub-contractors. (See Appendix J, DI-MGMT-80258A/T)

1.19.4. Mishap Investigation Support: LSC shall provide support for UH-1H and UH-1H-II mishap investigations using Air Force Instruction 91-204 as a guide. This support shall include, but not be limited to, providing technical expertise both on and off site and immediate access to aircraft related data and records to support any mishap investigation.

1.19.5. Reserved.

1.19.6. Reserved.

1.19.7. Configuration Change Control:

1.19.7.1. LSC shall electronically generate Class I and II Engineering Change Proposals (ECPs) for the UH-1H and UH-1H-II Training System, as required, using MIL-STD-973 as a guide. All Class I changes shall be submitted to WR-ALC/LUH for approval. (See Appendix J, DI-CMAN-80639B/T)

1.19.7.4. Reserved.

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1.19.7.5. LSC shall provide early notification of Class 2 changes that affect TOs or spares.

1.19.8. Service Documents: LSC shall identify and document all retrofit changes, modifications, and updated changes in the form of service documents and airworthiness directives in accordance with FAA requirements. LSC shall electronically submit all service documents applicable to the UH-1H and UH-1H-II including supplier Ads/SBs to WR-ALC/LUH for approval/implementation. *LSC may* participate as technical consultants in WR-ALC/LUH Configuration Control Board meetings. (See Appendix J, DI-MISC-81241/T)

1.20. Reserved

1.21. **Resource Management.** If a Government supply account is established. The LSC shall establish and perform Resource (Budget) Management Functions IAW AFI 21-101, chapter 5, and AETC Supplement 1. The LSC shall provide a resource management function to account for supply and equipment expenditures within the service provider's areas of maintenance responsibility. The resource management function shall serve as the focal point for interfacing with the 58<sup>th</sup> SOW and 23<sup>rd</sup> FTS aircraft maintenance budget analyst and the applicable unit financial management office on expenditures of Government appropriated funds.

1.21.1. The applicable unit financial analysis office will provide the LSC with annual budget allocation information, amounts of any withhold funds, the reasons for the withhold and assign an annual budget (distribution), for the within the service provider's areas of maintenance responsibility. It is this distribution that the LSC shall manage as the annual operating budget. Copies of any and all correspondence and reports submitted to the financial analysis office shall be provided to the CO.

1.21.2. The resource management function shall prepare and submit supply and equipment requirements for inclusion in the wing/group budget, financial plans, budget estimates, and operating budget. Funding requirements are consolidated and sent to the financial analysis office for review and inclusion in the wing/group financial plans. Fifteen days prior to the beginning of each quarter, the LSC shall forward their quarterly phasing to the financial analysis office.

1.21.3. The resource management function shall monitor the status of supply and equipment expenditures. Expenditures shall be tasked by cost per aircraft flying hour and cost per operations and maintenance (O&M) day. Changes or potential problems in requirements that will have a significant impact on funding shall be brought to the attention of the appropriate financial analysis office. Funds for both O&M and DLR should be tasked independently. Not later than the end of the second month of each quarter the resource management function shall perform a financial status assessment of the account and coordinate additional quarterly phasing request with the appropriate financial analysis office. Financial status evaluation is essential to ensure

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necessary base funded material and services are available to support the production activity and determine if expenditures are progressing as planned.

1.21.4. The resource management function shall establish quarterly targets based on projected flying hours. The LSC shall not exceed quarterly expenditure targets without prior approval of the CO.

**1.22. Government Contract Surveillance Program.** Government surveillance of the contract is accomplished through the Maintenance Contract Surveillance Program IAW AFI 63-124 and AETCI 21-107 using a Quality Assurance Surveillance Plan (QASP). The Government will assess the service provider's performance under this contract using the service provider's QA program, requirements of this contract, LSC regulations, Government instructions and manuals (or portions thereof), applicable technical orders, surveillance techniques, performance thresholds standards listed in Section 2 and the inspection areas listed in section 4.

1.22.1. The LSC shall notify and coordinate with the Government representative function for "over the shoulder" and "after the fact" assessments of the service provider's QA inspection and evaluation program IAW AETCI 21-107.

1.22.2. Deficiencies. When deficiencies are recorded by the Government Quality Assurance Representative, the LSC or his authorized representative(s) shall enter the cause, corrective action taken (or to be taken) to correct the discrepancies, preventive measures to prevent recurrence and sign in the remarks section of the AETC Form 447, *Routing and Review of QAE Reports*, or AF Form 372, *Contractor Monitoring and Surveillance Report*.

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

**1.23. Quality Review Meeting.** The LSC shall meet periodically with the FC, Government representative, and CO to promote a "partnership mentality" in identifying and resolving negative trends. The LSC shall be required to meet during the first month of the contract and as often as necessary thereafter, as determined by the CO. However, upon LSC request, a meeting may be held whenever a Contract Monitoring and Surveillance Report or a Contract Performance Evaluation Report is issued. The FC, CO, Government representative, and LSC shall sign written minutes of these meetings. The LSC shall so state any areas of nonconcurrency, if any, in writing to the CO within five (5) calendar days of receipt of the signed minutes.

**1.24. Programs/Functions.** The LSC responsible for the following programs and or functions. The LSC shall:

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1.24.1. Implement and manage an acceptance inspection and transfer program IAW 00-20 series TOs and AFI 21-101, and AETC 21-101, AETC supplement 1. The LSC shall develop a comprehensive local plan to include duties and responsibilities for all contributing maintenance activities involved in the process (include serial number verification). The depth and number of LSC acceptance inspections may be increased when circumstances warrant or when directed by the CO.

1.24.2. Implement and manage an Aircraft Impoundment Program IAW AFI 21-101, AFI 21-101, AETC supplement 1.

1.24.3. Implement and manage an Aircraft Weight and Balance Program IAW applicable aircraft TOs and AFI 21-101, and AFI 21-101, AETC supplement 1.

1.24.4. The LSC shall establish methods for identifying standard and optional configurations and providing 23 FTS, Operations schedulers with current aircraft configuration status.

1.24.5. Establish and perform Deficiency Analysis Functions IAW AFI 21-101, and AFI 21-101, AETC supplement 1.

1.24.6. Provide Depot/Contract Field Team (CFT) Support IAW AFI 21-102 and 21-103, Chapter 2. The LSC shall support depot and/or contract field teams when assigned to perform aircraft or equipment modifications and/or TCTOs (within service provider's capability as determined by the CO). This shall include, as a minimum, providing platforms and stands requested by the depot/contract field teams.

1.24.6.1. When tasked by the CO, the LSC shall appoint a CFT Project Officer to serve as a maintenance focal point at no additional cost to the Government. This individual(s) shall be responsible for all CFT support requirements to accomplish modifications and/or TCTOs on assigned aircraft and equipment. This shall include coordinating and scheduling duties, and monitoring CFT activities.

1.24.7. Implement and manage a Dropped Object Prevention Program (DOPP) IAW AFI 21-101, Chapter 18 and AFI 21-101, AETC supplement 1.

1.24.8. Implement and manage a Foreign Object Damage (FOD) Prevention Program IAW AFI 21-101, Chapter 18 AFI 21-101, AETC supplement 1 and National Aerospace Standard 412, *Foreign Object Debris (FOD) Prevention*, and applicable directives.

1.24.8.1. The LSC shall develop, administer, and manage the FOD program to include FOD reports on applicable forms (as required) and taking/publishing the wing FOD meeting minutes. FOD walks shall be IAW Air Force directives and base policies. Additionally, the LSC shall appoint primary/alternate FOD monitors. The Government representative will be immediately notified of all FOD incidents by the service provider.

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1.24.8.2. The LSC will submit a written FOD prevention. The Chief Government Quality Assurance Evaluator will review the entire program prior to acceptance by the CO.

1.24.8.3. Perform FOD walks of the entire aircraft parking areas every Monday, Wednesday, and Friday (except holidays) and as needed prior to the first flight of the day to ensure no object could be ingested into an operating engine or migrate into an aircraft.

1.24.9. Implement and manage a Functional Check Flight (FCF) Program IAW applicable technical orders and AFI 21-101, Chapter 10.

1.24.9.1. The LSC shall not use aircraft awaiting an FCF to meet daily sortie requirements until the FCF is successfully accomplished and the aircraft is returned to Mission Capable status.

1.24.9.2. The LSC shall conduct FCFs IAW AFI 21-101, AFI 21-101, AETC Supplement 1, AFI 11-401, AFI 11-202V3, AFI 13-201, and TO 1H-1(U)H-6CF-1, TO 1-1-300 and TO 00-20-5.

1.24.9.3.1. The LSC shall provide qualified FCF pilot(s) in support of USAF UH-1H and UH-1HII aircraft maintenance program. FCF pilots must have a FAA commercial pilot certificate with rotorcraft and instrument ratings, satisfactorily completed a proficiency check, either military (U.S. Army's UH-1H Maintenance Test Pilot Course) or FAA test flight program, in the-UH-1H or Bell 205 within the twelve (12) month, must possess a current FAA Medical Certificate Second Class (at the service providers expense) and must have a minimum of 1500 hours first pilot with 500 hours experience in helicopters of which at least 250 hours must have been in the UH-1H or in the Bell 205 period to performing FCFs.

1.24.9.3.2. Weather minimums for FCF flights will be IAW T.O. 1-1-300, Technical Order Acceptance/Functional Check Flights and Maintenance Operational Checks. All FCFs require a minimum ceiling of 700 feet and visibility of one mile.

1.24.9.3.3. The contractor will make available to the GFR pilot logbooks and military flight records as appropriate to verify minimum hours requirements.

1.24.9.3.4. Contract FCF pilot(s) will meet Air Force crew rest and crew duty IAW AFI 11-202v3 and applicable supplements.

1.24.9.3.5. The LSC's FCF pilot will manage the engine run certification program IAW AFI 21-101 and AFI 21-101, AETC Supplement 1.

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1.24.9.3.6. The contractor's shall provide monthly, no later than 5 duty days after the last day of the month, a report on the number of aircraft FCF Release and Non Release to include aircraft tail number and reason for non release to the designated government representative.

1.24.10. Implement and manage an Engine Run Certification and UH-1H and UH-1H-II Engine Motoring Program (both initial and annual) IAW AFI 21-101, Chapter 18 and AFI 21-101, AETC Supplement 1, and AFI 11-218, AETC Sup 1. The Government shall provide initial certification training to a total of LSC personnel (reference Appendix 3I).

1.24.11. Reserved.

1.24.12. Implement and manage an In-Process Inspection (IPI) Program IAW AFI 21-101, AETC supplement 1 and the 00-20-series TOs. Procedures and requirements for IPIs shall be reflected in the service provider's directives.

1.24.13. Implement and manage a Mishap and Incident Reporting Program IAW AFI 91-204, and AFI 21-101, and AFI 21-101, AETC supplement 1. The LSC shall comply with monthly reporting (reference Appendix 3D).

1.24.14. Reserved.

1.24.15. Implement and manage a Lockout and Tag-out Program IAW AFI 21-101, AFOSH and OSHA Standards.

1.24.16. Implement and manage a One-Time Inspection (OTI) Program IAW AFI 21-101, and AFI 21-101, AETC supplement 1, Chapter 10. The LSC shall insure program actions/inspections are accomplished within prescribed time frames. Note: LSC shall process AETC directed one-time inspection completion data.

1.24.17. Implement and manage a Technical Order (TO) Management Program IAW TO 00-5-1, 00-5-2 and AFI 21-101, AETC supplement 1. The LSC shall function as the office of primary responsibility (TODA) for establishing and managing the TO program. The LSC shall maintain and update all instructions, manuals, and other directives listed in Appendix 3A.

1.24.18. Establish and perform Inspection and Time Change Item (TCI) Management Functions IAW AFI 21-101, AETC supplement 1. The LSC shall establish and manage a function responsible for monitoring, projecting, and scheduling installed aircraft and engine TCI and inspection requirements.

1.24.19. Implement and manage a Time Compliance Tech Order (TCTO) Program IAW AFI 21-101 and AFI 21-101, AETC supplement 1.

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1.24.20. Implement and manage a Product Improvement Program (PIP) IAW AFI 21-101, AETC supplement 1. Establish and manage the following programs:

1.24.21. Assist Government representatives with all technical matters in support of the AF Idea Program to include research and evaluation, documentation of AF Form 1001, and in meeting suspenses.

1.24.22. Implement and manage a Tech Data Improvement Reports (AFTO Form 22) Program IAW TO 00-5-1, AETC supplement 1 and AFI 21-101, AETC supplement 1.

1.24.22.1. The QA function shall be responsible for TO system publication improvement reports, deficiency reporting, and repair change requests within his/her area of responsibility. Additionally, the LSC may be required to provide assistance to other base agencies as determined by the CO.

1.24.22.2. The LSC shall provide a copy of all TO changes involving hazardous materials to the Hazardous Material Pharmacy.

1.24.23. Implement and manage the Source, Maintenance, and Recoverability Code Change Request Program (AFTO Form 135) IAW TO 00-25-195 and AFI 21-101, AETC supplement 1.

1.24.24. Implement and manage the Configuration and Modification Program (AF Form 1067). Manage the modification proposal process IAW AFI 21-101 and AFI 21-101, AETC supplement 1.

1.24.25. Implement and manage the Product Quality Deficiency Reporting (PQDR) process and exhibit storage program IAW TO 00-35D-54 and AFI 21-101, AETC supplement 1, Chapter 19.

1.24.26. Implement and manage an Equipment Warranty Program IAW TO 00-35D-54, TO 00-20-3, AFI 21-101, and AFI 21-101, AETC supplement 1.

1.24.27. Implement and manage an Intermediate Repair Enhancement Program (IREP) IAW AFI 21-101, AETC supplement 1.

1.24.28. Implement and manage Product Improvement Working Groups (PIWG) IAW AFI 21-101, AETC supplement 1. The LSC shall support and attend UH-1H and UH-1H-II PIWG conferences.

1.24.29. Establish and perform Investigating and Reporting requirements for investigating and reporting US Air Force mishaps and incidents IAW AFI 91-204, and AFI 21-101, AETC supplement 1.

1.24.30. Reserve.

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1.24.31. Establish and perform aircraft combined acceptance/transfer inspections and record checks when picking up aircraft for return from the depot maintenance facility, IAW AFI 21-101, AETC supplement 1 and TO 00-20-1.

1.25. Quality Assurance Routine Technical (QVI, PE and SI) Inspection Listing. As a minimum, the LSC shall, on a monthly basis, perform the quality control evaluations designated in column B, and personnel evaluations designated in column E on each MDS. When computing frequency, requirements shall be rounded up to the next whole number.

**Table 1.25 Routine Technical (QVI, PE and SI) Inspection Listing.**

A	B	C	D	E
Line	Item	Minimum QVI Evaluation	Notes	Minimum Personnel Evaluation
<b>AEROSPACE VEHICLES (UH-1H &amp; UH-1HII)</b>				
1	Preflight, basic postflight, and through flight inspection	20%	2,3	Rep Sample
2	Hourly postflight inspection	10%	2,4	Rep Sample
3	Reserved			
4	Reserved			
5	Phased inspection	100%	2,4	Rep Sample
6	Liquid servicing			1
7	Gaseous servicing			1
8	Ground movement			1
9	Flight control rig/maintenance			1 per quarter
10	Landing gear maintenance			1
11	Throttle rig			1
12	Reserved			
13	A/C wash and corrosion control	10%	4	
14	Environmental & Electrical system maintenance			1
15	Avionics system maintenance			1
16	Propulsion system maintenance	10%		1
17	Fuel system maintenance			2 per year
18	Installed Engine Run			1
19	Document File Inspection	5%		
<b>ENGINES</b>				
20	Reserved	10%	2,6	1
21	Engine Installation	50%	2	1
22	Document File Inspection	10%		
<b>SPECIALIZED EQUIPMENT</b>				
23	Industrial equipment, and special tools	10%		

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SPECIAL INSPECTIONS				
24	TCTOs	First 20%		Representative Sample thereafter
25	AETC Special Inspection	First 20%		
26	Transfer/acceptance inspection	10%		
27	Reserved			
28	Foreign object inspection (Aircraft)		7	
29	Foreign object inspection (Facilities, Hangar, Flight line)		7	
30	CTKs, Special Tools, Tool Facilities		7	
31	Weight and Balance			2
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. When computing frequency, round up requirements to the next whole number. Minimum evaluation requirements are for each MDS assigned.</li> <li>2. Perform a document file inspection in conjunction with the inspection.</li> <li>3. Any combination of preflight, BPO, thru flight, or 10 Hour/14-Day, 30 Hour, 100 Hour, etc., selected to meet the monthly inspection requirements; for example, 8 aircraft possessed equals two QVIs. One preflight, zero thru flights, and one BPO QVIs would meet the minimum requirement of two inspections for line 1 inspections.</li> <li>4. Number of required inspections is based on the percentage of aircraft possessed or the percentage of inspections, washes, TCTOs, etc., scheduled monthly (whichever is higher). For UH-1 aircraft, provide equitable phase inspection distribution.</li> <li>5. Number of required inspections is based on the percentage of inspections scheduled for the month.</li> <li>6. Inspections are conducted primarily during reassembly of the engine. Number of required inspections is based on the total of the monthly average number of engine 500-hour hot section inspection during the previous 6 months. It consists of technical requirements that can be inspected without disassembly of the engine.</li> <li>7. At least one inspection per week.</li> <li>8. Each static display shall be inspected every 6 months.</li> </ol>				

**1.25.1. Program Management Inspection Listing.** Table 1.25 contains the minimum program management inspection requirements. Quarterly surveillance requirements shown in Table 1.25.1 will be scheduled on a random, yet adequately distributed basis. For example, an inspection completed in the last week of a quarter should not be scheduled for inspection again during the first week of the new quarter. As a minimum, each program management inspection will include FO prevention, housekeeping procedures, TO maintenance; AFTO forms documentation; recording of information in the automated MIS, physical security, conservation of utilities, fire prevention, environmental protection, and facilities management.

**Table 1.25.1 Routine Program Management Inspection Listing.**

<b>I T E M</b>	<b>A</b>	<b>B</b>
	<b>Program Areas</b>	<b>Frequency</b>

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I T E M	A	B
	Program Areas	Frequency
1	Quality Control	Q
2	Technical Order and Publications Management	Q
3	Supply Management	Q
4	Environmental Plans and Programs (includes hazardous waste collection)	Q
5	Training Management	M
6	Tool and Equipment Management (includes equipment accounts)	M
7	Flightline	M
8	Maintenance Facilities (only those the LSC is responsible for or routinely uses)	M
9	AFTO Forms and Automated Maintenance Information System (MIS) Documentation	M
10	Plans and Scheduling	M
11	Repair Cycle Asset Management	M
12	Wash LSCK	Q
13	Debrief	Q

**LEGEND:**

M – Monthly; Q – Quarterly; SA – Semiannually

1.25.1.1. **Quality Levels (AQL).** The criteria listed below is in addition to the minimum requirements established in the Quality Assurance chapter of AFI 21-101 and AETC Supplement 1.

1.25.1.2. **FO Inspection Criteria.** As a minimum, the discovery of any object or extraneous material, hard or soft (FO), shall result in an unacceptable rating when any of the following conditions are met: The FO is near or has the potential to migrate to control rods, cables, actuators, hinges and any other operating mechanism and when the FO is conductive and has the potential to migrate into electrical/electronic component.

1.25.1.3. Reserved.

1.25.1.4. **Major Discrepancy.** A condition that would endanger personnel, jeopardize equipment or system reliability, affect safety of flight, or warrant discontinuing the process or equipment operation. Discovery of any of the following conditions will be categorized as a major discrepancy:

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1.25.1.4.1. Improper or untimely documentation of red X discrepancies on aircraft, trainer, or equipment AFTO forms (to include automated system entries).

1.25.1.4.1.2. A foreign object (FO) within 50 feet of an aircraft flight line parking or engine operating area or within 10 feet of an aircraft or engine in a maintenance area (i.e., hangars, phase dock, wash rack, etc.).

1.25.1.5. Test, Measurement, Diagnostic Equipment (TMDE) overdue calibration or when calibration status cannot be verified.

1.25.1.6. Violation of environmental protection federal, state, or local laws and or Department of Defense or Air Force environmental policies and directives.

1.25.1.7. Overdue time change and inspection items on AGE/SE (if applicable).

1.25.1.8. Any inspections not loaded (except those specifically exempted by AF tech data); any due time errors, and improperly loaded low cycle fatigue cycle items.

1.25.1.9. TO violations, not using required TOs to perform tasks, or violations of mandatory directives. And supplements *when such may cause damage to government property or injury to government personnel*. (reference T.O. 00-5-1, Air Force Technical Order System).

1.25.1.10. Improper use of tools or use of *out-of-date* technical data *when such may cause damage to government property or injury to government personnel* (reference T.O. 00-5-1, *Air Force Technical Order System*).

1.25.1.11. Performance of maintenance without being trained or qualified on the task.

1.25.2. **Minor Discrepancy.** An unsatisfactory condition that requires repair or correction but does not endanger personnel, affect safety of flight, jeopardize equipment reliability, or warrant discontinuing a process or equipment operation. (NOTE: If the inspector determines it is appropriate, minor discrepancies that consist of a grouping of like deficiencies; for example, a bench stock with 6 commingled bins, 10 bins not flagged, and 4 bins with torn labels may be documented as one discrepancy against the observation guide.)

1.25.2.1. **AQLs.** The following AQLs will be used to determine pass/fail criteria for QA/QC inspections:

1.25.2.2. All technical inspections (QVI, TVI, PE, SI, etc.) will receive a failed rating when:

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1.25.2.3. A step serious enough to adversely affect the performance of the equipment involved is omitted or improperly completed.

1.25.2.4. A major or red X discrepancy is detected.

1.25.2.5. The number of minor discrepancies exceeds the AQL established in this work statement.

1.25.3. Minor Discrepancy AQLs are as follows:

<b>MINOR DISCREPANCY AQLs</b>	
<b>AEROSPACE VEHICLES</b>	
<b>UH-1</b>	
Preflight	4
Thruflight	2
BPO	4
20 Hour HPO	8
Wash	4
200 Hour Phase	15
<b>ENGINES</b>	
T-53 Engine Installation	3
T-53 Buildup	3
<b>SPECIALIZED EQUIPMENT</b>	
Industrial Equipment and Special Tools	1
Personnel Evaluations. The baseline for all personnel evaluations is two (2) minor discrepancies.	
Special Inspections: TCTO: Determined locally based on complexity of the TCTO. Historical static displays: No majors, 3 minor discrepancies. Transfer and acceptance: Same as applicable BPO. Document file inspections: No majors, 3 minor discrepancies. Foreign object inspections: No major discrepancies. CTKs, TO files, housekeeping, etc: Determined locally.	

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1.25.4. Personnel evaluations will receive a failed rating when a major discrepancy is identified or more than 2 minor discrepancies are identified.

1.2.54.1. Program management inspections will receive a failed rating when a major discrepancy is identified or seven or more minor discrepancies are identified. The inspection will receive a pass rating when no major discrepancies are identified and the number of minor discrepancies found is less than seven.

1.26. **Government Observations.** The 23<sup>rd</sup> Commander will be responsible for continuous observation of the service provider's performance under the contract. The Commander will exercise these responsibilities through government QA personnel, his staff, and in connection with frequent visits by the USAF/AETC Inspector General, USAF/AETC/19AF staff agencies, and other authorized government personnel who shall be permitted to observe LSC operations to ensure that contract standards are being met. All observations of incomplete or defective performance shall be recorded. Written notices issued by the CO shall require the LSC to reply, in writing, to the CO within 5 workdays after receipt, explaining reasons for the deficient performance, any corrective actions, and steps taken to prevent recurrence. The Government reserves the right to review the service provider's certification and recertification program at any time. Note: The Government reserves the right to publish results of inspection or evaluation reports; e.g., IG inspections and MSEP reports for the purpose of sharing information (findings or discrepancies) with other units.

1.27. **Protection of Safety Information Resulting from Investigations of Air Force Mishaps.** The LSC may be provided sanitized safety information from previous mishaps in order to use the lessons learned from these mishaps. The information is to be used solely for mishap prevention purposes within the LSC organization and no further dissemination is authorized. Only those contract personnel directly involved in maintenance operations or training shall have access to the sanitized safety information. Written safety information shall be returned to the Air Force Safety Office that provided the information. Retaining copies of the written information provided by the Air Force is not authorized. LSC shall ensure that all personnel receiving and/or utilizing this information shall abide by these restrictions.

1.28. **Hangars, Industrial Areas, And Break Areas Housekeeping.** The LSC shall ensure all hangars, industrial areas and break areas under the service provider's control presents a professional (clean, neat and dust free) appearance at all times; i.e., (not inclusive) all floors, surfaces, walls, baseboards, ceilings, light fixtures, vents, glass, furniture and personnel lockers are clean, free of litter, dust and foreign debris.

1.28.1. Hangar floors shall be maintained so that fluid spills (i.e., hydraulic fluid, oil, fuel, etc.), grease and foreign debris are cleaned/removed as soon as possible. Maintenance includes cleaning up fluid and grease spills as they occur. Maintenance includes cleaning up spills as they occur, sweeping, scrubbing, etc. Preventative measures must be taken to safeguard rips and tears, which occur between scheduled or major repair requirements, against further deterioration or enlargement.

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1.28.2. Trash (waste) and butt (within designated smoking areas) containers within the hangars, industrial areas and break areas shall not present a fire or health hazard or overflow the containers.

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### SECTION 2 – SERVICE DELIVERY SUMMARY

The Government performance thresholds (standards) and calculation methods are listed in this Section. The LSC shall meet the performance thresholds set fourth in this Section.

2.1. Technical operations performance thresholds are as follows:

Performance Objective	SOW Paragraph	Performance Threshold
MC Rate (See Note A)	1.1, 1.16	65% or higher
Average Fleet Time (See Note B)	1.1, 1.17	See Note B
Maintenance NDEL (See Note C)	1.1, 1.16, 1.17	2% or less
TNMCM (See Note D)	1.1, 1.16, 1.17	25% or less
Ground Abort Rate (See Note E)	1.1, 1.16, 1.17	2% or less
Maintenance Scheduling Effectiveness (See Note F)	1.1, 1.16, 1.17	95% or higher
Average AWM Deferred Discrepancies (AWM DD) (See Note G)	1.1, 1.16.4	8 or less

Notes:

A. Mission Capable (MC) Rate: MC rates will be calculated for total aircraft possessed time. Rates are determined and calculated as specified in AETCI 21-105. Rate shall be rounded to the nearest one-tenth of a percent. Note: Report possessed hours only, using the applicable possession code definitions specified in AFI 16-402.

B. Fleet Time: Calculate the average aircraft fleet time IAW AFI 21-101, and AFI 21-101, AETC supplement 1 and AETCI 21-105. Fleet time will be rounded to the nearest whole hour. The monthly aircraft fleet time shall average 100 +/-10 hours for the UH-1 over the basic contract period and each option period thereafter. Fleet time shall not be less than 75 hours for the UH-1 aircraft for more than two (2) consecutive or three (3) total months in any contract period.

C. Maintenance Nondelivery: A scheduled sortie canceled due to maintenance reasons for which a scheduled spare aircraft was not available; i.e., ground abort, not refueled due to lack of manpower, failure to defrost canopies, etc. Rate is calculated as defined in AETCI 21-105. Rate will be rounded to the nearest tenth of a percent.

D. Total Not Mission Capable Maintenance (TNMCM): The basis for TNMCM is the total number of aircraft hours (scheduled and unscheduled) in Not Mission Capable

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Maintenance (NMCM) status and Not Mission Capable Both (NMCB), divided by the total possessed hours (AETCI 21-105).

E. Ground Abort: The basis for the ground abort rate is the number of aircraft canceled from the flying schedule after the aircrew arrival and prior to flight because of a maintenance or materiel deficiency. Rate is calculated according to AETCI 21-105. Rate will be rounded to the nearest tenth of a percent.

F. Maintenance Scheduling Effectiveness: Percent of on-time scheduled maintenance actions as defined in AFI 21-101 and AFI 21-101, AETC supplement 1 and AETCI 21-105. Rate will be rounded to the nearest tenth of a percent.

G. Awaiting Maintenance (AWM) Deferred Discrepancy (AWM DD) Rate per Aircraft: Total number of AWM deferred discrepancies per possessed aircraft divided by the total number of possessed aircraft. Definition of a deferred discrepancy is specified in AFI 21-101 and AFI 21-101, AETC supplement 1. Rate will be rounded to the nearest tenth of the calculated rate.

2.2. Quality assurance evaluation performance quarterly thresholds are as follows:

Technical Inspection / Observations	SOW Paragraph	Performance Threshold
Aircraft Technical Inspections	1.1, 1.16, 1.17	85% or higher See Note A
T-53 Engine Technical Inspection	1.1, 1.17	85% or higher See Note A
Specialized Equipment / TCTO Technical Inspection	1.1, 1.16, 1.17	85% or higher See Note A
Scheduled Observation Area Inspections	1.1, 1.16, 1.17	80% or higher See Note B
Note: Paragraph 1.25.3, 1.25.4, and 1.25.4.1 lists the maximum number of allowable discrepancies		

Note: The Government will compute as follows:

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

Example: 10 aircraft inspections rated acceptable divided by 20 total inspections =  $.50 \times 100 = 50\%$ .

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

Example: 10 observation inspections rated acceptable divided by 20 total inspections =  $.50 \times 100 = 50\%$ .

The above computations will always be rounded to the next whole number. Example: 79.4 will be rounded to 79, 79.5 will be rounded to 80.

2.3. Custodial Services Standards: The LSC shall ensure all areas under their control are neat and well maintained at all times to include but not inclusive to vacuuming/spot cleaning carpets, sweeping/mopping/waxing floors, remove floor spills promptly, remove trash, dusting.

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***SECTION 3 – GOVERNMENT – FURNISHED PROPERTY AND SERVICES***

***Reserved.***

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### ***SECTION 4 – GENERAL INFORMATION***

4.1. The LSC shall provide all tools, UH-1H aircraft parts, T53 engine parts, supplies and materials, administrative supplies, support equipment (unless stated in the GFE listing in this contract), vehicles, trailers, personnel protection equipment, computers, printers, software, etc. (the Government will only provide limited office and hangar (to include utilities) and aircraft parking space)

4.2. Reserved

4.3. Reserved

4.4. Technical Inspections/Observation Areas/Safety Violations. The Government will conduct surveillance and rate service provider's performance based on provisions of paragraph 1.22 and the following technical inspections and observations as defined in AETCI 21-107.

4.4.1. Reserved.

4.4.1.1. Technical Inspections:

4.4.1.1.1. Aircraft

4.4.1.1.2. T-53 Engine

4.4.1.1.3. Special Inspections and TCTO

4.4.1.1.4. Specialized Equipment

4.4.1.2. Observations:

4.4.1.2.1. Composite Tool Kit (CTK)

4.4.1.2.2. Hangars, Flight Line, and Jet Engine Operating Areas for potential Foreign Object Damage (FOD)

4.4.1.2.3. Technical Order Maintenance

4.4.1.2.4. AFTO Forms Documentation

4.4.1.2.5. Automated Systems Documentation

4.4.1.2.6. Specific Work Areas specified in AETCI 21-107

4.4.1.3. Safety Violations. Safety violations will be documented as specified in AETCI 21-107.

4.4.1.4. The LSC rates for technical inspections/observation area performance thresholds, Section 2 shall be maintained at an overall satisfactory level on a quarterly basis.

4.4.1.5. Increased inspection frequencies may be implemented whenever the FC/Government Quality Assurance Representative suspect that a performance or equipment deficiency may exist.

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4.4.1.6. The Government will use provisions and standards of this SOW, AFI 21-101, and AFI 21-101, AETC supplement 1 and the minor discrepancy baselines listed in paragraph 1.2.5.2 and AETCI 21-107 when determining evaluation ratings. The baseline for any major discrepancy is zero.

4.4.2. For failure to maintain any monthly or quarterly contract standards (as applicable) listed in Section 2 for any quarter, the LSC shall provide a written explanation to the CO. The LSC response to the CO shall explain the specific reason for not attaining identified standard and shall include actions taken to prevent recurrence. LSC corrective actions shall not task the Government in any way and shall not be used as a basis to justify future noncompliance with the standards/requirements without written approval from the CO. The Government Quality Assurance Representative may issue a LSC discrepancy report.

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### **APPENDIX A – APPLICABLE PUBLICATIONS AND FORMS**

A1.1. Publications and other directives applicable to this work statement are listed below. LSC shall access the following Air Force publications on an approved military web site to keep abreast of changes (<http://www.e-publishing.af.mil/> and <https://www.aetc.af.mil/im/>). Supplements or amendments to listed publications from any organizational level may be issued during the life of the contract. The LSC shall immediately implement those changes in publications which result in a decrease or adjustment to the estimated cost. Prior to implementing any mandatory revision, supplement, or amendment to a publication or directive that will result in a contract estimated cost increase, the LSC shall submit to the CO a estimated cost increase proposal and obtain approval from the CO prior to implementing such changes. The LSC shall submit estimated cost increase proposal within 30 calendar days from the date the LSC receives notice of the revision, supplement, or amendment giving rise to increase in cost of performance; however, the CO may direct immediate implementation and waive the prior approval requirement. Negotiation and/or increased cost approval may take place during or after implementation at the discretion of the CO. Failure of the LSC to submit a estimated cost proposal within 30 calendar days from the date of receipt of any change shall entitle the Government to performance in accordance with such change with no increase in contract estimated cost. It is the service provider's responsibility to ensure that all publications are maintained IAW AFI 37-160, Volume 7. The LSC shall control technical orders in accordance with TOs 00-5-1, 00-5-2, and 00-5-17.

A1.2. Technical Orders and Technical Manuals. All technical orders and technical manuals, as defined by AF policy directive 21-3, applicable to the management and maintenance of USAF aircraft, transient aircraft, engines, and support equipment are mandatory publications. Note: Technical Orders/Manuals are not listed in this section but are incorporated by reference.

#### **A2.1. Publications.**

##### A2.1.1. Maintenance

Publication Number	Date	Title	Mandatory Applicable Paragraphs/Chapters
29 CFR 1910	27 Jun 1974	Occupational Safety And Health Standards	All
AFI 11-209	18 Mar 2002	Air Force Participation In Aerial Events	All
AFI 11-218	1 Aug 02	Aircraft Operations and Movement on the Ground	All
AFI 11-218, AETC Supplement 1	28 Oct 2002	Aircraft Operations and Movement on the Ground	All
AFI 11-401	1 Oct 2001	Flight Management	All

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Publication Number	Date	Title	Mandatory Applicable Paragraphs/Chapters
AFI 16-402	1 Aug 1997	Aerospace Vehicle Programming Assignment, Distribution, Accounting and Termination	All
AFPD 21-1	10 Aug 93	Managing Aerospace Equipment Maintenance	All
AFPD 21-3	21 May 93	Technical Orders	All
AFI 21-101	1 Oct 2002	Aerospace Equipment Maintenance Management	Chapters 1, 2, 3, 5, 6, 9, 10, 12, 13, 15, 18, 21
AFI 21-101 AETC Supplement 1	Jan 03	Aerospace Equipment Maintenance Management	All
AFI 21-102	19 Jul 1994	Depot Maintenance Management	All
AFI 21-103	20 Jul 98	Equipment Inventory, Status and Utilization Reporting	All
AETCI 21-103	16 Nov 98	Maintenance Training, Qualification and Certification Program	All
AFI 21-104	1 Jul 1998	Selective Management Of Selected Gas Turbine Engines	All
AETCI 21-104	7 Dec 2000	Aircraft Planning and Scheduling	All
AFI 21-105	1 Jun 1999	Aerospace Equipment Structural Maintenance	All
AETCI 21-105	29 Apr 1999	Logistics Quality Performance Measures Reporting Procedures	All
AETCI 21-106	5 Feb 2000	Corrosion Control	All
AETCI 21-107	13 Aug 1999	Maintenance Management—Maintenance Contract Surveillance	All
AETCI 21-112	Jan 03	AETC Civil Service and Contract Aircraft Maintenance Training Program	All

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Publication Number	Date	Title	Mandatory Applicable Paragraphs/Chapters
AFI 21-112, AETC Supplement 1	25 Jun 02	Aircrew Egress Systems Maintenance	All
AFI 21-124	1 Feb 1996	Air Force Oil Analysis Program	All
AFCSM 21-556 Vol 1	Mar 02	Software Center Operations Manual	All
AFCSM 21-556 Vol 2	Aug 02	Introduction to CAMS, Software User's Manual	All
AFI 21-109	1 Oct 00	Communications Security (COMSEC) Equipment Maintenance and Maintenance Training	1.5, 2 thru 2.6, 2.8, 3.1 last sentence, 3.1.6 Note, 3.2.2, 3.4, 4,
AFI 21-118	26 Jul-1994	Improving Aerospace Equipment Reliability and Maintainability	Para's 4.3, 4.4, A2.2.1, A2.3.1, A2.4.1, A2.5.1
AFI 21-401	31 Jan-1994	Engineering Data Storage, Distribution and Control	All
AFMAN 23-110 Volume 2 Part 2	1 Jan 2003	USAF Supply Manual	Chapter 13
AFMAN 23-110 Volume 6	1 Jan 2003	USAF Supply Manual	Chapter 4
AETCI 24-301	17 Jan 1997	AETC Aircrew Life Support (ALS) program	All
AFI 33-127	1 May 1989	ELECTRONIC MESSAGING REGISTRATION AND AUTHORITY	All
AFMAN 37-123	31 Aug 1994	Management Of Records	All
AFMAN 37-139	1 Mar 1996	Records Disposition Schedule	All
AFI 40-102	3 Jun 2002	Tobacco Use In The Air Force	All
AFI 64-106	25 Mar 1994	Air Force Industrial Labor Relations Activities	All
AFMAN 91-201	18 Oct 2001	Explosive Safety Standards	All
AFI 91-204	11 Dec 2001	Safety Investigations & Reports	All
DFARS 252.228-7005	22 Mar 2000	Accident Reporting & Investigations	All

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**APPENDIX B – WORKLOAD ESTIMATES**

**Note:** Data presented in this Appendix are estimates only based on the most current information available and not necessarily expressed as projections of workload. They are provided either as reasonable estimates or as examples of past workload that demonstrate the extent of effort that can reasonably be expected.

**1. FLYING TRAINING PROJECTION**

	Flying Hours
1.1. UH-1H Aircraft	
Flying Hours:	
FY 04	2,700
FY 05	8,900
FY 06	9,600
FY 07	8,000
FY08	3,600
FY 09	1,600
1.2. UH-1H-II	
Aircraft Flying Hours:	
FY 04	0
FY 05	0
FY 06	0
FY 07	1,600
FY 08	6,000
FY 09	8,000
FY 10	9,600
FY 11	9,600
FY 12	9,600
FY 13	9,600

**2. FLYING PROGRAM UTILIZATION**

- Approximately 12 administrative flights (DV) may take place per year using any type aircraft
- Night flights consist of approximately 20 % of the hours per year
- Weekend cross-country flights consist of approximately .5 % of the hours per year
- Day/night out and back flights consist of approximately 2 % of the hours per year

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- FCF flights consists of approximately 5 % of the hours per year

### 3. AIRCRAFT ASSIGNMENT DATA.

FY	MDS	UTE RATE	TAI
FY04	UH-1H	19	12
FY05		38	24
FY06		38	24
FY07		38	24-16
FY08		38	16-8
FY09		38	8-0
	UH-1H-II		
FY04		0	0
FY05		0	0
FY06		0	0
FY07		38	1-8
FY08		38	8-16
FY09		38	16-24
FY10 - FY13		38	24

Note 1: The UTE rate for UH-1H and UH-1H-II aircraft is a sortie UTE rate. This is calculated as follows: annual flying hours divided by 12 to get hours in a month divided by sortie length to get number of sorties in a month divided by PAI= UTE rate.

Note 2: Excess UH-1H aircraft for parts harvesting (cannibalization) -- 8

Note 3A: Excess UH-1H aircraft for limited parts harvesting -- 8 (these aircraft will be used for parts needed to modify the UH-1H to UH-1H-II)

Note 3B: Parts not needed for modification maybe harvested with approval from the on site government representative.

Note 4: For informational purposes only -- Estimated UH-1H MMH/FH 12.1

Note 5: For informational purposes only -- Estimated UH-1H-II MMH/FH 6

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***APPENDIX C – MAPS AND WORK AREA LAYOUT***

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***APPENDIX D – REQUIRED REPORTS***

The following are some of the reports the service provider shall provide:

<b>TYPE</b>	<b>TO</b>	<b>FREQ</b>	<b>REQ'D BY</b>
FOD Investigation Report	58OG/OGQ	Event	AFI 21-101 AFI 91-204 AETCI 21-101
Stall/Flameout Report	58OG/OGQ	Event	AETCI 21-101
Engine Rotating Component Failures	58LG/LGV	Event	AETCI 21-101
Aircraft Inventory Reporting	58OG/OGQ	Event	AFI 21-103
Monthly Flying Hours	58OG/OGQ	Monthly	AFI 21-103, AETC Sup 1
Dropped Object Report	58OG/OGQ	Monthly	AETCI 21-101
Foreign Object Damage Minutes	58OG/OGQ	Quarterly	AFI 21-101 AETCI 21-101
Annual Plan/ Reprogram of Annual Plan	58OG/OGQ	Annual/Monthly	AETCI 21-104
Monthly Logistics Indicator Report (AETC-LGM(M)7501)	58OG/LGQ	Monthly	AETCI 21-105
Budget Input Requirements	58OG/OGQ	Event	SOW
Quarterly Phasing Requirements	58OG/OGQ	Quarterly	SOW

<b>TYPE</b>	<b>TO</b>	<b>FREQ</b>	<b>REQ'D BY</b>
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Historical Report	58SOW/HO	Semiannual	AFI 36-2863
Aircraft Maintenance and Utilization Plan	58OSS	Weekly	AETCI 21-104
Aircraft Maintenance and Utilization Plan	58OSS	Monthly	AETCI 21-104
Monthly Contract Contract Standards Summary	58OG/OGQ	Monthly	SOW
Aircraft Maintenance Key Personnel List	AETC CONS/LGC	Event	SOW
Unusual Mishap/ incident Occurrence	58OG/OGQ	Event	AETCI 21-101
Trend Data Reports	58OG/OGQ	As required	AFI 91-204 AETC Sup 1
Maintain Record of Precious Metals Turn into DRMO	377 LG/LGS	Quarterly	AFM 23-110 Vol 1
QC Monthly Summary	58OG/OGQ	Monthly	AETCI 21-101
Deficiency Reporting MDR/QDR/PQDR, etc	Info to HQ AETC/LGMMQ	Event	TO 00-35D-54 TO 00-20-3 AFI 91-204
19 AF Status Report	58OG/OGQ	Weekly	AETCI 21-105
AFTO Form 22	Info to AETC/LGMMQ	Event	TO 00-5-1 AETCI 21-101
AFTO Form 135	Info to HQ AETC/LGMMQ	Event	TO 00-20-3 TO 00-20-195 AETCI 21-101
Current List of employees	AETC CONS/LGC	Event	SOW
<b>TYPE</b>	<b>TO</b>	<b>FREQ</b>	<b>REQ'D BY</b>

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Toxic Release Inventory	HAZMAT Pharmacy	Quarterly	SOW
List of flammable Lockers with contents	HAZMAT Pharmacy	Event	SOW
L-Code TCTO Inspection	58OG/OGQ	Event	SOW
One-time Inspections	58OG/OGQ	Event	SOW
Gold-Way Cross Tell (RCS: AETC-LGM (Q) 9401)	58OG/OGQ	Quarterly	AETCI 21-111

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### *APPENDIX E – Collateral Tasks (Duties)*

#### 1. COLLATERAL TASKS

The following are collateral tasks required to be performed by the service provider. Each requires a Letter of Appointment (LOA) or a Letter of Designation (LOD) specifying individuals to perform each duty:

<b>TYPE</b>	<b>FREQUENCY</b>	<b>REQ'D BY</b>
Disaster Preparedness Officer	Initial & Upon Change	AFI 355-11
Supply and Equipment Custodian	Initial & Upon Change	AFMAN 23-110 Vol 2
C S E Computer Systems Equipment	Initial & Upon Change	AFI 33-112
NET Manager	Initial & Upon Change	AFI 33-1112
Telephone Control Officer	Initial & Upon Change or Annually	AFI 33-111
Customer Account Representative (CAR)	Initial & Upon Change	AFI 37-161
Personnel Authorized to Pick Up Computer Products	Initial & Upon Change	Public Law 93-579
Facility Security Manager	Initial & Upon Change	AFI 31-601
Building Custodian	Initial & Upon Change	VAFBI 32-9001
Foreign Object Damage Officer	Initial & Upon Change	AFI 32-2211

<b>TYPE</b>	<b>FREQUENCY</b>	<b>REQ'D BY</b>
Functional Area	Initial &	AFI 37-122

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Records Manager (FARM)	Upon Change	
Unit Plans Representative	Initial & Upon Change	AFMAN 10-401
Security Manager	Initial & Upon Change	DOD 5200.1R AFI 31-401
Individuals to be Issued Customer Receipt	Initial & Upon Change	AFMAN 23-110 VOL 2
Key & Lock Custodian	Initial & Upon Change	VAFBI 32-9001
Technical Order Distribution Officer	Initial & Upon Change	AFPD 21-3 AETCI 21-101 TO 00-5-1
Privacy Act Monitor	Initial & Upon Change	AFI 37-132
Freedom of Information Act Monitor	Initial & Upon Change	DOD 5400.7
Individual to Receive/ Turn in DRMO	Initial & Upon Change	AFM 23-110 CD
Individual authorized For receipt/ notification of messages	Initial & Upon Change	AFI 33-113

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***APPENDIX F – Government Furnished Property***

***Reserved***

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***APPENDIX G – Operational Plans (OPLANS)***

***Reserved***

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*APPENDIX H – Support Agreements*

*Reserved*

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**APPENDIX I – SPECIAL TRAINING, CERTIFICATION AND LICENSE REQUIREMENTS**

TABLE 1 -- CRITICAL MAINTENANCE TASKS (CAMS SCR ITEMS)

R U L E	If an individual is required to perform maintenance task of	then he or she must be evaluated by	at least	and be certified by
1	Red X and Exceptional Release Ref AETCI 21-101, Table 2.1) (Note 1)	Supervisor	Annually	Supervisor
2	NRTS and Serviceable Tag (Note 1)			
3	Flight Control Rigging (Note 1)			
4	APU Operation (Note 1)			
5	Aircraft Recovery Team Chief (Note 1)			
6	Installed Engine Run HH-60 and UH-1 Motoring (Note 1)	Designated Evaluator		Note 2
7	Weight and Balance (Note 1)	Designated Evaluator	Annually	Supervisor
8	Vibration Analysis/Tracking (Note 1)			
9	Reserved			

NOTE: 1. Service provider designated evaluator or certifying officials must attend appropriate course(s) before certification. In addition, all other service provider personnel performing this maintenance task must complete the appropriate Government or service provider developed equivalent course/training prior to certification.

NOTE: 2. Government FCF pilot is designated evaluator or certifying official

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***APPENDIX J – CONTRACT DATA REQUIREMENTS LIST (CDRL)***

<u>Data Item</u>	<u>Authority/Title/Subtitle</u>
1001	DI-CMAN-80639B/T ENGINEERING CHANGE PROPOSAL (ECP)
1002	DI-CMAN-80643B/T SPECIFICATION CHANGE NOTICE (SCN)
1003	Reserved
1004	DI-MGMT-80258A/T MATERIAL IMPROVEMENT PROJECT REPORT
1005	DI-MISC-81241/T AIRWORTHINESS DIRECTIVES/SERVICE BULLETINS





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<b>CONTRACT DATA REQUIREMENTS LIST</b>					Form Approved OMB No. 0704-0188								
Public reporting burden for this collection of information is estimated to average 440 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington D.C. 20503. Please DO NOT RETURN your form to either of these addresses. Send completed form to the Government Issuing Contracting Officer for the Contract/PR No. listed in Block E.													
<b>A. CONTRACT LINE ITEM NO.</b> XXXX			<b>B. EXHIBIT</b>		<b>C. CATEGORY:</b> TDP                      TM                      OTHER CMAN								
<b>D. SYSTEM/ITEM</b> UH-1H			<b>E. CONTRACT/PR NO.</b> XXXX		<b>F. CONTRACTOR</b>								
<b>1. DATA ITEM NO.</b> 1004		<b>2. TITLE OF DATA ITEM</b> MATERIAL IMPROVEMENT PROJECT REPORT			<b>3. SUBTITLE</b>								
<b>4. AUTHORITY (Data Acquisition Document No.)</b> DI-MGMT-80258A/T			<b>5. CONTRACT REFERENCE</b> CSOW 1.19.3			<b>6. REQUIRING OFFICE</b> WRALC/LUH							
<b>7. DD 250 REQ</b> LT		<b>9. DIST STATEMENT REQUIRED</b>  D		<b>10. FREQUENCY ASREQ</b>		<b>12. DATE OF FIRST SUBMISSION ASREQ</b>		<b>14. DISTRIBUTION</b>					
<b>8. APP CODE</b> N				<b>11. AS OF DATE ASREQ</b>		<b>13. DATE SUBSEQUENT SUBMISS ASREQ</b>		<b>a. ADDRESSEE</b>					
<b>16. REMARKS</b>  A. BLK 2: Continued: INITIAL REPORT AND FINAL REPORT  B. BLK 4: (1) Para 10.2 a.-j. - Delete. Change to read: "The contractor shall submit an initial report upon notification of assignment of a MIP number and, if applicable, receipt of a DR exhibit based on the following schedule:  (a) Category 1 - 10 days (b) Category 2 - 30 days  The initial report, if an interim, shall contain the following as a minimum:  (a) A suspected cause (b) Exhibit receipt information, if applicable (c) Investigation plan which includes a schedule, tasks and a projected date for submittal of a final report.  (2) Para 10.2.k.-n. applies to submission of a final report whether initial or as a follow-on to an interim.  NOTE: The Contractor shall provide monthly status by the fifth working day of the month for DRs for which a final report has not been submitted. NOTE: The Contractor shall respond to specific requests for additional information from the Government pertaining to an interim and/or final report.					WRALC/LUH	0	1	0					
						HQAETC/LGMA	0	1	0				
					BLK16								
						TOTAL	0	3	0				
					<b>G. PREPARED BY</b> Keith Berger			<b>H. DATE</b> 16 January 2003		<b>I. APPROVED BY</b> Keith Berger			<b>J. DATE</b> 16 January 2003



***APPENDIX K – DEFINITIONS***

## 4.2. Standard Definitions.

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

4.2.2. **Contractor Furnished Material (CFM).** CFM are contractor-provided common hand tools e.g., screwdrivers, wrenches, sockets, etc requiring replacement during the life of the contract.

4.2.3. **Contractor Furnished Support Equipment (CFSE).** CFSE is equipment provided to the Government by a Logistic Support Contractor (LSC) in support of a particular weapon system..

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

4.2.5. **FC.** The commander or functional director of the organization having responsibility for the actual performance of a given service whether it is performed in-house or by contractor. For this contract, the FC for aircraft maintenance support of flight crew training at Ft Rucker is the 23<sup>rd</sup> FTS Commander.

4.2.6. **Government Furnished Equipment (GFE).** Government-provided equipment; e.g., tools, special tools, bench stock, and consumables (not to include personal protection devices/equipment).

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

4.2.8. **Tool Warranty.** As it applies to tools listed in Appendix FC that are covered under a manufacturer's warranty program.

4.2.9. **Quality Assurance (QA).** A planned and systematic pattern of all actions necessary to provide confidence that adequate technical requirements are established; products and services conform to established technical requirements; and satisfactory performance is achieved.

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

4.3. Technical Definitions Peculiar to this SOW. See AFI 21-101, AETC Supplement 1 for additional explained terms.

4.3.1. Acceptance Inspections. Inspections performed when an aircraft, engine, or support equipment has just returned from extensive maintenance of a depot level category, or being permanently reassigned from any other unit. This includes, but is not limited to, aircraft returning from command utilized Queen Bee (depot) and from the structural life extension program.

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

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

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

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

4.3.4.2. Contractor Furnished Bench Stock. All consumable, expendable and non-MIL-Spec type items, unique to a particular weapon system, furnished or maintained under a Logistic Support Contract (LSC).

4.3.5. Consumables. Items that are either consumed in use or which lose their original identity during periods of use by incorporation into or attachments upon another assembly.

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

- 4.3.7. FK Support. Air Force Stock record account number prefix for munitions.
- 4.3.8. Fleet Time Average. Average number of flying hours remaining on the possessed aircraft to the next periodic and (or) phase inspection.
- 4.3.9. Hangar Queen. Aircraft that have not flown for a specified length of time are considered in "Hangar Queen" status IAW AFI 21-101 and AFI 21-101, AETC supplement 1.
- 4.3.10. Jewelry. Any necklace, ring, earring, watch, hair adornments (barrettes, hair pins, bobby pins, etc), bracelet chain, or key chain worn under or over outer garments.
- 4.3.11. Job Control Number (JCN). Number assigned to an aircraft/AGE maintenance work request. Also referred to as a year-event ID in CAMS.
- 4.3.12. Off-Equipment. Equipment attached to the aircraft, engine, or support equipment requiring in-shop repair.
- 4.3.13. Off-Equipment Maintenance. Maintenance tasks that are not or cannot be effectively accomplished on the aircraft, engine, or support equipment and require removal of the component to a repair shop and use of repair shop resources.
- 4.3.14. On-Equipment. Equipment attached to the aircraft, engine or support equipment not requiring in-shop repair.
- 4.3.15. On-Equipment Maintenance. Maintenance tasks that are or can be effectively accomplished on the aircraft, installed engine or support equipment. Note: Maintenance on uninstalled engines and ejection seats is also on-equipment maintenance. The engine assumes its own "identity".
- 4.3.16. One Time Inspection (OTI). Local (L-code) or higher headquarters (J-code) directed inspection accomplished to determine equipment condition or status.
- 4.3.17. Overhaul. The disassembly, cleaning, inspection, repair, or replacement of parts or components, reassembly, and test of any item or accessory IAW applicable TOs, directives, or authorized manufacturer's publications to provide an operationally safe, serviceable, and reliable item.
- 4.3.18. Repair. The restoration or replacement of parts or components of material as necessitated by wear and tear, damage, failure of parts or the like in order to maintain the specific item of material in proper operating condition.
- 4.3.19. Safety Equipment. Equipment to prevent injury while performing specific tasks.

4.3.20. Scheduled Maintenance. Periodic prescribed inspections and/or servicing of equipment accomplished on a calendar or hourly basis (ref TO 00-20-1).

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

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

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

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

4.3.25. Aerospace Ground Equipment (AGE) Subpool. Prepositioned AGE located to allow immediate access for designated users.

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

4.3.27. Tools. Items used in the performance of maintenance and inspection of a weapons system, support and training aircraft, subsystem, component, or the supporting equipment. Non-expendable replacement tools shall not be carried on bench stock. Expendable tools (apex bits, drill bits, etc) will be controlled, accounted for, and secured IAW AFI 21-101 and AFI 21-101, AETC supplement 1..

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

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

3.4.3.28. Transfer Inspection. Transfer inspections shall be performed IAW TO 00-20-1, AFI 21-103 and AFI 21-101 and AFI 21-101, AETC supplement 1.

- 4.3.29. Transient Aircraft. Non-assigned aircraft that land at the base.
- 4.3.30. Turn Around Transaction (TRN). A repair and reinstallation of a reparable item that updates the demand level for repair cycle assets.
- 4.3.31. Two-Levels of Maintenance 2LM Concept. Under the 2LM concept, Air Logistics Centers (ALC) are responsible for intermediate-level repair of selected aircraft avionics components and engines on affected weapon systems.
- 4.3.32. Unscheduled Maintenance. Those unpredictable maintenance requirements that had not been previously planned or programmed, but require prompt attention and must be added to, integrated with or substituted for previously scheduled workloads.

**APPENDIX L – ABBREVIATIONS AND ACRONYMS**

Abbreviations. Some of the following abbreviations may have been used in this SOW. (See AFI 21-101, AETC Supplement 1 for additional abbreviations.)

2LM	Two-Level Maintenance
A/C or ACFT	Aircraft
ADP	Automated Data Processing
ADPE	Automated Data Processing Equipment
AETC	Air Education and Training Command (Synonymous)
AETC/PA	AETC Flying Hour/Sortie Allocation
AETCI	Air Education and Training Command Instruction
AETCM	Air Education and Training Command Manual
AETCP	Air Education and Training Command Pamphlet
AETCR	Air Education and Training Command Regulation
AF	Air Force
AFCAT	Air Force Catalog
AFI	Air Force Instruction
AFM	Air Force Manual
AFOOSH	Air Force Occupational Safety & Health
AFP	Air Force Pamphlet
AFPD	Air Force Policy Directive
AFR	Air Force Regulation
AFTO	Air Force Technical Order
AGE	Aerospace Ground Equipment
AMD	Average Mission Duration
AR	Aero Repair
ATD	Aircrew Training Devices
ATE	Automated Test Equipment
ATF	After the Fact (Inspection)
ATOMS	Automated Technical Order Management System
AWM	Awaiting Maintenance
AWP	Awaiting Parts
BAI	Backup Aircraft Inventory
BAI/AR	Backup Aircraft Inventory/Attrition Reserve
BCE	Base Civil Engineer
BE	Bioenvironmental Engineer
BEF	Base Environmental Flight
BITS	Base Information Transfer System
BPO	Basic Post-Flight Inspection
BQ	UJC Represents Mission Impaired Part Backordered
BSS	Base Service Store

CAMS	Core Automated Maintenance System
CAR	Customer Account Representative
CASS	Centralized Aircraft Support System
CDR	Contract Deficiency Report
CEMS	Comprehensive Engine Management System
CFE	Contractor Furnished Equipment
CFM	Contractor Furnished Material
CFSE	Contractor Furnished Support Equipment
CFT	Cockpit Familiarization Trainer or Contract Field Team
CLS	Contractor Logistics Support
CO	Contracting Officer
ACO	Administrative Contracting Officer
COMBS	Contractor Operated and Maintained Base Supply
COMSEC	Communications Security
CPR	Cardiopulmonary Resuscitation
CSS	Contingency Support Staff
CTK	Composite Tool Kit
DIFM	Due in from Maintenance
DIS	Defense Investigative Service
DISCO	Defense Investigative Service Clearance Office
DLR	Depot Level Repairable
EAID	Equipment Authorized In-use Detail
ENMCS	Engine Non-Mission Capable Supply
EPA	Environmental Protection Agency
ERF	Engine Regionalization Facility
FC	Functional Commander
FAR	Federal Acquisition Regulation
FAST	Forward Asset Support Training
FOD	Foreign Object Damage
FOL	Forward Operating Location
GF	Government Furnished
GFM	Government Furnished Material/Contractor Manufactured
GFP	Government Furnished Property
GFSE	Government Furnished Support Equipment
GFW	Government Furnished Warranty
GOV	Government Owned Vehicle
HAZMAT	Hazardous Materials
HM	Hazardous Materials
HMMP	Hazardous Materials Management Plan
HMP	HAZMAT Pharmacy
HQ	Headquarters
IAW	In Accordance With
IFF	Introduction to Fighter Fundamentals

IFS	Instrument Flight Simulator
IMC	Interim Message Change
IPI	In Process Inspection
ISM	Industrial Security Manual
LGND	Logistics Nondelivery
LMR	Land Mobile Radio
LRU	Line Replaceable Unit
LSC	Logistic Support Contract/Contractor
MA	Maintenance Authority (synonymous with DCM/DOM)
MC	Mission Capable
MDS	Mission Design Series
MICAP	Mission Capable or Mission Capability
MOI	Maintenance Operating Instruction
MSDS	Material Safety Data Sheet
NMC	Not Mission Capable
NMCB	Not Mission Capable Both (Maintenance and Supply)
NMCM	Not Mission Capable Maintenance
NMCS	Not Mission Capable Supply
NOR	Not Otherwise Repairable
NRC	Nuclear Regulatory Commission
NRTS	Not Repairable This Station
OJT	On the Job Training
OPLAN	Operational Plan - AF, AETC or Wing/Base
OPS	Operations
OPSEC	Operations Security Program
OSHA	Occupational Safety & Health Act
OTI	One Time Inspection
OTS	Over the Shoulder (Inspection)
PA	Program Allocation
PAA	Primary Aircraft Assigned
PAMS	PMEL Automated Management Subsystem
PFT	Programmed Flying Training
PMCB	Partially Mission Capable Both
PMCM	Partially Mission Capable Maintenance
PMCS	Partially Mission Capable Supply
PMEL	Precision Measurement Equipment Laboratory
QA	Quality Assurance
QAE	Quality Assurance Evaluator
QASP	Quality Assurance Surveillance Plan
QS	Quality Support
QSP	Quality Support Plan
QVI	Quality Verification Inspection
SBSS	Standard Base Supply System

SCC	Specialized Common Carrier
SOW	Statement of Work
SPP	Standard PLSCtice Procedure
SPRAM	Special Purpose Recoverable Authorized Maintenance
SPS	Security Police Squadron
STE	Security Test & Evaluations
SUPT	Specialized Undergraduate Pilot Training
AS	Allowance Standard (aka Table of Allowance)
TE	Technical Exhibit
TMDE	Test, Measurement and Diagnostic Equipment
TNMCM	Total Not Mission Capable Maintenance
TNMCS	Total Not Mission Capable Supply
TO	Technical Order
TODO	Technical Order Distribution Office
TRN	Turn Around Transaction
TVI	Technical Verification Inspection
UTE	Utilization
VCO	Vehicle Control Officer