

**SECTION J  
ATTACHMENT 1**

**FLEET SUPPORT MAINTENANCE COMMAND SERVICES  
March 21, 2003  
Solicitation Number: DAAH23-03-R-0211**

**AMCOM FIELD OFFICE  
FORT RUCKER, ALABAMA**

**US ARMY AVIATION AND MISSILE COMAND  
REDSTONE ARSENAL, ALABAMA**

**SOURCE SELECTION INFORMATION – SEE FAR 3.104**



**AMCOM FIELD OFFICE (AFO) AND  
US ARMY AVIATION AND TEST CENTER (ATTC)  
FORT RUCKER, ALABAMA**

**Solicitation Number: DAAH23-03-R-0211  
March 21, 2003**

**US ARMY AVIATION AND MISSILE COMAND  
REDSTONE ARSENAL, ALABAMA**

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<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued</b> PIIN/SINN DAAH23-03-R-0211 MOD/AMD	<b>Page i</b>
<b>SECTION C.1</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT</b> <b>INTRODUCTION</b>	<b>SECTION C.1</b> <b>21 March 2003</b>
<b>Name of Offeror or Contractor:</b>		

**C.1 INTRODUCTION.....1**

**C.1.1 Performance Work Objective.....1**

**C.1.2 Changes to the Available Aircraft Requirement .....1**

**C.1.3 Applicable Documents.....1**

**C.1.4 Performance Inspection Criteria.....1**

**C.1.5 Tasks in Performance Work Statement (PWS) .....2**

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 1
SECTION C.1	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT INTRODUCTION	SECTION C.1 21 March 2003

**C.1 INTRODUCTION**

The purpose of this contract is to provide quality maintenance support to the aircraft assigned as reflected in Attachment 2 to the US Army Aviation and Missile Command (AMCOM), Aviation Technical Test Center (ATTC), US Army Aeromedical Research Laboratory and other tenant and satellite units on Fort Rucker, Alabama. All work will be performed in government furnished facilities at Fort Rucker, Alabama, and other locations as required.

**C.1.1 Performance Work Objective**

The primary objective of this contract is to provide aircraft maintenance in support of the flight training at Fort Rucker, Alabama. For each month during the fiscal year (FY), the Government will provide the Contractor a fixed percentage of aircraft fleet required to be available for each day of the month having flight operations. The required number of available aircraft will vary by aircraft type. Contractor must execute aircraft maintenance to meet the available aircraft requirement for the month. The monthly projected available aircraft required for FY04 is provided in **Attachment 2**. Contractor must develop and execute a maintenance program to ensure the specified numbers of aircraft listed are available for launch. The Contractor shall maintain aircraft in accordance with appropriate Technical Manuals, Federal Aviation Regulations, and US Army Aviation Center (USAAVNC) Regulations and all Army Regulations.

**C.1.2 Changes to the Available Aircraft Requirement**

Changes to **Attachment 2** may be made by the Contracting Officer Representative (COR) and provided to the Contractor two (2) weeks prior to the beginning of the month. After the two (2) week point, the requirement for available aircraft is fixed. Configuration and number of aircraft required shall be provided to the Contractor on a daily basis. Changes to aircraft configuration and configuration quantity only will be submitted no later than 3:00 pm the day prior to the actual requirement. Changes in configuration do not affect the number of aircraft required to be available.

**C.1.3 Applicable Documents**

- a. Where specific version of a document is called out as a reference, no other version shall be used without prior written consent of the Contracting Officer. The applicable version of subsidiary (second-tier) documents listed below shall be that version dated either concurrent with or just prior to the date of the listed documents.
- b. The Contractor shall generate and/or provide documentation as required by this Performance Work Statement, and the Contract Data Requirements List (CDRL) at Exhibit A. Exhibit A shall also apply to all options years.
- c. The documents listed on the Document Summary List (DSL) at Attachment 7 form a part of this contract to the extent invoked by specific reference in other paragraphs of this contract. Revision letters, amendment indicators, notices, supplements, tailoring, and dates are omitted when listed in other parts and sections of the contract. Documentation identified on the DSL shall be made available upon request for Government review in its current available format.
- d. Deliverable and non-deliverable data shall be capable of electronic transmission and storage to Government facilities or Government access electronically to the data at Contractor facilities. The Contractor shall maintain a system that provides electronic delivery/access to the Government. Data not developed under this contract will be provided in its currently available format.

**C.1.4 Performance Inspection Criteria**

For this acquisition, the Government desires to emphasize mission, performance, quality of maintenance, supply management, limited depot repair of parts, and cost effectiveness. The performance inspection criteria for this contract are established in Attachment 8.

<b>CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued</b>	<b>Page 2</b>
<b>SECTION C.1</b>	<b>PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>SECTION C.1</b>
	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT</b>	<b>21 March 2003</b>
	<b>INTRODUCTION</b>	

**C.1.5 Tasks in Performance Work Statement (PWS)**

The Contractor shall perform the entire spectrum of tasks as described in this PWS. Tasks include the following areas:

- C.2 AIRCRAFT MAINTENANCE**
- C.3 MAINTENANCE OF COMPONENTS AND EQUIPMENT**
- C.4 AUTOMATION**
- C.5 OTHER SERVICES**
- C.6 SUPPLY**
- C.7 UNIQUE ATTC REQUIREMENTS**
- C.8 MANAGEMENT AND PERSONNEL**
- C.9 GENERAL PROVISIONS**
- C.10 GOVERNMENT FURNISHED PROPERTY AND SERVICES**
- C.11 DEFINITIONS AND ACRONYMS**
- C.12 REFERENCES**

**EXHIBITS**

**Exhibit A Contract Data Requirements List (CDRL)**

**ATTACHMENTS**

- 1 Performance Work Statement**
- 2 Required Aircraft Table**
- 3 Assigned Aircraft**
- 4 US Army Aviation Center (USAAVNC) Flying Hour Program  
Critical Flight Hour Program**
- 5 US Army Aviation Technical Test Center (ATTC) Estimated Flight Hours**
- 6 Maintenance Man hour Requirements Satellite Units**
- 7 Document Summary List**
- 8 Incentive Fee Determination Criteria**
- 9 Government Furnished Property – Material and Supplies**
- 9a Government Furnished Property – Equipment**
- 10 Government Furnished Property – Facilities**
- 11 Government Furnished Property – General Service Agency (GSA) Vehicle Density List**
- 12 Contract Security Classification Specification (DD Form 254)**
- 13 Inter/Intraservice Support Agreement or Other Approved**
- 14 Government Furnished Property - ATTC**

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page i
SECTION C.2	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT AIRCRAFT MAINTENANCE	SECTION C.2 21 March 2003
Name of Offeror or Contractor:		

<b>C.2. AIRCRAFT MAINTENANCE</b> .....	<b>1</b>
<b>C.2.1 Scope of Work</b> .....	<b>1</b>
<b>C.2.2 Ordering of Time Between Overhaul (TBO) Items</b> .....	<b>1</b>
<b>C.2.3 Modification Work Orders (MWO)</b> .....	<b>1</b>
C.2.3.1 MWO Kits.....	1
<b>C.2.4 Flight Worthiness Condition</b> .....	<b>1</b>
<b>C.2.5 Transient Aircraft</b> .....	<b>1</b>
<b>C.2.6 Non Mission Capable Maintenance (NMCM)</b> .....	<b>1</b>
<b>C.2.7 Non Mission Capable Supply (NMCS)</b> .....	<b>1</b>
C.2.7.1 Compliance .....	1
<b>C.2.8 Other Maintenance Services</b> .....	<b>2</b>
C.2.8.1 Compliance and Inspections.....	2
C.2.8.2 Verification of Technical Feasibility of Draft SOF or ASAM.....	2
C.2.8.3 Controlled Exchange of Repair Parts Between Aircraft .....	2
C.2.8.4 Aircraft Preservation .....	2
C.2.8.5 Aircraft Painting.....	2
C.2.8.6 Repair of Storm or Crash-Damaged Aircraft .....	2
C.2.8.7 Preparation for Shipment .....	2
C.2.8.8 Airframe Condition and Evaluation (ACE) Inspection.....	2
C.2.8.9 Off-Base Maintenance Support.....	3
C.2.8.10 Changes to Aircraft and Equipment IAW Local Directives.....	3
C.2.8.11 Corrosion Control Program.....	3
<b>C.2.9 Federal Aviation Administration (FAA) Repair Station</b> .....	<b>3</b>
C.2.9.1 Federal Aviation Administration (FAA) Certified Domestic Repair Station.....	3
C.2.9.2 Limited Airframe Rating .....	3
C.2.9.3 Limited Power Plant Rating .....	3
C.2.9.4 Radio Rating.....	3
C.2.9.5 Instrument Rating.....	3
C.2.9.6 Accessory Rating .....	3
C.2.9.7 Limited Drive Train .....	3
C.2.9.8 Limited Nondestructive Inspection, Testing, and Processing .....	3
<b>C.2.10 Military/Government Employees</b> .....	<b>3</b>
C.2.10.1 Military/Department Of Defense (DOD)/Contractor .....	3
<b>C.2.11 Reports</b> .....	<b>4</b>
C.2.11.1 Daily Aircraft Status Report.....	4
C.2.11.2 Materiel Condition Status Report.....	4
C.2.11.3 Performance and Cost Report .....	4
C.2.11.4 Phase Completion Report.....	4
C.2.11.5 Airframe Status Report.....	4
C.2.11.6 Aircraft Assignment Status .....	4

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PHN/SINN DAAH23-03-R-0211- MOD/AMD	Page 1
SECTION C.2	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT  AIRCRAFT MAINTENANCE	SECTION C.2 21 March 2003

## **C.2. AIRCRAFT MAINTENANCE**

### **C.2.1 Scope of Work**

The Contractor shall furnish all personnel, management, material, parts, supplies, transportation, and equipment, except as provided herein as Government furnished, to perform all Aviation Unit Maintenance (AVUM), Aviation Intermediate Maintenance (AVIM), and approved depot maintenance of all assigned aircraft at Fort Rucker, Alabama and all aviation associated equipment. The contractor shall prepare maintenance report IAW **DI-MISC-80508**.

### **C.2.2. Ordering of Time Between Overhaul (TBO) Items**

The Contractor shall continuously review historical aircraft records and ensure that all TBO items are placed on order at least 75 flying hours prior to their scheduled replacement time. The contractor shall prepare TBO item status report IAW DI-MISC-80508.

### **C.2.3 Modification Work Orders (MWO)**

When required by the Government, the Contractor shall schedule, report, requisition or manufacture, and install any and all MWO IAW AMCOM published standards (an estimate of the required direct man-hours for MWO is 13,500 man hours annually). The Contractor shall also be responsible for compliance with any and all MWOs applicable to Government Furnished Equipment (GFE). The Contractor shall provide sufficient personnel to apply MWOs in the time frame specified by the Government. Deviations to the materials and processes required by all MWOs shall be coordinated with the AMCOM Environmental Team. The contractor shall prepare the reports IAW DI-MISC-80508.

#### **C.2.3.1 MWO Kits**

All MWO kits stored by the Contractor will be inventoried and a master list of all parts missing (by kit) will be maintained. Documentation is required to show that the missing parts are on order with a valid document number or documentation that the Government is going to provide the replacement part. The Contractor shall enter MWO completion data in the AMCOM World Wide Aircraft Listing (WWAL) data base and update the AMCOM MWO kit web site as required.

### **C.2.4 Flight Worthiness Condition**

The Contractor shall access the flight worthiness condition of assigned or attached aircraft as required by applicable regulations and publications. Such determination shall be based on inspection, maintenance operational checks, and test flights as required by applicable Army publications and directives.

### **C.2.5 Transient Aircraft**

The Contractor shall provide AVUM, AVIM, and approved depot maintenance for transient aircraft only as required and authorized by the Contracting Officer (KO) or the Contracting Officer Representative (COR). Historically, this effort requires approximately 250 man-hours per year.

### **C.2.6 Non Mission Capable Maintenance (NMCM)**

The Contractor shall not allow any aircraft to become non mission capable maintenance (NMCM) for more than 60 days without full and complete justification, which shall be submitted to the KO or COR.

### **C.2.7 Non Mission Capable Supply (NMCS)**

The Contractor is responsible to meet the school requirement for aircraft availability. If NMCS conditions exist, the Contractor will employ all methods possible to compensate for the lack of parts. The Government will evaluate contractor actions and if the Contractor has accomplished all possible actions and the aircraft availability requirements cannot be met due to NMCS, then measurement of contractor's performance will be adjusted IAW attachment 8.

#### **C.2.7.1 Compliance**

Environmental compliance issues shall be coordinated between the Environmental Compliance Coordinator, Fort Rucker Environmental Office, and AMCOM Environmental Team. Notices of violation shall be coordinated with the AMCOM Environmental Team within 24 hours of the notification."

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PHN/SINN DAAH23-03-R-0211- MOD/AMD	Page 2
SECTION C.2	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT  AIRCRAFT MAINTENANCE	SECTION C.2 21 March 2003

### **C.2.8 Other Maintenance Services**

The Contractor shall perform the following maintenance services at all locations when directed or authorized by the KO or COR:

#### **C.2.8.1 Compliance and Inspections**

The Contractor shall comply with Higher Headquarters directives, Aircraft Engineering Bulletins, Safety of Flight messages (SOF), Aviation Safety Action Messages (ASAM), Technical Bulletins (TB), Maintenance Information Messages (MIM), special one-time inspections, and any additional inspections directed by the KO or COR. Historically, this requires approximately 18,000 - 20,000 manhours per year.

#### **C.2.8.2 Verification of Technical Feasibility of Draft SOF or ASAM**

At the direction of the Government, verify the technical feasibility of draft SOF or ASAM messages. Verification includes: performing maintenance actions (disassemble, inspect, etc.) described in draft SOF and ASAM to confirm the draft effectiveness and the accuracy of estimated man-hours; reviewing the written message for technical accuracy; and performing aircraft and component serial number checks. Historically, the effort ranges from 2,000 to 2,500 manhours a year.

#### **C.2.8.3 Controlled Exchange of Repair Parts Between Aircraft**

This is controlled exchange of repair parts and components as defined in the current Maintenance Management Update, Army Regulation (AR) 750-1. The Contractor will not utilize controlled exchange on any components/parts from any aircraft that has been Non-Mission Capable for more than 30 calendar days unless written approval is obtained from the KO or COR. Historically, this effort ranges from 12,000 to 20,000 man-hours a year.

#### **C.2.8.4 Aircraft Preservation**

The Contractor shall preserve and run-up aircraft during Non Mission Capable Supply (NMCS) status, inclement weather periods, and prolonged no fly periods such as Christmas break. Historically, this effort ranges from 2,000 to 2,500 direct man-hours per year.

#### **C.2.8.5 Aircraft Painting**

The Contractor shall strip, paint, and mark military aircraft in accordance with Technical Manual (TM) 55-1500-345-23. This includes Chemical Agent Resistant Coating (CARC) of airframes and initial, high visibility, Day-Glo painting of military training aircraft. Paint one-sixth of each military aircraft fleet (estimated 100 aircraft total annually); this is estimated to require approximately 15,500 direct man-hours per year. The Government will provide the aircraft tail numbers for the aircraft to be painted. The TH-67 fleet will be painted on an as needed basis as determined by the Government. The current TH-67 paint scheme will be utilized. To the maximum extent possible, the Contractor shall paint aircraft during phase cycles to minimize downtime. Deviation or process improvements to the painting requirements shall be coordinated with the AMCOM Environmental Team. Deviations or process improvements to the painting requirements shall be coordinated with the AMCOM Environmental Team.

#### **C.2.8.6 Repair of Storm or Crash-Damaged Aircraft**

The Contractor shall prepare estimated cost of damage (ECOD), perform or subcontract for repairs, or assist depot teams as requested and authorized by the Government. Historically, this requires approximately 500 man-hours per year.

#### **C.2.8.7 Preparation for Shipment**

The Contractor shall prepare aircraft, aircraft systems, and subsystems for shipment by air and surface modes. Historically requires approximately 1000 man-hours per year.

#### **C.2.8.8 Airframe Condition and Evaluation (ACE) Inspection**

The Contractor shall comply with the requirements for the annual ACE inspection, which includes positioning, depaneling, and repaneling aircraft to ready them for inspection by traveling teams. Historically, requires approximately 3000 man-hours per year or 5.0 man-hours per aircraft assigned.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PHN/SINN DAAH23-03-R-0211- MOD/AMD	Page 3
SECTION C.2	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT  AIRCRAFT MAINTENANCE	SECTION C.2 21 March 2003

**C.2.8.9 Off-Base Maintenance Support**

The Contractor shall support off-base maintenance support of assigned aircraft within the local flying area. Historically requires approximately 250 man-hours per year.

**C.2.8.10 Changes to Aircraft and Equipment IAW Local Directives**

The Contractor shall change basic aircraft and installed equipment configuration per local directives. Historically requires approximately 2,000 man-hours per year.

**C.2.8.11 Corrosion Control Program**

The Contractor shall comply with corrosion control program requirements IAW AR 750-59, AMCOM Regulation 750-12, TM 1-1500-344-23, TM 1-1500-343-23, TM 1-1500-328-23 and other TMs as applicable. Historically requires approximately 5000 man-hours per year. Deviations to these materials and processes shall be coordinated with the AMCOM Environmental Team.

**C.2.9 Federal Aviation Administration (FAA) Repair Station**

**C.2.9.1 Federal Aviation Administration (FAA) Certified Domestic Repair Station**

The Contractor shall operate and maintain a FAA Certified Repair Station IAW Federal Aviation Regulation Part 145, and other applicable FAA/FCC regulations to support TH-67 aircraft. The Contractor shall maintain this FAA certification throughout the duration of this contract. Personnel performing maintenance on the TH-67 systems will possess the appropriate FAA/FCC license/certificate for classification employed and maintain the system IAW FAA requirements. Fifty (50) percent of direct maintenance TH-67 personnel shall be licensed IAW Federal Aviation Regulations Part 65. The TH-67 aircraft shall be maintained IAW Federal Aviation Regulations Part 43. The following subparagraphs contain the FAA requirements of this repair station.

**C.2.9.2 Limited Airframe Rating**

Bell Series 204, 205, and 206.

**C.2.9.3 Limited Power Plant Rating**

Rolls-Royce 250 Series (Heavy Maintenance Inspection), Lycoming T53 Series.

**C.2.9.4 Radio Rating**

Class 1 (Communication Equipment) and Class 2 (Navigational Equipment)

**C.2.9.5 Instrument Rating**

Class 1 (Mechanical), Class 2 (Electrical), Class 3 (Gyroscopic) and Class 4 (Electronic)

**C.2.9.6 Accessory Rating**

Class 1 (Mechanical), Class 2 (Electrical), Class 3 (Electronic)

**C.2.9.7 Limited Drive Train**

Bell 206 Series Drive Train Component Overhaul.

**C.2.9.8 Limited Nondestructive Inspection, Testing, and Processing.**

Radiographic Testing (RT), Ultrasonic Testing (UT), Eddy Current Testing (ET), Magnetic Particle Testing (MT), Dye Fluorescent Penetrant Testing (PT) and any other assigned technology or equipment used in Nondestructive Testing (NDT).

**C.2.10 Military/Government Employees**

The Government reserves the right to utilize military/government employees to fix, repair, replace, inspect, transport, adjust, and conduct maintenance operational checks and test flights according to approved Government procedures or programs of instruction.

**C.2.10.1 Military/Department Of Defense (DOD)/Contractor**

The Government reserves the right to use military and Department of the Army civilians (DAC) and contractor personnel with Secret clearance to perform interim maintenance on specially designated electronic, armament, and major systems, complete airframes, and Government required inspections, and conduct classified projects.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PHN/SINN DAAH23-03-R-0211- MOD/AMD	Page 4
SECTION C.2	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT  AIRCRAFT MAINTENANCE	SECTION C.2 21 March 2003

Maintenance may include aircraft ground handling equipment, auxiliary power units (APU), aircraft systems, and complete airframe maintenance, as directed by KO or COR.

**C.2.11 Reports**

**C.2.11.1 Daily Aircraft Status Report**

The Contractor shall report the daily status of the AFO Aircraft fleet IAW DI-ALSS-81530..

**C.2.11.2 Materiel Condition Status Report**

The Contractor shall report materiel condition status report IAW DI-ALSS-81530..

**C.2.11.3 Performance and Cost Report**

The contractor shall prepare Performance and Cost Report IAW DI-FNCL-80925.

**C.2.11.4 Phase Completion Report**

The Contractor shall prepare a report on status of phase maintenance IAW DI-MISC-80508. In addition, the contractor shall provide a detailed analysis of phase time and direct man hours associated with phases IAW DI-MISC-80508.

**C.2.11.5 Airframe Status Report**

The Contractor shall provide a status report on airframe hours IAW DI-MISC-80508.

**C.2.11.6 Aircraft Assignment Status**

The Contractor shall provide a status report on aircraft assignment changes IAW DI-MISC-80508.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page i
SECTION C.3	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MAINTENANCE OF COMPONENTS AND EQUIPMENT	SECTION C.3 21 March 2003
Name of Offeror or Contractor:		

**C.3 MAINTENANCE OF COMPONENTS AND EQUIPMENT .....1**

**C.3.1 Scope ..... 1**

**C.3.2 Back Shops ..... 1**

    C.3.2.1 Performance Work Objective..... 1

**C.3.3 Avionics and Electronics ..... 1**

**C.3.4 Armament Systems ..... 1**

**C.3.5 Maintenance of Government Furnished Equipment (GFE)..... 1**

**C.3.6 Local Manufacturing/Repair ..... 1**

    C.3.6.1 Other Repairs ..... 1

**C.3.7 Integrated Helmet and Display Sighting Subsystems (IHADSS) Helmet..... 2**

**C.3.8 Shell Field Aviation Life Support Equipment (ALSE)..... 2**

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 1
SECTION C.3	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MAINTENANCE OF COMPONENTS AND EQUIPMENT	SECTION C.3 21 March 2003

### **C.3 MAINTENANCE OF COMPONENTS AND EQUIPMENT**

#### **C.3.1 Scope**

The Contractor shall perform all Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM), and approved depot level repairs of aircraft components at Fort Rucker to include local manufacturing of parts, tools, and kits as directed by the Government. Any repair/overhaul beyond AVUM/AVIM level shall require prior Government approval. Contractor performance shall be in accordance with this Performance Work Statement (PWS) and the Exhibits/Attachments. For specific requirements for FAA/FCC Certified Domestic Repair Station, see paragraph C.2.9. These maintenance activities will be documented and reported per Department of Army (DA) Pamphlet 738-751. Electronic reporting in Government approved format is encouraged. Deviations to the AVIM, AVUM, and DMWR standard repair materials and processes shall be coordinated with the AMCOM to include the AMCOM Environmental Team.

#### **C.3.2 Back Shops**

The Contractor shall operate back shops to accomplish AVUM/AVIM and approved depot repairs of aviation components. The contractor shall provide Open/Close Work Order reports IAW DI-ALSS-81530.

##### **C.3.2.1 Performance Work Objective**

The priority mission of the back shops repair activity shall be rapid repair and return of unserviceables to Army Working Capital Fund (AWCF) Authorized Stockage List (ASL), Operations and Maintenance Army (OMA) Direct Support/Repairable Exchange (DS/RX) stocks ASL, and Prescribed Load List (PLL) to meet component needs for both Fort Rucker and the Army. Maintenance-to-maintenance repair actions will be accomplished to provide repair of critical components that the Army Supply System cannot provide.

#### **C.3.3 Avionics and Electronics**

The Contractor shall provide AVUM, AVIM, and approved depot maintenance for all avionics equipment. At its discretion, the Government may exclude maintenance on new avionics equipment.

#### **C.3.4 Armament Systems**

The Contractor shall perform AVUM, AVIM, and approved depot maintenance for all airborne armament systems. Support to the Firing Range shall include onsite troubleshooting, maintenance, and quality control. The Contractor shall also provide continuous physical security for all armament systems and subsystems in accordance with the current edition of the Army Physical Security Update (Army Regulation 190-11).

#### **C.3.5 Maintenance of Government Furnished Equipment (GFE)**

The Contractor shall perform organizational, direct and general support maintenance and approved depot maintenance for all material handling equipment, Ground Support Equipment (GSE), Test, Measurement, and Diagnostic Equipment (TMDE), special tools, auxiliary equipment, motor vehicles, engineer, and special purpose equipment furnished by the Government to the Contractor as GFE in accordance with the Department of Defense (DOD) Federal Acquisition Regulation (FAR) Supplement and Army Regulation (AR) 58-1, except that the Contractor shall perform no maintenance, other than normal operator maintenance, on government-furnished General Services Administration (GSA) vehicles provided for use under the contract.

#### **C.3.6 Local Manufacturing/Repair**

The Contractor shall perform local manufacturing and repair of equipment, components, repair parts, and subsystems when directed by the Contracting Officer (KO) or Contracting Officer Representative (COR). Historically, estimated manhours for effort are 5,400, per year. For Flight Safety Parts/Critical Safety Items refer to section C.6.14.

##### **C.3.6.1 Other Repairs**

The Contractor shall fabricate, modify, fault diagnose, fault isolate, and perform non-destructive testing to support local repair.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 2
SECTION C.3	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MAINTENANCE OF COMPONENTS AND EQUIPMENT	SECTION C.3 21 March 2003

**C.3.7 Integrated Helmet and Display Sighting Subsystems (IHADSS) Helmet**

The Contractor shall perform intermediate and backup unit level maintenance related to fitting, adjusting, troubleshooting of IHADSS helmets and the interface of IHADSS helmets and aircraft subsystem in support of AH-64 pilots at the US Army Aviation Center (USAAVNC).

**C.3.8 Shell Field Aviation Life Support Equipment (ALSE)**

The Contractor shall provide qualified ALSE personnel to issue, receive, inventory, inspect, test and repair ALSE equipment at Shell Field, including survival vests with components, survival radios, flight helmets, Night Vision Goggles, and other ALSE. As required for Shell Field, the Contractor shall also load and unload, deliver and pickup ALSE equipment from the laundry, the Canvas Repair Shop, Communications and Electronics shop and Central Issue Facility (CIF). Historically, approximately 10,800 direct man-hours per year have been utilized.

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>Page i</b>
<b>SECTION C.4</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT AUTOMATION</b>	<b>SECTION C.4 21 March 2003</b>
<b>Name of Offeror or Contractor:</b>		

<b>C.4</b>	<b>AUTOMATION .....</b>	<b>1</b>
<b>C.4.1</b>	<b>Description of Services .....</b>	<b>1</b>
C.4.1.1	Basic Services .....	1
C.4.1.2	Local Area Network/Wide Area Network (LAN/WAN) Services .....	1
C.4.1.3	User Support .....	1
C.4.1.4	Troubleshooting And Repair .....	1
C.4.1.5	Training .....	1
<b>C.4.2</b>	<b>Automated Data Processing Equipment (ADPE) .....</b>	<b>2</b>
C.4.2.1.	Acquisition .....	2
C.4.2.2	Operation .....	2
C.4.2.3	Applications Technology .....	2
C.4.2.4	Support/Maintenance .....	2
C.4.2.5	Configuration Management .....	2
C.4.2.5.1	Proposed Changes to ADPE Hardware/Software .....	2
<b>C.4.3</b>	<b>Property Management.....</b>	<b>3</b>
<b>C.4.4</b>	<b>Information Systems Security .....</b>	<b>3</b>
C.4.4.1	Physical Security .....	3
C.4.4.2	Personnel Security.....	3
C.4.4.3	Network Security .....	3
C.4.4.4	Automated Information System Media .....	3
C.4.4.4.1	Backup And Storage of Sensitive Contractor Data .....	3
C.4.4.4.2	Backup and Storage of Computer Software Files .....	3
C.4.4.4.3	Magnetic Media Storage Devices.....	3
C.4.4.5	Continuity Of Operations (COOP).....	3
C.4.4.6	Information Systems Accreditation.....	4
<b>C.4.5</b>	<b>Reports.....</b>	<b>4</b>
C.4.5.1	Progress and Status Reports .....	4
C.4.5.2	Reporting ADP Resources .....	4
C.4.5.3	As Required Report.....	4
<b>C.4.6</b>	<b>Documentation Methods and Standards .....</b>	<b>4</b>
<b>C.4.7</b>	<b>Policies and Procedures.....</b>	<b>4</b>
<b>C.4.8</b>	<b>Phase-In/Phase-Out .....</b>	<b>5</b>
<b>C.4.9</b>	<b>Performance Requirements .....</b>	<b>5</b>

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 1
SECTION C.4	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT AUTOMATION	SECTION C.4 21 March 2003

## **C.4 AUTOMATION**

### **C.4.1 Description of Services**

The Contractor shall operate a Contractor Data Processing Activity (DPA) and shall provide Automated Data Processing (ADP)/Automated Data Processing Equipment (ADPE) services as specified in this Performance Work Statement (PWS). The Contractor shall operate, manage, and maintain all ADP/ADPE utilized under this contract and shall perform systems analysis and design, systems engineering, administration, programming, production scheduling, information systems management, and other operational administrative, and budgeting tasks associated with contract requirements. With the exception of Government Furnished Material/Equipment (GFM/GFE), the Contractor shall furnish all personnel, equipment, tools, materials, transportation, supervision, and other items and services necessary to perform all contract requirements to the standards required to meet established schedules and special requirements of the PWS.

#### **C.4.1.1 Basic Services**

The Contractor shall provide services for ADPE hardware, software, Electronic Mail (E-mail), Internet, Local Area Network/Wide Area Network (LAN/WAN), and support operation. The Contractor shall manage and maintain all ADP/ADPE in accordance with (IAW) requirements set forth in this PWS. Performance requirements for network availability and problem response times are specified in paragraph C.4.9. The Contractor will accomplish all cable connections and additional cable requirements. In addition to any ADPE for Contractor use, the Contractor shall provide functionally equivalent ADP hardware/software to those Government offices and/or activities responsible for oversight of this contract and designated by the Government.

#### **C.4.1.2 Local Area Network/Wide Area Network (LAN/WAN) Services**

The Contractor shall provide technical support for the operation, design and implementation of legacy and new telecommunication networks in support of requirements set forth in this PWS. All LAN/WAN operations shall be implemented IAW the Open Systems Interface (OSI) model of telecommunication protocols, network physical layers, emerging technologies, and associated standards. Services shall include consulting, design, cabling, implementation, integration, documentation, and training. The Contractor must be able to design and troubleshoot network layer infrastructure and lower-tier and mid-tier servers, recommend products, implement security measures, recover from Continuity of Operations Plan (COOP) disaster, and perform archival and backup of all data necessary to reconstitute operations. Performance requirements for network availability and problem response times are specified in paragraph C.4.9.

#### **C.4.1.3 User Support**

The Contractor shall provide remote and on-site management and support services and shall maintain a help desk to provide technical support on ADPE hardware and software requirements, to include system set up and configuration, integration, hardware and/or software installation and/or upgrading, problem identification and resolution, provide problem tracking, and to assist users with software and training needs.

#### **C.4.1.4 Troubleshooting And Repair**

The Contractor shall provide preventive and/or remedial maintenance of all ADP/ADPE hardware and software utilized under this PWS, to include pick-up, delivery, and replacement, as necessary. The Contractor shall diagnose all problems, determine cause, initiate repair actions, and respond to failures, and document evidence of failures and corrective actions taken. The Government will service and maintain all GFM and/or GFE. Performance requirements for network availability and problem response times are specified in paragraph C.4.9. The contractor shall prepare reports IAW DI-RELI-81315.

#### **C.4.1.5 Training**

The Contractor shall provide contractor personnel fully trained in the operation of all ADPE hardware, software, automated systems, and Army Standard Army Management Information System (STAMIS) used under this PWS. All contractor personnel shall be trained on policy and procedures governing operation of, and access to, the LAN/WAN, Internet, email, and security in compliance with AAVNC Memorandum 380-1. The Contractor will train

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 2
SECTION C.4	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT AUTOMATION	SECTION C.4 21 March 2003

Government personnel on the use of contractor systems, and/or non-commercial-off-the shelf (COTS) hardware/software systems developed and/or maintained under this contract provided to the Government.

**C.4.2 Automated Data Processing Equipment (ADPE)**

The Contractor shall acquire, operate, manage, and maintain all ADP/ADPE in the most cost effective method that will meet mission requirements in an optimum manner.

**C.4.2.1. Acquisition**

The Contractor shall acquire and provide for all ADP/ADPE required in the successful performance of this PWS. If acquired through a lease or lease-purchase agreement, the lease must be immediately assumable by a successor Contractor in the event of a change of Contractors and include a three (3) month option beyond the term of the contract, assumable by a successor Contractor. The Contractor must receive Government approval on all acquisition and/or lease actions prior to making commitments in accordance with DFARS Part 239, and will comply with the guidelines as defined by the Defense Automation Resources Management Program Team (DARMP). Requests for approval for acquisition of ADPE will include the documentation described in DFARS 239-7203. Contractor shall provide an inventory of all ADPE utilized in performance of this contract IAW DI-ALSS-81530.

**C.4.2.2 Operation**

The Contractor shall operate, manage, and maintain all ADP/ADPE in accordance with the requirements of this PWS. The Contractor shall manage and operate all ADP/ADPE in compliance with Department of Defense (DOD) 5220.22-M Industrial Security Manual; the Army Regulation (AR) 25 series; AAVNC Regulation 25-1; and other applicable Government and industry standards specified in paragraph C.4.7 of this PWS. Performance requirements for network availability and problem response times are specified in paragraph C.4.9.

**C.4.2.3 Applications Technology**

The Contractor shall develop and maintain applications software utilizing Database Management System (DBMS), Web-based technology, Graphical User Interface (GUI), computer languages, and operating systems scripts to meet the requirements of the Government. The Contractor shall operate in a life-cycle management process environment compliant with the Institute of Electrical and Electronic Engineers/Electronic Industries Association (IEEE/EIA) 12207. Software and data developed under this contract shall become the property of the Government. Contractor shall provide all technical data and computer software for all applications and/or tools developed under this contract IAW DI-MCCR-80700.

**C.4.2.4 Support/Maintenance**

The Contractor shall provide preventive and/or remedial maintenance of all ADP/ADPE hardware and software utilized by the Contractor in performance of this PWS. The Contractor shall troubleshoot, isolate, diagnose, repair, and track all problems to final resolution. The Contractor shall report all priority one (1) or two (2) equipment or system mal-function to the Government as soon as the malfunction is anticipated or known. The Contractor shall perform pick-up, delivery, and replacement of ADPE as necessary. Contractor support shall consist of a 7-day, 24-hour workweek including holidays, as necessary, to support PWS and mission requirements. Performance requirements for network availability and problem response times are specified in paragraph C.4.9.

**C.4.2.5 Configuration Management**

The Contractor shall comply with AR 25-1 and Configuration Management for Automated Information Systems in the configuration management of all ADP/ADPE hardware and software items under this contract. The Contractor's change control procedures shall ensure accountability for system changes and shall provide an audit trail capability for the system's life.

**C.4.2.5.1 Proposed Changes to ADPE Hardware/Software**

The Contractor shall maintain all ADP/ADPE hardware and software at an efficient and cost-effective level consistent with best business practices and PWS requirements. The Contractor may submit to the Government for consideration a proposed change to existing systems and equipment when consistent with AR 25-1; USAAVNC Regulation 25-1; other government policy or directive as applicable; and PWS requirements. All proposals shall include a detailed cost-benefit analysis of the proposed changes and be consistent with government direction.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 3
SECTION C.4	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT AUTOMATION	SECTION C.4 21 March 2003

### C.4.3 Property Management

The Contractor shall operate and maintain all ADPE hardware, software, and other information processing equipment utilized under this PWS in accordance with the property provisions of this contract. All ADP/ADPE hardware and software are accountable. The Contractor must develop and maintain sufficient inventory controls of all ADP/ADPE hardware, software, and documentation.

### C.4.4 Information Systems Security

The Contractor shall comply with AR 380-19 Information Systems Security AMC Supplement Information Assurance; DOD 5220.22-M Industrial Security Manual; and other direction provided in Section C.6 of this PWS for all ADP /ADPE Information security practices. The Contractor shall provide an Information Management Officer (IMO) as the focal point for the Contractor information management resources. The Information Management Assurance (IMA) disciplines that are not specifically addressed in this paragraph are covered by policy and directive listed under paragraph C.4.6 of this PWS and shall be complied with to the maximum extent. The contractor shall prepare a Security Program Plan IAW DI-MISC-80508.

#### C.4.4.1 Physical Security

Access to the Contractor DPA facilities is restricted to ADPE operations and other personnel in the exercise of official duties; ADPE maintenance personnel with required security clearance in the performance of preventive or remedial maintenance functions; and other properly authorized personnel (security clearances and access authority are as required by AR 380-19 and other government directives). All other personnel are prohibited from the computer room unless escorted by duly authorized officials or with temporary authorization under the Contractor's access control.

#### C.4.4.2 Personnel Security

The Contractor will ensure all personnel will successfully complete and pass a security investigation IAW AR 380-19 and other guidance specified in **paragraph C4.7** and C.6.2.11. The investigation must be completed prior to any personnel being permitted access to the DPA resources and assigned to an ADP/ADPE position.

#### C.4.4.3 Network Security

The Contractor shall operate a LAN/WAN compliant with AR 380-19 and other guidance in paragraph C.6.2.12. The Contractor shall provide anti-virus, firewall, Intrusion Detection Systems (IDS) capabilities, and monitoring of the LAN/WAN.

#### C.4.4.4 Automated Information System Media

##### C.4.4.4.1 Backup And Storage of Sensitive Contractor Data

The Contractor shall be responsible for the daily backing up and storage of sensitive contractor data files. Following each day updating process, the Contractor's automated master data files shall be reproduced and delivered to the Contractor's security storage facility. Detail transaction files shall be reproduced after each day's updating process and retained in fireproof storage.

##### C.4.4.4.2 Backup and Storage of Computer Software Files

The Contractor shall be responsible for the daily backing up and storage of all computer software files, data, programs, and documentation required for the Contractor to fully reconstitute operations to a mission-capable state. The Contractor shall retain and maintain duplicate copies of this information in a separate facility as designated and provided by the Government.

##### C.4.4.4.3 Magnetic Media Storage Devices

Disk devices, compact disks, and other magnetic and electronic storage devices, which provide the storage media for the Contractor's data files, executive and application software/programs, libraries, etc., shall be handled with proper care and protected in accordance with applicable automation security policies and procedures.

##### C.4.4.5 Continuity Of Operations (COOP)

The Contractor shall comply with Technical Bulletin (TB) 18-108 Army Automation COOP, in the development and maintenance of a contractor COOP. The Contractor shall perform annual tests of the COOP with

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 4
SECTION C.4	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT AUTOMATION	SECTION C.4 21 March 2003

quarterly tabletop reviews, and submit an after-action summary to the Government. The Contractor shall forward changes, amendments, and modifications to the existing contractor plan to the Government within 30 days after effective date of this contract. The contractor shall prepare the reports IAW DI-MISC-80508.

**C.4.4.6 Information Systems Accreditation**

The Contractor shall ensure all ADP/ADPE supporting the Contractor’s operation is operating in an accredited mode compliant with requirements and guidance for accrediting automated systems contained in AR 380-19 and DOD 5220.22M. The Contractor shall provide the Government input for initial accreditation review, to be renewed every three (3) years, with reaccreditation (as required by major changes) for all ADPE (hardware/software). Accreditation review documentation shall be required one (1) month prior to the yearly anniversary date of the last accreditation document. Regulatory requirements and guidance for accrediting automated systems are contained in AR 380-19 and DOD 5220.22M. The contractor shall provide Accreditation Review input IAW DI- MISC-80508.

**C.4.5 Reports**

The Contractor shall submit all reports to the Government IAW Contract Data Requirements List (CDRL) specified in **Exhibit C**. Unless otherwise directed, all reports shall be submitted in an electronic format that is readable on personal computers utilizing standard business class software (e.g. Microsoft Office 97 or later).

**C.4.5.1 Progress and Status Reports**

Progress and status reports shall be furnished to the Government on a weekly and monthly basis. These reports shall reflect progress by function, by job, scheduled hours versus actual hours, and projected cost versus actual cost incurred. The contractor shall prepare the reports IAW DI-MGMT-80368.

**C.4.5.2 Reporting ADP Resources**

The AR 25 series of regulations require reporting utilization of ADP equipment, personnel, and other ADP resources for the Data Processing Installation (DPI). The Government is responsible for the overall reporting of the DPI. The Contractor shall maintain records of ADPE utilization, job times, labor expended, cost of supplies and ADP resources, and other pertinent records to comply with sub-DPI reporting.

**C.4.5.3 As Required Report**

The Contractor shall process all as required reports when requested by authorized representatives of the Government in compliance with the schedules and controls set forth by data processing policies and procedures which are developed and maintained by the Contractor and approved by the Government.

**C.4.6 Documentation Methods and Standards**

The Contractor shall document all automated data systems operations in compliance with IEEE/EIA 12207, which shall serve as the guide for automated data system documentation.

**C.4.7 Policies and Procedures**

The Contractor shall operate all ADP/ADPE in maximum compliance with the guidance below in the management of automation and related activities executed under this contract. Latest revisions and all supplements shall apply.

AR 25-1	Army Information Management
AR 380-19	Information Systems Security
AR 380-19 Suppl 1	AMC Supplement 1 to AR 380-19
DOD 5200.22-M	National Industry Security Program Operating Manual
USAAVNC Regulation 25-1	Policies/Procedures for Obtaining/Using Information Technology Services/Systems at Fort Rucker
DOD Directive 8500.1	Information Assurance
DA-PAM 25-6	Configuration Management for Automated Information Systems
TB-18-108	Army Automation Continuity of Operations Plan (COOP)

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 5
SECTION C.4	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT AUTOMATION	SECTION C.4 21 March 2003

IEEE 12207

Software Development Process

**C.4.8 Phase-In/Phase-Out**

The incumbent Contractor shall work in coordination with the incoming contractor (if different) for a period not to exceed 60 days after contract award to ensure uninterrupted support of operations and seamless transfer of services. The Contractor shall perform a joint inventory with the Government of all ADPE under this contract within 10 working days of the contract start date, IAW the contract clause "Continuity of Services". All lease arrangements shall include a three-month option beyond the term of the contract, assumable by a successor contractor.

**C.4.9 Performance Requirements**

The performance requirements set forth in this section delineate government requirements for network, network resource availability, and problem response times. The Contractor shall report all priority one (1) or two (2) equipment and/or system mal-function to the Government as soon as the malfunction is anticipated or known. The Contractor shall properly resource its efforts to ensure that the selected performance parameters are met. The contractor shall prepare a malfunction report IAW DI-NDTI-80508.

a. Performance Areas. The Information Technology (IT) functional areas for which these requirements may be implemented are as follows:

- (1) Networking
  - Network – Campus/Wide
  - Servers/Systems
  - Database/Applications
  - Email
- (2) Helpdesk & Desktop Support
  - Software Assistance
  - Configuration Setup
  - Problem Response

b. Network Availability. During the PWS phase-in period, Campus-wide LAN/WAN operations identified in C.4.9.a(1), shall be available from the desktop no less than current levels and shall subsequently be available no less than an average of 99.4 percent of the time during a 30-day period. Exclusions shall include acts of God, customer-induced outages, downtime caused by events outside the Contractor’s domain, and/or periods of scheduled maintenance. The Contractor shall perform scheduled maintenance during periods of low resource utilization and/or weekends at a time not impacting business operations, as first coordinated with and approved by the Government.

c. Response Times. The Contractor shall meet the requirements specified below for responding to the performance areas identified in paragraph C.4.9.a(1) and C.4.9.a(2).

Priority	Response Time
1	1 hour
2	2 hours
3	4 hours

d. Definitions.

(1) Priority 1 – Service Down - Loss of Fort Rucker and/or contractor domain LAN/WAN, STAMIS, E-mail, Intranet, server, and/or applications are not functioning. The VIP and/or Executive support needed.

<p align="center"><b>ATTACHMENT 1 CONTINUATION SHEET</b></p>	<p align="center"><b>Reference No. of Document Being Continued</b>  <b>PIIN/SINN DAAH23-03-R-0211      MOD/AMD</b></p>	<p align="center"><b>Page 6</b></p>
<p align="center"><b>SECTION C.4</b></p>	<p align="center"><b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT</b>  <b>AUTOMATION</b></p>	<p align="center"><b>SECTION C.4</b>  <b>21 March 2003</b></p>

(2) Priority 2 – Critically Degraded Systems. Loss and/or degradation of Fort Rucker and/or contractor domain LAN/WAN, STAMIS, E-mail, Intranet, server, and/or application, etc., operations. Business outage of significant customer impact that threatens productivity.

(3) Priority 3 – Assistance required – Issues that requires assistance but do not significantly impact operations.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PHN/SINN DAAH23-03-R-0211 MOD/AMD	Page i
SECTION C.5	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT <b>OTHER SERVICES</b>	SECTION C.5 21 March 2003
Name of Offeror or Contractor:		

**C.5 OTHER SERVICES ..... 1**

**C.5.1 Reference Library..... 1**

**C.5.2 Ground Handling and Flight Line Service ..... 1**

    C.5.2.1 Responsibility to Secure Aircraft ..... 1

**C.5.3 Recovery of Aircraft and Government Furnished Equipment (GFE)..... 1**

    C.5.3.1 Aircraft Accident Investigation ..... 1

**C.5.4 Cross Country Flights ..... 1**

**C.5.5 Calibration of Test, Measurement, and Diagnostic Equipment (TMDE) ..... 1**

**C.5.6 Aircraft Transfers..... 2**

**C.5.7 Aircraft Storage ..... 2**

**C.5.8 Aircraft Cannibalization Fleet (CF)..... 2**

**C.5.9 Protection of Aircraft and Equipment..... 2**

**C.5.10 Demonstrations and Static Display Arrangements..... 2**

**C.5.11 Special Mission Support..... 2**

**C.5.12 Special Non-routine Missions ..... 2**

**C.5.13 Command Maintenance and Supply Inspections and Safety Surveys..... 2**

**C.5.14 Test and Experimental Projects ..... 3**

**C.5.15 Product Quality Deficiency Reports ..... 3**

**C.5.16 Support of Nondestructive Testing (NDT) ..... 3**

**C.5.17 Support in Refueling..... 3**

**C.5.18 Demodify/Modify ..... 3**

**C.5.19 Install and Remove “Gigs” ..... 3**

**C.5.20 Aircraft Monitor Services Requirements ..... 3**

    C.5.20.1 Monitor Personnel..... 3

    C.5.20.2 Personnel to Support Downed/Crashed Incidents ..... 3

    C.5.20.3 Security Clearance Requirement ..... 3

    C.5.20.4 Aircraft Monitor Services Specific Tasks ..... 3

        C.5.20.4.1 Support for Safeguarding and Preserving Crash/Downed Scene ..... 3

        C.5.20.4.2 Transportation for Monitor Personnel..... 4

**C.5.21 Armament and Fueling Services Specific Tasks ..... 4**

    C.5.21.1 Armament and Fueling Services Requirements to USAAVNC ..... 4

    C.5.21.2 Personnel Support for Fuel and Armament Services ..... 4

    C.5.21.3 Transporting Ammunition..... 4

    C.5.21.4 Loading, Unloading, and Clearing of Weapon Systems ..... 4

    C.5.21.5 Fueling ..... 4

        C.5.21.5.1 Defense Fuel Supply Center (DFSC) at Molinelli ..... 4

        C.5.21.5.2 Accountability and Management of Molinelli Fuel Farm ..... 4

        C.5.21.5.3 Fuel and Oil Spill Prevention ..... 4

        C.5.21.5.4 Reporting Fuel/Oil Spills ..... 5

    C.5.21.6 Armament and Fuel Configuration Authority ..... 5

**C.5.22 Contractor Furnished Items ..... 5**

    C.5.22.1 Mechanics’ Hand Tools ..... 5

    C.5.22.2 Material and Services..... 5

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PHN/SINN DAAH23-03-R-0211 MOD/AMD	Page ii
SECTION C.5	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT <b>OTHER SERVICES</b>	SECTION C.5 21 March 2003
Name of Offeror or Contractor:		

**C.5.23 Operations and Maintenance.....5**

C.5.23.1 Telephone Services .....5

C.5.23.2 Custodial Service and Grounds Keeping .....5

C.5.23.3 Facility Maintenance .....5

C.5.23.4 Facility Repairs .....6

C.5.23.5 Hangar and Building Inspections .....6

C.5.23.6 Facilities Upgrades.....6

C.5.23.7 Reports .....6

C.5.23.8 Selected Funding Summary Report (ATTC).....6

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 1
SECTION C.5	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT OTHER SERVICES	SECTION C.5 21 March 2003

## C.5 OTHER SERVICES

### C.5.1 Reference Library

The Contractor shall requisition, maintain, and keep current complete government and commercial reference libraries in support of all aircraft assigned to the US Army Aviation and Missile Command (AMCOM), US Army Aviation Technical Test Center (ATTC), US Army Aeromedical Research Laboratory and other tenant and satellite units on Fort Rucker, vehicle, ground support, engineer, special purpose, and all other government furnished equipment (GFE). These libraries shall be located so as to be readily accessible to all contractors and government personnel. These libraries shall be available in a sufficient quantity so that personnel performing maintenance functions will have a copy of the maintenance task at the location where the work is being performed. The Contractor shall maintain all Army approved directives, applicable publications, and locally approved procedures at AMCOM Field Office (AFO) headquarters and airfield locations. Process Controls and Engineering Standards will be updated quarterly or as changes occur with a table of contents showing only valid procedures. Change or deviations to these procedures shall be coordinated with the AMCOM Environmental Team. Specific types of publications required in support of the Performance Work Statement (PWS) are at **Section C.12**. Urgent changes shall be posted to all locations no later than six (6) working days from the day the reference library receives the change. Normal changes shall be posted to all locations no later than 12 working days from the day the reference library receives the change.

### C.5.2 Ground Handling and Flight Line Service

As required by the Government, the Contractor shall furnish ground handling and flight line services to include aircraft fire guard, parking guides, mooring, starting, moving, and similar preflight and postflight ground handling, exclusive of bulk fuel servicing for flight available aircraft (however, see paragraph **C.5.21** regarding Molinelli). At the completion of each flight it is the responsibility of the Pilot-In-Command (PIC) or Instructor Pilot (IP) to properly secure the aircraft IAW Technical Manual (TM) 1-1500-250-23 General Tie-Down and Mooring on all Series Army Models Helicopters and replace all required covers.

#### C.5.2.1 Responsibility to Secure Aircraft

All flight crews are responsible to unchain aircraft before each flight and moor each aircraft after each flight. No aircraft should be left unattended and not moored at any time. The Contractor will perform a flight line check at the end of each shift or sooner if directed by the Government to ensure all aircraft are properly moored in accordance with TM 1-1500-250-23, except when attended by crews. The Contractor shall ensure all aircraft are locked or secured after last flight of the day unless undergoing maintenance. The Contractor shall verify this during the end of shift inspection.

### C.5.3 Recovery of Aircraft and Government Furnished Equipment (GFE)

The Contractor shall, upon notification and release by the Aviation Branch Safety Office (ABS0), recover and preserve wrecked or disabled aircraft and GFE within the Fort Rucker local flying area as prescribed in Army Regulation (AR) 95-2 and US Army Aviation Center (USAAVNC) Regulation 95-2 and outside the Fort Rucker flying area as directed by the Contracting Officer (KO) or Contracting Officer Representative (COR). In the event of an aircraft blocking an active runway, the Contractor's immediate priority shall be to "clear the runway" before proceeding with any further repairs or recovery action in coordination with the ABS0. The contractor shall prepare Aircraft Accident/Incident reports IAW DI-MISC-80508.

#### C.5.3.1 Aircraft Accident Investigation

The Contractor shall provide the necessary support to ABS0 during the investigation of an aircraft accident in accordance with AR 385-40 and Department of Army (DA) Pamphlet 385-95 (Estimated Cost of Damage, etc.)

### C.5.4 Cross Country Flights

The Contractor shall provide maintenance and other personnel to participate as necessary and required by AFO in cross-country flights.

### C.5.5 Calibration of Test, Measurement, and Diagnostic Equipment (TMDE)

The Contractor shall establish and maintain a system for the calibration of all TMDE used in fulfillment of its contractual requirements in accordance with ISO-ANSI/ASQC 9001-2000 standard and 10012-1 or equivalent system.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 2
SECTION C.5	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT OTHER SERVICES	SECTION C.5 21 March 2003

This calibration system shall be coordinated with the Contractor's Quality Control program and shall be designed to provide accuracy in use of TMDE. The Contractor's system shall be in accordance with AR 750-43, Technical Bulletin (TB) 750-25, TB 43-180, and the current edition of Maintenance Management Update, or other current AR/Directives. The contractor shall prepare Calibration reports IAW DI-MISC-80508.

**C.5.6 Aircraft Transfers**

The Contractor shall perform all acceptance and transfer inspections for aircraft being transferred to or from Fort Rucker, Alabama (approximately 200 actions per year). This includes a general test flight before each transfer, providing ground handling, and the preservation of aircraft awaiting transfer. Provided it meets local training configuration applications, once aircraft which are destined for the school fleet and accepted by Fort Rucker, the Contractor has three (3) days for non-modernized aircraft and five (5) days for modernized aircraft to place the aircraft into the school's fleet in flyable condition unless written justification is provided and approved by the KO/COR.

**C.5.7 Aircraft Storage**

Approval shall be requested and obtained before an aircraft is placed in storage. The Contractor shall have complied with all requirements in applicable maintenance manuals for that aircraft's particular storage criteria. Total estimated cost associated with placing the aircraft back into a flyable status shall be included with the request for approval.

**C.5.8 Aircraft Cannibalization Fleet (CF)**

The Contractor shall maintain an aircraft CF for UH-1H and OH-58A/C Aircraft. The Contractor shall maintain this fleet IAW the established Corrosion Control Program and DA Pamphlet 710-2-2 to ensure all parts are preserved and accounted for. Cannibalized aircraft are non-transferable; therefore no transfer standards apply. Parts from these aircraft will be used as the primary source of supply to fill all requisitions.

**C.5.9 Protection of Aircraft and Equipment**

The Contractor shall provide protection to aircraft and equipment from severe weather or storm damage, e.g., stacking, mooring, and tie-downs with ropes or chains as required, in compliance with USAAVNC directives. Based upon history, this is estimated to require approximately 20,000 direct man-hours per year.

**C.5.10 Demonstrations and Static Display Arrangements**

The Contractor shall prepare, position, maintain, and recover aircraft for demonstrations and static display arrangements on and off Fort Rucker. Based upon history, this is estimated to require 2,000 direct man-hours per year.

**C.5.11 Special Mission Support**

The Contractor shall provide support for aircraft used in alerts and emergency support operations. Historically, this is estimated to require 1,000 manhours per year.

**C.5.12 Special Non-routine Missions**

The Contractor shall prepare aircraft for special nonroutine missions, as directed by KO or COR. Historically, this is estimated to require 500 manhours per year.

**C.5.13 Command Maintenance and Supply Inspections and Safety Surveys**

The Contractor shall prepare for and participate in all command maintenance and supply inspections and safety surveys. This includes preparing aircraft for unannounced inspections and Contractor test pilot no-notice check rides during the Aviation Resource Management Survey (ARMS) and any other government action of this type.

**Historically, this is estimated to require 100 manhours per year.**

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PHN/SINN DAAH23-03-R-0211 MOD/AMD	Page 3
SECTION C.5	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT OTHER SERVICES	SECTION C.5 21 March 2003

**C.5.14 Test and Experimental Projects**

Perform test and experimental projects to support Government initiatives to increase aircraft availability and to reduce operation and support (O&S) costs. Historically, this is estimated to require 500 manhours per year.

**C.5.15 Product Quality Deficiency Reports**

Comply with Quality Deficiency Report (QDR), Equipment Improvement Report, and Report of Discrepancy programs as prescribed in appropriate publications and as directed by the KO or COR. Product QDR shall be prepared in accordance with guidelines contained in DA PAM 738-751. The Contractor shall use the Army Electronic Product Support Network – Electronic Deficiency Reporting System. The QDR for routine wear out failures of components (“Statistical Purposes Only”) shall not be submitted. The contractor shall prepare a QDR status report IAW DI-MISC-80508.

**C.5.16 Support of Nondestructive Testing (NDT)**

The Contractor shall provide certified personnel support to operate Radiographic Testing (RT), Ultrasonic Testing (UT), Eddy Current Testing (ET), Magnetic Particle Testing (MT), Dye (Fluorescent) Penetrant Testing (PT), and any other assigned technology or equipment used in NDT on various aircraft components, subsystems and any other related materials.

**C.5.17 Support in Refueling**

The Contractor shall assist in CH-47D refueling by operating cockpit overhead refuel panel and single point refuel station.

**C.5.18 Demodify/Modify**

The Contractor shall be required to demodify/modify aircraft as directed by the COR to meet configuration requirements.

**C.5.19 Install and Remove “Gigs”**

The Contractor shall install and remove “gigs” IAW applicable POI to support Maintenance Test Pilot (MTP) training. A Contractor Technical Inspector or MTP Instructor Pilot will sign off “gigs” once training is accomplished.

**C.5.20 Aircraft Monitor Services Requirements**

**C.5.20.1 Monitor Personnel**

The Contractor shall provide two (2) standby contractor monitor personnel on-call at Flatiron Training, Building 30305, Cairns Army Airfield (CAAF), during all periods of flight operations and ready to board rescue vehicle within 2-3 minutes of alert signal. Monitor personnel shall be unarmed and shall not apply force in the performance of assigned duties. The contractor shall provide a list of aircraft monitors and update as required. The contractor shall prepare an aircraft service log IAW DI-MISC-80508.

**C.5.20.2 Personnel to Support Downed/Crashed Incidents**

The Contractor shall provide adequate personnel to simultaneously respond to additional downed/crashed aircraft incidents within the local flying area.

**C.5.20.3 Security Clearance Requirement**

All monitors assigned duties and responsibilities pertaining to OH-58D, AH-64 A/D, and RAH-66 must possess a SECRET security clearance prior to assignment or reassignment to these projects.

**C.5.20.4 Aircraft Monitor Services Specific Tasks**

**C.5.20.4.1 Support for Safeguarding and Preserving Crash/Downed Scene**

The Contractor shall perform the primary task of safeguarding and preserving the scene of crashed/downed aircraft. When needed, monitor personnel shall safeguard crashed/downed aircraft and preserve the scene until aircraft is recovered.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 4
SECTION C.5	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT OTHER SERVICES	SECTION C.5 21 March 2003

**C.5.20.4.2 Transportation for Monitor Personnel**

Contractor monitor personnel shall be transported via government transportation to the site of crashed/downed aircraft, except when no flight training is being conducted. During these times, contractor provided ground transportation shall be used. Monitor requirements shall involve physical stationing of personnel to observe aircraft/scene. The Contractor shall be responsible for the return of all monitor personnel left at site locations to Cairns Army Airfield. Transporting and posting of relief personnel shall also be the responsibility of the Contractor.

**C.5.21 Armament and Fueling Services Specific Tasks**

**C.5.21.1 Armament and Fueling Services Requirements to USAAVNC**

The Contractor shall provide armament and fueling services to USAAVNC aircraft on the Fort Rucker Range Complex. These services will include rearming/dearming, refueling and performing minor repairs on aircraft related malfunction(s) or armament subsystems failures.

**C.5.21.2 Personnel Support for Fuel and Armament Services**

The Contractor shall provide personnel and equipment for fuel and armament services at Molinelli to ensure a minimum aircraft turnaround time, but in no event shall aircraft turnaround time be more than 30 minutes. The Contractor shall be prepared to refuel and load a maximum ten aircraft at any one (1) time at Molinelli Aerial Gunnery Range Complex (MAGRC).

**C.5.21.3 Transporting Ammunition**

The Contractor shall provide all services in transporting CAT 3 or 4 ammunition from the Department of Logistics (DOL) Ammunition Supply Point (ASP) to and from Molinelli Aerial Gunnery Range Complex. The Contractor shall comply with AR 71-2, AR 19-11, AR 38-10, AR 38-14, AR 5-355, AR 7-15, and other applicable regulations and USAAVNC policies to ensure compliance. The Contractor shall pack/unpack, crate/uncrate, load/unload, transport, inventory, and turn in ammunition from the ASP, and shall distribute ammunition for firing tables. Upon completion the Contractor shall turn in all unexpended ammunition. The Government will furnish vehicles and equipment for this requirement.

**C.5.21.4 Loading, Unloading, and Clearing of Weapon Systems**

The Contractor shall perform the loading, unloading, and clearing of the various aircraft weapon systems. This shall include troubleshooting the weapon systems and providing on-site maintenance and quality control as required.

**C.5.21.5 Fueling**

The Contractor shall operate and maintain the refueling system and perform refuel services on all aircraft using the range. The refuel services shall be provided within a 30-minute turnaround time at Molinelli Refuel Points.

**C.5.21.5.1 Defense Fuel Supply Center (DFSC) at Molinelli**

The DFSC owns fuel at Molinelli; as a result, DFSC is responsible for funding spill clean up costs. Fuel remains DFSC responsibility until delivered to an end user vehicle. With respect to Molinelli Fuel Farm, fuel (and any associated cleanup costs) remains the responsibility of the Government until such point as the fuel leaves the nozzle of the fueling system during fueling of an end user vehicle at which time it becomes the responsibility of the user. Spill incidents, regardless of who is responsible, shall be notified to the AMCOM Environmental Team within 24 hours of the incident.

**C.5.21.5.2 Accountability and Management of Molinelli Fuel Farm**

Notwithstanding C.5.21.5.1, the Contractor shall maintain accountability for fuel in the Molinelli Fuel Farm and shall perform petroleum management responsibilities as directed by AR 710 series, to include required inventories, reconciliation, loss/gain analyses, and causative research.

**C.5.21.5.3 Fuel and Oil Spill Prevention**

The Contractor shall comply with all federal, state, and local regulations, including but not limited to ADEM Admin. Code R. 335-6-15-.20 through .23 and 335-3-6 and the USAAVNC Spill Prevention Control and Countermeasure Plan, with respect to spills of fuel and oil and controllable organic emissions. The Contractor shall take all measures as required by law to prevent fuel and oil spills (including, but not limited to spilling, leaking, pumping, pouring, emitting, emptying, or dumping into or onto any water or land). A compliance plan IAW USAAVNC Spill

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 5
SECTION C.5	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT OTHER SERVICES	SECTION C.5 21 March 2003

Prevention Control and Countermeasures Plan shall be submitted to the AMCOM Environmental Team for review. Changes and additions to this plan shall be coordinated with the AMCOM Environmental Team.

**C.5.21.5.4 Reporting Fuel/Oil Spills**

The Contractor shall keep a permanent record of all fuel/oil spills of five gallons or more. This report shall be provided to the KO or COR, and the Environmental Office, Directorate of Engineering and Logistics (DEL), AMCOM Environmental Team, within 24 hours from the time the spill occurred. The report shall contain the following: date; time; exact location of spill; size of spill; actions taken to clean up spill; estimated cost of spill; actions taken to ensure the prevention of future spills, procedures for reporting of any hazardous substances that could exceed reportable quantities as specified by EPA 40 CFR 302 list. The contractor shall prepare reports IAW DI-SAFT-81563.

**C.5.21.6 Armament and Fuel Configuration Authority**

The Pilot-in-Command (PIC) of the aircraft will be the final authority on what armament and fuel configurations will be loaded on his aircraft. The Contractor shall load according to the PIC directions and shall not be responsible for ammunition shortages resulting from the PIC changing forecasted firing tables.

**C.5.22 Contractor Furnished Items**

The Contractor shall furnish all personnel, management, materiel, parts, supplies, transportation and equipment except as provide herein as Government Furnished. This include the following specific ites/services.

**C.5.22.1 Mechanics' Hand Tools**

The Contractor or its employees shall furnish hand tools, which are common to the respective trades employed in performance of the contract. Contractor will have a government approved process to account for and control tools and will be audited by the Government (this is considered a critical Safety issue). All hand tools shall be permanently marked and record kept on file for accountability to the owner or user.

**C.5.22.2 Material and Services**

The Contractor shall provide all material and services required for performance of the contract not available from the Government in a timely manner. Purchases in excess of \$10,000 shall be reviewed by the KO to ensure cost is reasonable, allocable, and allowable. Request for review of purchases shall be supported by economic analysis presented to the KO. Such equipment shall be provided by the most economical means. However, if equipment is provided under a lease or lease-purchase, the terms of the lease or lease-purchase shall provide for a successor contractor to assume the lease or lease-purchase.

**C.5.23 Operations and Maintenance**

The Contractor may be required to perform services in support of operations and maintenance of facilities to include:

**C.5.23.1 Telephone Services**

The Contractor shall provide all telephone services for facilities assigned to the Contractor and AFO, to include data lines for Automated Data Processing (ADP) systems, not provided as government-furnished property. Any lease(s) established shall be assumable by subsequent contractor or the Government.

**C.5.23.2 Custodial Service and Grounds Keeping**

The Contractor shall provide custodial services to include policing the areas (inside and outside) for all facilities assigned to the Contractor and AFO and mow the grass within the fenced area of Buildings 415 and 10401. Duties will be performed as often as required in order to maintain a neat appearance. These services shall be performed in accordance with USAAVNC Regulation 210-3, AR 95-20 and TM 5-609.

**C.5.23.3 Facility Maintenance**

The Contractor shall provide plant maintenance services (in excess of routine housekeeping/foreign object damage (FOD) prevention) as directed by the KO or COR.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 6
SECTION C.5	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT OTHER SERVICES	SECTION C.5 21 March 2003

**C.5.23.4 Facility Repairs**

The Contractor may be authorized by the KO or COR to repair or to subcontract for repair to facilities utilized under this contract in those instances where repairs are required to return facilities to a condition suitable for good safety and sanitation.

**C.5.23.5 Hangar and Building Inspections**

The Contractor shall perform regular hangar and building inspections to ensure all safety and mechanical deficiencies are identified and coordinate with Directorate of Engineering and Logistics (DEL) to insure all appropriate actions are taken for correction of deficiencies for property signed for, including newly assigned or renovated hangars. Additionally, the Contractor shall be responsible for all operator maintenance on air compressors installed in each hangar and other facilities used by the maintenance contractor.

**C.5.23.6 Facilities Upgrades**

The Contractor shall coordinate facilities upgrades and future projects. Historically, requires an estimated 1,000 man-hours per year.

**C.5.23.7 Reports**

The contractor shall request facility maintenance services IAW DA Form 4283.

**C.5.23.8 Selected Funding Summary Report (ATTC)**

The Contractor shall prepare the Selected Funding Summary Report IAW DI-MISC-80508.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page i
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

C.6	SUPPLY.....	1
<b>C.6.1</b>	<b>Work Objective.....</b>	<b>1</b>
<b>C.6.2</b>	<b>AWCF, SSF, and OMA Direct Support/Reparable Exchange (DS/RX) Supply Operations .....</b>	<b>1</b>
C.6.2.1	Scope.....	1
C.6.2.1.1	AWCF Supply Operations .....	1
C.6.2.1.2	OMA Supply Operations.....	1
C.6.2.1.3	Standard Army Retail Supply System-2A (SARSS-2A).....	1
C.6.2.2	Materiel and Supply Management .....	1
C.6.2.3	AWCF/ASL.....	2
C.6.2.4	Support to US Army Aviation and Missile Command (AMCOM) Stock Record Accountability Officer (SRAO).....	2
C.6.2.5	Surge Requirement.....	2
C.6.2.6	Support Daily OMA and AWCF/SFF Supply/Warehouse Operations .....	2
C.6.2.7	Resource Management .....	2
C.6.2.8	Lease of Commercial Facilities .....	2
C.6.2.9	Standard Operating Procedures.....	2
C.6.2.10	Monitor and Analyze Supply Activities.....	3
C.6.2.11	Compliance with Standard Army Management Information System (STAMIS) .....	3
C.6.2.12	Security Clearance.....	3
C.6.2.13	Classified/Sensitive Material.....	3
C.6.2.14	Maintain and Sustain Internal Daily Operations.....	3
C.6.2.15	AWCF/SSF Supply Operations.....	3
C.6.2.16	Support for Review and Analysis (R&A) .....	3
C.6.2.17	Hazardous Material .....	3
C.6.2.18	Government Owned Transportation.....	3
C.6.2.19	Information Systems .....	4
C.6.2.20	Non-Mission Capable Supply (NMCS),Aircraft on Ground (AOG), and Critical Items Reports	4
C.6.2.20.1	Reserved.....	4
C.6.3	Requisition and Materiel Release Orders (MRO) ProcessingC.6.3.1 MRO Processing.....	4
C.6.3.2	Performance Standards IAW Military Standard Requisition and Issue Procedures (MILSTRIP) and Military Standard Transaction Reporting and Accounting Procedures (MILSTRAP).....	4
C.6.3.3	Local MRO Delivery.....	4
C.6.3.4	Receipt and Shipment of Supplies and Equipment .....	4
C.6.3.5	Tracking Review and Analysis Type Information .....	4
C.6.3.6	Reject/Denial Process.....	5
C.6.3.7	Packaging and Preservation .....	5
C.6.3.8	Inspection and Acceptance.....	5
C.6.3.9	Issue/Receipt .....	5
C.6.3.10	Manual MRO .....	5
<b>C.6.4</b>	<b>Inventory Control and Warehouse Operations .....</b>	<b>5</b>
C.6.4.1	Receipt Processing and Warehouse Management .....	5
C.6.4.2	Inventory Management .....	5
C.6.4.3	Physical Inventory Management .....	5
C.6.4.4	Materiel Turn-ins and Unserviceables .....	5
C.6.4.5	Performance Measures .....	6
<b>C.6.5</b>	<b>Spare Parts Analysis.....</b>	<b>6</b>
C.6.5.1	Scope.....	6
C.6.5.2	Approvals of Requirement Objectives (RO).....	6
<b>C.6.6</b>	<b>Operation and Maintenance, Army (OMA) Supply Operations.....</b>	<b>7</b>
C.6.6.1	Prescribed Load List (PLL)/OMA .....	7

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page ii
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

C.6.6.1.1	Unit Level Logistics System-Ground (ULLS-G).....	7
C.6.6.2	Standard Army Maintenance Systems (SAMS).....	7
C.6.6.3	Bench Stock .....	7
C.6.6.4	Inventory Management OMA .....	7
C.6.6.5	Inventory Adjustments OMA.....	7
C.6.6.6	Reconciliation OMA .....	7
C.6.6.7	Stock Control OMA .....	7
C.6.6.8	Cannibalization Point (CP).....	7
<b>C.6.7</b>	<b>TH-67 Repair Parts Purchasing, Billing, Warranty and Reconciliation .....</b>	<b>8</b>
C.6.7.1	TH-67 Aircraft Management.....	8
C.6.7.2	Receipt of TH-67 Repair Parts and Supplies.....	8
C.6.7.3	TH-67 Catalog.....	8
C.6.7.4	Billing Reconciliation .....	8
C.6.7.4.1	Billing Reconciliation Due Date .....	8
C.6.7.4.2	Adjustments.....	8
C.6.7.5	Automated Ordering.....	8
C.6.7.6	Warranty Claims .....	8
C.6.8	Property Control and Accountability .....	8
C.6.8.1	Property Control System .....	8
C.6.8.2	Stock Control and Locator System.....	9
C.6.8.3	Government Furnished Equipment/Material (GFE/GFM).....	9
<b>C.6.9</b>	<b>Primary Hand-Receipt Holder .....</b>	<b>10</b>
C.6.9.1	Property Accountability (PA) Officer .....	10
C.6.9.2	Exclusions .....	10
<b>C.6.10</b>	<b>Approval of Disposal Actions .....</b>	<b>10</b>
C.6.10.1	Approval.....	10
<b>C.6.11</b>	<b>Accountability Adjustments .....</b>	<b>10</b>
C.6.11.1	Inventory Adjustment and Gains or Losses. ....	10
<b>C.6.12</b>	<b>Government Furnished Equipment (GFE) .....</b>	<b>10</b>
C.6.12.1	Compliance .....	10
<b>C.6.13</b>	<b>Avionics Equipment.....</b>	<b>10</b>
<b>C.6.14</b>	<b>Flight Safety Parts/Critical Safety Items .....</b>	<b>10</b>

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 1
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

## **C.6 SUPPLY**

### **C.6.1 Work Objective**

a. This Section provides detailed instructions for the conduct of supply operations. This operation will consist of the full spectrum of materiel management tasks associated with the management, oversight, and operations of the Single Stock Fund (SSF)/Army Working Capital Fund (AWCF) Authorized Stockage List (ASL) as well as those assets identified as Operations and Maintenance Army (OMA) ASL assets housed on the installation in support of aviation training fleet.

b. The major objective of this operation will be to provide all necessary supply support requirements in order to meet or exceed US Army Aviation and Missile Command's (AMCOM) mission requirements, which shall necessitate a continual interface with all other logistics support elements that support this same mission at Fort Rucker.

### **C.6.2 AWCF, SSF, and OMA Direct Support/Reparable Exchange (DS/RX) Supply Operations**

#### **C.6.2.1 Scope**

The Contractor, as an independent contractor and not as an agent of the Government, shall furnish services and resources, except as may be furnished by the Government, required to plan, analyze, establish, operate, and sustain Army Working Capital Fund (AWCF)/Single Stock Fund (SSF), Maintenance and DS/RX supply operations at Fort Rucker, Alabama. These services/activities include support for Authorized Stockage List (ASL) Class IX aviation peculiar and aviation ground support systems, including TH-67 aircraft, located at Fort Rucker.

##### **C.6.2.1.1 AWCF Supply Operations**

The Contractor shall be required to operate and manage the Standard Army Retail Supply System (SARSS-1) AWCF supply operations. The SARSS-1 is the Army's standard supply system for receipt, issue and storage operations at the AWCF main storage facility. The Contractor shall prepare Standard and ADHOC Reports IAW DI-ALSS-81530.

##### **C.6.2.1.2 OMA Supply Operations**

The Contractor shall be required to operate and manage the DS/RX SARSS-1 OMA supply operations. The OMA SARSS-1 DS/RX system is currently co-located with the AWCF SARSS-1 storage facility. In order to allow for the field to retain DS/RX programs for training and cost avoidance purposes, DS/RX items are O&M funded. The Maintenance Work file (MWF) shall be used to identify DS/RX O&M National Inventory Identification Number (NIIN) for each Routing Identifier Code/Department of Defense Activity Address Code (RIC/DODAAC). The Contractor shall prepare Standard and ADHOC Reports IAW-DI-ALSS-81530.

##### **C.6.2.1.3 Standard Army Retail Supply System-2A (SARSS-2A)**

The Contractor shall be required to operate and manage the SARSS-2A operations. The SARSS-2A performs time sensitive functions including, manager review file (MRF), requisition routing, controlled items release, customer funds obligations, generating disposition transactions for excess retrograde and asset visibility of subordinate SARSS-1 activities. The Contractor shall prepare Standard and ADHOC Reports IAW-DI-ALSS-81530.

#### **C.6.2.2 Materiel and Supply Management**

The Contractor shall be required to perform the entire spectrum of materiel and supply management tasks. These tasks include but not limited to the following:

- Retail Inventory Operations
- Daily Close Out/Manager Error Listings
- Requisition/Materiel Release Order (MRO) processing
- Unserviceable Management/Evacuation
- Stockage Determination Recommendations
- Transportation/Packaging Management
- Classified/Sensitive Materiel Management
- Warehouse Management

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 2
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

- Property Book Management/Oversight
- Review & Analysis—Operations
- Review & Analysis—Management Oversight
- Budget Review and Execution Activities
- Logistics Systems Integration Support
- Hardware/Software Engineering Support
- SARSS—Operation and Maintenance
- Operation and maintenance of other Government owned software/hardware applications in support of current/future technical and administrative requirements
- Receipt Processing
- Shelf Life Management

**C.6.2.3 AWCF/ASL**

The Contractor shall have the required knowledge, expertise, and experience to maintain and operate a SARSS-1, AWCF/ASL consisting of approximately 12,000 lines of Class IX spare/repair parts and a SARSS-1 OMA DS/RX, consisting of approximately 300 lines. These parts are owned/managed by various US Army Materiel Command (AMC) Major Subordinate Commands (MSC). The Contractor shall have the required knowledge, expertise, and resources necessary to support new and improved Velocity Management initiatives promoting Customer Wait Time (CWT) and Order to Ship Time (OST) reductions as well as any current or future improvements to the Army’s supply system or any other business/financial management processes, i.e., SSF; National Maintenance Programs.

**C.6.2.4 Support to US Army Aviation and Missile Command (AMCOM) Stock Record Accountability Officer (SRAO)**

The Contractor shall provide technical and administrative support to AMCOM SRAO in organizing and sustaining aviation systems/sub-systems located at Fort Rucker.

**C.6.2.5 Surge Requirement**

The Contractor shall have the capability to surge and expand existing services based on increased activity and expanded direction. Any additional resources required to support a surge requirement will be first approved by the Contracting Officer (CO) or Contracting Officer Representative (COR).

**C.6.2.6 Support Daily OMA and AWCF/SFF Supply/Warehouse Operations**

The Contractor shall provide personnel with experience in performing daily OMA and AWCF/SSF supply/warehouse operations. The Contractor shall be able to communicate technical inventory information between the user, AMC, Command Theater Automated Supply Center (CTASC) Managers, AMCOM, US Army Communications and Electronics Command (CECOM), other AMC MSC and Department Logistics Agency (DLA) with the current or future aviation maintenance contractors on the installation and the weapon system prime contractors.

**C.6.2.7 Resource Management**

The Contractor shall provide and effectively manage resources (i.e. labor, materials, Other Direct Cost (ODC)). The Contractor shall utilize personnel with expertise as described within Labor Categories to the maximum extent as possible. The Contractor shall have a fully functional cross-training program in place that relates to the labor categories. In order to support daily warehouse operations the Contractor shall be required to purchase consumable materials and non-consumable ODC. The Contractor shall be required to perform temporary duty (TDY) to various locations. Except as may be required to perform management and oversight of the Contractor’s activities, travel will be determined by the Government.

**C.6.2.8 Lease of Commercial Facilities**

In the event the Government cannot provide suitable facilities, the Contractor will be authorized to lease commercial facilities on a cost reimbursable basis. The KO through the COR shall provide prior approval.

**C.6.2.9 Standard Operating Procedures**

The Contractor will develop Standard Operating Procedures to support daily operations. The Contractor will develop “Desk Procedures” for each individual position.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 3
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

**C.6.2.10 Monitor and Analyze Supply Activities.**

The Contractor shall continually monitor and analyze supply, demand, receipt, and issue activities and provide trend analysis and status reports IAW Army Regulation (AR) 710-2/Department of Army (DA) Pamphlet 710-2-2 and SARSS-1/2 User Manual.

**C.6.2.11 Compliance with Standard Army Management Information System (STAMIS)**

The Contractor shall ensure that each individual authorized access to the STAMIS and associated Army wide standard operating systems has a background check on file, and key positions, as identified by the Government, will be required to have a favorably adjudicated National Agency Check (NAC).

**C.6.2.12 Security Clearance**

Individuals with access to classified or sensitive items shall have on file with the Contractor a clearance comparable to that of items under storage.

**C.6.2.13 Classified/Sensitive Material**

The Contractor shall ensure that classified/sensitive material is controlled at or above established guidelines as specified in the appropriate weapon system Security Classification Guide. The Contractor shall comply with AR 190-13 and Department of Defense (DOD) Industrial Security Manual 5220.22-M for controlled access to classified/controlled Army operating systems and facilities.

**C.6.2.14 Maintain and Sustain Internal Daily Operations.**

The Contractor shall provide those services and resources required to maintain and sustain internal daily operations utilizing approved Army logistics systems/platforms.

**C.6.2.15 AWCF/SSF Supply Operations**

The Contractor shall be knowledgeable of current Army AWCF/SSF supply operations as defined in the AMC SSF Functional Users guide. In addition, the Contractor will need functional understanding of the interface requirements between stated SSF environment and the AMC National Maintenance Program (NMP) Business Process Manual. The functional understanding and interface requirements for the supply and maintenance operations are key to meeting or exceeding the daily mission requirements. The Contractor shall have working knowledge of these day-to-day mission interface requirements.

**C.6.2.16 Support for Review and Analysis (R&A)**

The Contractor shall provide administrative and technical support for R&A type activities. These include, but are not limited to, briefing charts, briefings, Integrated Program Reviews (IPR), and participation for all supply related meetings/conferences. The Contractor shall prepare Briefing materials IAW-DI-MGMT-81605.

**C.6.2.17 Hazardous Material**

The Contractor shall have trained personnel available and on-site and certified in hazardous material handling and transportation (Defense Packaging of Hazardous Material for Transportation Course; Defense Hazardous Materials and Waste Generator Compliance Course). The Contractor shall prepare a Hazardous Materials Management Plan IAW DI-MGMT-81398. The Contractor shall implement the Government approved Hazardous Materials Management Plan.

**C.6.2.18 Government Owned Transportation**

The Contractor shall drive/operate Government Furnished Equipment (GFE); i.e., forklifts, pickup trucks, stake bed trucks, warehouse material handling equipment (MHE), Government Services Administration (GSA), and other government owned and provided equipment in support of all supply activities and shall be required to have a military operators license IAW the requirements of USAAVNC Regulations 190-5 and 385-1. Any employee who transports hazardous material and/or hazardous waste will be properly licensed with a minimum of a Class C commercial drivers license with a hazardous materials endorsement.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 4
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

**C.6.2.19 Information Systems**

Contractor personnel shall be fully trained in the operation of and use of Automated Information Systems and STAMIS. These include, but are not limited to, the SARSS, ILAP, FedLog, AEPS, and any additional STAMIS based Information systems as required.

**C.6.2.20 Non-Mission Capable Supply (NMCS), Aircraft on Ground (AOG), and Critical Items Reports**

The contractor shall report NMCS, AOG, and critical items IAW DI-ALSS-81530, CDRL I 9102. Critical items are those lines deemed critical by a government representative.

**C.6.2.20.1 Reserved.**

**C.6.3 Requisition and Materiel Release Orders (MRO) Processing C.6.3.1 MRO Processing**

The Contractor shall perform requisition/MRO processing. Provisions contained within AR 710-2, Table B and DA Pamphlet 710-2-2 apply and shall be the source documentation and operational guidelines for providing daily supply support activity. The SARSS-1 shall be utilized for all Class IX repair parts as well as equipment and industrial property. The Unit Level Logistics System (ULLS-S4) shall be utilized for Class II, IV and VII repair parts and supplies (radios, avionics). The Contractor shall prepare reports IAW DI-ALSS-81530.

**C.6.3.2 Performance Standards IAW Military Standard Requisition and Issue Procedures (MILSTRIP) and Military Standard Transaction Reporting and Accounting Procedures (MILSTRAP)**

Performance standards are as contained in Table 1-2 AR 710-2, the MILSTRIP, and MILSTRAP.

**C.6.3.3 Local MRO Delivery**

The Contractor shall access, download, and effect delivery of local MRO, regardless of priority, within one (1) day of receipt. The MRO in support of NMCS, Issue Priority Group (IPG) 1, or those with a Project Code Designation, card columns 57-59 of a DA Form 1348, of Aircraft on the Ground (AOG) requirements will be delivered within four (4) hours of receipt, while all other IPG 2 or IPG 3 documents will be delivered no later than 24 hours. Other high priority requirements (Priority 02 thru 08) will be delivered within four (4) hours of receipt. Upon request of the Government, the Contractor shall utilize best efforts to provide other parts identified as urgent within four (4) hours.

**C.6.3.4 Receipt and Shipment of Supplies and Equipment**

The Contractor shall coordinate the receipt and shipment of material to include arranging for appropriate transportation support, delivery to the designated transportation point, loading/unloading carrier's vehicles, and other functions associated with the preparation and movement of supplies and equipment to and from various airfields, maintenance shops, and the designated Central Receiving Point (CRP). The Contractor shall be responsible for packing, crating, loading, unloading, picking up, delivering and/or receiving components, repair parts, supplies, and materials at designated installation supply/transportation pick-up points such as the CRP, storage warehouses, airfields, and open storage areas, maintenance shops, Defense Reutilization and Marketing Office (DRMO), or other locations as identified by the Government. The Contractor shall coordinate the receipt and shipment of material, including the appropriate transportation support, loading and unloading the carrier's vehicle, and other functions associated with the preparation and movement of supplies and equipment to and from the aircraft maintenance activity. The Contractor shall process lost shipments in accordance with MILSTRIP and MILSTAMP regulations. The Contractor shall submit appropriate Supply Discrepancy Report (SDR) or Transportation Discrepancy Report (TDR) when there is evidence that the shipment has been lost, damaged, contains incorrect quantity, incorrect item, or has evidence of pilferage during receipt processing at the installation.

**C.6.3.5 Tracking Review and Analysis Type Information**

The Contractor shall utilize existing government systems to include but not limited to SARSS, AEPS, and ILAP, for the tracking of requisitions, MRO, receipts processing, and other R&A type information consistent with post/installation and higher headquarters requirements and directives.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 5
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

**C.6.3.6 Reject/Denial Process**

The Contractor shall perform reject/denial processing within standards identified in AR 710-2 and DA Pamphlet 710-2-2.

**C.6.3.7 Packaging and Preservation**

The Contractor shall ensure regulatory guidance relative to packaging and preservation of Army supplies and equipment, especially AR 700-15 Army Packaging; AMC Regulation 746-10 Marking, Packing, and Shipment of Supplies and Equipment; MIL-STD 2073-1D; TM 38-230-1; and TM 38-230-2 are fully complied with.

**C.6.3.8 Inspection and Acceptance**

The Contractor shall ensure that shipping documents accurately reflect items received. Packaging received not conforming to established regulatory guidance or item peculiar contracts, will be reported utilizing established SDR procedures and TDR.

**C.6.3.9 Issue/Receipt**

The Contractor shall ensure proper requisition documentation is obtained prior to issue/receipt of any item of supply. In order to achieve the regulatory validation the Contractor shall verify Notice of Delegation of Authority (DA Form 1687) on file from customer activities to ensure authorization of receipt and turn-in of material.

**C.6.3.10 Manual MRO**

Under special circumstances and at the direction of the KO or COR, the Contractor shall perform manual requisition/MRO processing IAW DA Pamphlet 710-2-2.

**C.6.4 Inventory Control and Warehouse Operations**

**C.6.4.1 Receipt Processing and Warehouse Management.**

The Contractor shall perform receipt processing and warehouse management. Operational guidelines shall be as Provisions contained within Table B AR 710-2 apply (Direct and General Support Operations; Supply Support For Installations Providing General Support to Direct Support Units Supply Operations).

**C.6.4.2 Inventory Management**

The Contractor shall perform inventories of material IAW AR 710-2, DA Pamphlet 710-2-2, and other applicable AR guidance. The Contractor shall perform re-warehousing of inventory and ensure that available warehouse space is utilized efficiently in an effort to promote effective inventory control and stock accountability.

**C.6.4.3 Physical Inventory Management**

The Contractor shall perform special physical inventories and records reconciliation monthly.

**C.6.4.4 Materiel Turn-ins and Unserviceables**

The Contractor shall support materiel turn-ins and unserviceable evacuation in accordance with regulatory guidance.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 6
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

**C.6.4.5 Performance Measures**

The Contractor shall perform IAW parameters as specified below. If the Contractor is unable to meet the performance measures, written justification shall be provided to the SRAO with the required monthly Supply Performance Report. The reporting mechanism will be IAW DI-MGMT-80227.

PERFORMANCE MEASURES	STANDARDS
Customer Reconciliation	≥80%
Priority Discipline	≤25%
PLL/SS AC1 Cancellations/AAC Rejects	≤25.9%
Bench Stock Management	≥96%
MRO Processing	≤3 days
ASL Zero Balance with Dues-Out	≤8%
PLL Zero Balance	≤25.9%

(1) Customer Reconciliation: A comparison of the supply records of separate activities to ensure their compatibility. Includes the corrective actions necessary to bring the two records sets into agreement. This measurement indicates that at least 80 percent of all transactions match.

(2) Priority Discipline: This is a review of the priority requisitioning system to determine if high priority (02 and 03) are being abused.

(3) PLL/SS AC1 Cancellations/AAC Rejects: This is the percentage of requisitions cancelled for the month.

(4) Bench Stock Management: This is a review of the bench stock list and bin location at various areas to determine if parts are authorized, if levels are correct and bins are being replenished regularly. At least 96 percent of items must be stocked within authorized levels and in the correct bins.

(5) MRO Processing: This is number of days it takes to process the order to a customer.

(6) ASL ZB with Dues-Out (ZB w/DO): This balance indicates the ASL lines at zero balance with dues-out as a percentage of the total ASL lines. It does not necessarily reflect performance of the supply activity, but may indicate a condition within the overall supply system. The formula for zero balance with dues-out is:

-- ASL blance lines w/DO, divided by the Total ASL lines, times 100 equals the percentage of ZB w/DO.

-- This number should not exceed 8 percent of the total ASL lines.

(7) This balance indicates the PLL lines at zero balance as a percentage of the total PLL lines. This is the minimum percentage acceptable. Less than 6 percent equals 100 percent score.

**C.6.5 Spare Parts Analysis**

**C.6.5.1 Scope**

The Contractor shall participate in ASL reviews and provide for formal documentation of such reviews IAW with local requirements.

**C.6.5.2 Approvals of Requirement Objectives (RO)**

The Contractor shall obtain the approval of the SRAO before changing, manually establishing or deleting existing RO.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 7
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

## **C.6.6 Operation and Maintenance, Army (OMA) Supply Operations.**

### **C.6.6.1 Prescribed Load List (PLL)/OMA**

The Contractor shall operate and maintain PLL/OMA at locations designated by the Government. The Contractor shall have prior approval by the KO or COR before performing demand analysis on each ULLS-G and SAMS Operation. The Demand analysis shall be performed every calendar quarter simultaneously with the inventory of assets on the PLL and Shop Stocks.

#### **C.6.6.1.1 Unit Level Logistics System-Ground (ULLS-G)**

The Contractor shall operate and maintain ULLS-G system for materiel readiness reports, PLL analysis and accountability. The Contractor shall provide customer output products IAW ULSS-G User Manual. The Contractor shall prepare Standard and ADHOC Reports IAW DI-ALSS-81530.

### **C.6.6.2 Standard Army Maintenance Systems (SAMS)**

The Contractor shall operate and maintain the SAMS for maintenance shop stock operations, maintenance supply operations and maintenance management functions and procedures at all intermediate maintenance levels. The Contractor shall utilize shop stock with SAMS operations and ensure all items stocked are demand supported repair parts and consumables stocked within a support-level maintenance activity. Shop stocks are for internal use to accomplish maintenance requests for programmed repair. Shop stock authorization shall be IAW AR 710-2, **paragraph 4-15**, and SAMS Users Manual. The Contractor shall provide customer output products as specified in SAMS Users manual. The Contractor shall prepare the reports IAW-DI-ALSS-81530.

### **C.6.6.3 Bench Stock**

The Contractor may maintain a bench stock on the ULLS-S4 for low cost, high use, Consumable Class 2, 3 (packaged), 4 and 9 (less components) items used by maintenance personnel at an unpredictable rate. Bench stock consists of common hardware, i.e, resistors, transistors, capacitors, and wire. Bench stock authorization shall be IAW AR 710-2, paragraph 4-16.

### **C.6.6.4 Inventory Management OMA**

The Contractor shall operate PLL/OMA supply activities below the SARSS-1 level utilizing ULLS-G. Except as otherwise approved by the KO/COR, the Contractor shall establish and maintain a supply operation using the ULLS-G and SAMS and the provisions of the AR 710 series as a guide for all repair parts and supplies at the airfields. All supply stockage below the SARSS-1 level will be approved by AMCOM prior to implementation.

### **C.6.6.5 Inventory Adjustments OMA**

The Contractor shall record and justify PLL/Shop stock shortages. Stockage replenishment requires prior approval by the Property Administrator (PA). The Contractor shall prepare the Reports IAW DI-ALSS-81530.

### **C.6.6.6 Reconciliation OMA**

The Contractor shall review and compare the provided AWCF SARSS-1 reconciliation print to the ULLS-G, SAMS, and OMA SARSS-1 activity file and return with all mismatches annotated and percentage fill rate. The Contractor shall prepare the reports IAW DI-ALSS-81530.

### **C.6.6.7 Stock Control OMA**

The Contractor shall establish and maintain a stock control and stock locator system on all government property in its possession, and title and ownership to such stock control and stock locator system shall remain in and with the Government.

### **C.6.6.8 Cannibalization Point (CP)**

The Contractor shall operate and maintain a CP for designated unserviceable aviation assets. The CP is considered a source of supply. It provides cannibalization support to authorized customers. The Contractor shall establish an inventory and maintain the balance utilizing ULLS-G for items available for cannibalization. This file shall be updated monthly. The contractor shall prepare the reports IAW DI-ALSS-81530.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 8
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

**C.6.7 TH-67 Repair Parts Purchasing, Billing, Warranty and Reconciliation**

**C.6.7.1 TH-67 Aircraft Management**

The Contractor shall be responsible to provide all TH-67 aircraft parts, equipment and related material as well as reconciliation of bills from vendor and receipts. The Contractor shall also be responsible for filing warranty claims on all warranted parts, which qualify for warranty and for follow-up with vendors to ensure warranty provisions are honored.

**C.6.7.2 Receipt of TH-67 Repair Parts and Supplies**

The Contractor shall process receipts of TH-67 repair parts and supplies into the Logistics Information Management System (LIMS) upon delivery. Receipts shall include all types of acquisitions. The Maintenance Information Messages (MIM) will simultaneously generate a file of standard Demand History Adds (DHA); enter the DHA into SARSS-1; conduct a closeout; and ensure the DHA processed through Command Theater Automated Supply Center (CTASC) and Integrated Logistics Analysis Program (ILAP) in-order to document the demands for the TH-67 for a future budgeting tool. The contractor shall prepare the Due Out Releases status reports IAW DI-ALSS-81530. The contractor shall prepare the Issued DIFM Activity Code Listing for the TH-67 IAW DI-ALSS-81530.

**C.6.7.3 TH-67 Catalog**

The Contractor will maintain the TH-67 catalog in SARSS and will process updates to catalog prices prior to input of DHA from LIMS into SARSS where prices on packing documentation are different from current catalog prices. The SARSS will transmit the DHA to CTASC where they will be sent to the Centralized Demand Database (CDDDB), the database utilized by the Cost and Economic Accounting Center (CEAC) to capture cost data.

**C.6.7.4 Billing Reconciliation**

The Contractor shall verify successful transmission of all DHA through CTASC to ILAP weekly by electronic comparison of the ILAP DHA file to the LIMS DHA file. A reconciliation of LIMS receipts against payments to vendors by the Contractor and against public Vouchers (Standard Form (SF) 1034) filed by the Contractor will be performed by the Contractor and verified by Supply Surveillance Branch (SSB). As part of the reconciliation, parts received from vendors will be validated to vendor invoice number to ensure all parts billed have been received. The SF 1034 voucher number will be appended to each line item to show payment. This will enable ready identification of total payments for the TH-67 parts and comparison to total dollar value of DHA input to SARSS and ILAP.

**C.6.7.4.1 Billing Reconciliation Due Date**

TH-67 Billing Reconciliation must be completed within 30 working days of the agreed upon monthly cut-off date.

**C.6.7.4.2 Adjustments**

The Contractor shall seek adjustment in writing from vendors within 15 calendar days of payment of a bill for all items billed but not received.

**C.6.7.5 Automated Ordering**

The TH-67 Repair Parts automated ordering will be reviewed and approved by SSB.

**C.6.7.6 Warranty Claims**

The Contractor shall file warranty claims against vendors on all items, which qualify for warranty and shall conduct monthly written follow-ups on warranty claims.

**C.6.8 Property Control and Accountability**

**C.6.8.1 Property Control System**

The Contractor shall administer a Property Control System IAW established regulatory guidance. The Contractor shall submit in accordance with Federal Acquisition Regulation (FAR) 45.5 and Defense Federal Acquisition Regulations (DFARS) 245.5, in writing, a complete property control system to the Government Property Administrator (PA) for approval within 60 days after the effective date of the contract. The Contractor shall use as a guide the applicable portions of the following regulations: AR 37-12, AR 37-60, AR 37-111, AR 37-120, AR 725-50, AR 735-5,

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 9
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

AR 735-72, and STANFIN User Manual. The Contractor shall request prior approval for deviation, amendment, or modification to the provisions of FAR 45.5 and DFARS 245.5, or the previously approved property control system, in writing, from the KO. The PA will serve as the Property Book Officer (PBO). The PA will designate a representative of SSB of the AMCOM Field Office (AFO) to serve as the SRAO.

**C.6.8.2 Stock Control and Locator System**

The Contractor shall establish and maintain a stock control and stock locator system on all Government property in its possession, and title and ownership to such stock control and stock locator system shall remain in and with the Government.

**C.6.8.3 Government Furnished Equipment/Material (GFE/GFM)**

All equipment necessary to access the Government's automated supply system will be provided as Government Furnished Equipment. The Contractor shall utilize Defense Property Accounting System (DPAS) to maintain accountability records for all GFE/GFM. The contractor shall prepare the Standard and ADHOC Reports IAW DI-ALSS-81530.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-030-XX-XXXX MOD/AMD	Page 10
SECTION C.6	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT SUPPLY	SECTION C.6 21 March 2003

**C.6.9 Primary Hand-Receipt Holder**

**C.6.9.1 Property Accountability (PA) Officer**

The Contractor will appoint a Primary Hand-Receipt Holder that shall serve as the Contractor's PA Officer for all GFE. The Contractor shall designate, in writing, one (1) individual for facilities and industrial property, and one (1) for material to be held accountable and responsible for Government property provided to the Contractor under the terms of the contract. The PA will serve as the PBO.

**C.6.9.2 Exclusions**

The following actions are Government-In-Nature (GIN) and will be performed by the Government. The Contractor shall perform those functions in support of these exclusions as defined by this contract.

**C.6.10 Approval of Disposal Actions**

**C.6.10.1 Approval**

The Contractor shall obtain approval by the SRAO or PBO before actual shipment of property to the Defense Re-utilization and Marketing Office (DRMO). The Contractor shall report disposition of items directed to be sent to DRMO. The Contractor shall prepare reports IAW DI-ALSS-81530.

**C.6.11 Accountability Adjustments**

**C.6.11.1 Inventory Adjustment and Gains or Losses.**

The Contractor shall generate inventory adjustment reports, Inventory Adjustment Records (IAR), and Statements of Gains or Losses to the SRAO or PBO, as appropriate, within two (30) work days after the adjustment transactions have been processed to update on-hand balances or financial records. The Contractor shall prepare the reports IAW DI-ALSS-81530

**C.6.12 Government Furnished Equipment (GFE)**

**C.6.12.1 Compliance**

The GFE/GFM shall be utilized in accordance with and utilization data shall be collected and reported on GFE/GFM as required by the FAR, DFARS, AFARS, and AR 725-50.

**C.6.13 Avionics Equipment**

Procurement of items for support of avionics equipment will be governed by the provisions of current Army policies and directives applicable to items for which the US Army Communications and Electronics Command (CECOM) has logistical responsibility.

**C.6.14 Flight Safety Parts/Critical Safety Items**

Prior authorization shall be obtained from KO or COR for any local purchases, rework, or local manufacture to ensure the source meets all technical requirements for critical safety items/flight safety parts. The contractor shall prepare Serial Number Assignment Reporting Requirement (SNRR) for any item which requires serialization IAW DI-ALSS-81530.

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page i
SECTION C.7	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT <b>ARMY TECHNICAL TEST CENTER (ATTC) REQUIREMENTS</b>	SECTION C.7 21 March 2003
Name of Offeror or Contractor:		

<b>C.7</b>	<b>UNIQUE ATTC REQUIREMENTS .....</b>	<b>1</b>
<b>C.7.1</b>	<b>Performance of Work Objective.....</b>	<b>1</b>
<b>C.7.2</b>	<b>Aircraft Maintenance/Test Support.....</b>	<b>1</b>
C.7.2.1	Scope of Work .....	1
C.7.2.2	Modification Work Orders (MWO) .....	1
C.7.2.3	Ballast/Water Ballast Tanks .....	1
C.7.2.4	Controlled Exchange of Repair Parts Between Aircraft .....	1
C.7.2.5	Maintenance of Government Furnished Equipment (GFE).....	1
C.7.2.6	Configuration and Control of Equipment.....	1
C.7.2.7	Test Coordinator Support.....	2
C.7.2.8	Depot Level Repair Support.....	2
C.7.2.9	Aircraft Availability .....	2
C.7.2.10	Maintenance Holding Area.....	2
C.7.2.11	The ATTC Testing at Fort Rucker and Off-Site .....	2
C.7.2.12	Environmental Coordinator .....	2
<b>C.7.3</b>	<b>Maintenance Of Components And Equipment .....</b>	<b>2</b>
C.7.3.1	Scope of work.....	2
C.7.3.2	Special Testing Equipment.....	3
C.7.3.3	Engineering Support for Special Tools and Equipment.....	3
C.7.3.4	Electrical and Mechanical Drafting Support .....	3
C.7.3.5	Component Shop.....	3
C.7.3.6	Hydraulic Shop .....	3
C.7.3.7	Engine Shop .....	3
C.7.3.8	Sheet Metal Shop .....	3
C.7.3.9	Machine and Welding Shop .....	3
C.7.3.10	Paint, Fabric, and Upholstery Shop .....	4
C.7.3.11	Avionics and Electrical Shop.....	4
C.7.3.12	Instrumentation Shop.....	4
C.7.3.13	Aviation Life Support System Equipment (ALSE) .....	4
C.7.3.14	Aircraft/Armament Support.....	4
C.7.3.16	Production Control .....	4
C.7.3.17	Quality Control .....	5
<b>C.7.4</b>	<b>Automation .....</b>	<b>5</b>
C.7.4.1	Scope of Work .....	5
C.7.4.2	Logbook Updates .....	5
C.7.4.3	Access for COR and Alternate in Buildings.....	5
C.7.4.4	Access to Enhanced Logbook Automated System (ELAS).....	5
C.7.4.5	Reports.....	5
C.7.4.6	Data Collection .....	5
C.7.4.7	Reliability, Availability, and Maintainability (RAM) Reporting .....	5
<b>C.7.5</b>	<b>Other Services.....</b>	<b>6</b>
C.7.5.1	Scope of Work .....	6
C.7.5.2	Flight Line Transportation .....	6
C.7.5.3	Flight Missions Support.....	6
<b>C.7.6</b>	<b>Supply.....</b>	<b>6</b>
C.7.6.1	Scope of Work .....	6

<b>CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued</b>	<b>Page ii</b>
<b>SECTION C.7</b>	<b>PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>SECTION C.7</b>
	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT</b>	<b>21 March 2003</b>
	<b>ARMY TECHNICAL TEST CENTER (ATTC)</b>	
	<b>REQUIREMENTS</b>	
<b>Name of Offeror or Contractor:</b>		

C.7.6.2	Government Furnished Equipment.....	6
<b>C.7.7</b>	<b>Flight Operations Support .....</b>	<b>6</b>
C.7.7.1	Scope of Work .....	6
C.7.7.2	Aircrew Training Program .....	6
<b>C.7.8</b>	<b>Personnel .....</b>	<b>7</b>
C.7.8.1	Scope of Work .....	7
C.7.8.2	Flight Crewmembers Requirements for Aircraft.....	7
C.7.8.3	Duty Requirements.....	7
C.7.8.4	Qualification Requirements for Other Requirements .....	7
C.7.8.5	Inspection and Acceptance of Quality .....	7
<b>C.7.9</b>	<b>Test Reports.....</b>	<b>7</b>
C.7.9.1	Scope of work.....	7
<b>C.7.10</b>	<b>Location of Services .....</b>	<b>7</b>
C.7.10.1	Allowable Cost for TDY .....	8
C.7.10.2	Permanent Change of Station (PCS).....	8

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 1
SECTION C.7	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT ARMY TECHNICAL TEST CENTER (ATTC) REQUIREMENTS	SECTION C.7 21 March 2003

## C.7 UNIQUE ATTC REQUIREMENTS

### C.7.1 Performance of Work Objective

This section identifies specific to the US Army Aviation Technical Test Center (ATTC) requirements, which are in addition to other requirements throughout this Performance Work Statement (PWS). The ATTC, an element of Developmental Test Command (DTC) under the Army Test and Evaluation Command (ATEC), is located at Cairns Army Airfield. The ATTC plans, conducts, analyzes, and reports on airworthiness qualification and developmental testing of Army aircraft, aviation systems, and associated aviation support equipment. In addition to the general requirements set forth in this contract, the Contractor shall provide qualified personnel to support Research and Development testing and on-site aircraft maintenance support for ATTC and ATTC satellite locations as listed in C.7.10. Additionally, when required by the Government, ATTC shall provide these services to the US Army Aviation Center (USAAVNC) and other satellite units on Fort Rucker and the Contractor shall support these activities. The contractor shall maintain aircraft in accordance with appropriate Technical Manuals, Federal Aviation Regulations, and US Army Aviation Technical Center government approved directives.

### C.7.2 Aircraft Maintenance/Test Support

#### C.7.2.1 Scope of Work

In addition to the general requirements set forth in other sections of this PWS, the Contractor shall furnish all personnel, management, material, parts, supplies, transportation, and equipment, except as provided herein as government furnished, to perform all Aviation Unit Maintenance (AVUM), Aviation Intermediate Maintenance (AVIM), approved depot maintenance of all assigned aircraft (with organic issued equipment), and all aviation associated equipment. The Contractor shall prepare aircraft maintenance status report IAW DI-MISC-80508.

#### C.7.2.2 Modification Work Orders (MWO)

Contractor assistance shall be provided in the development of draft MWO's as requested by the Government. A database for configuration control of assigned aircraft shall be maintained and updated as work orders are issued; which includes mechanical drawings and center-of-gravity changes for weight and balance computations. Services shall include trial installations, development of prototype installation techniques; photographs; installation drawings and verbiage; and other assistance to project officers as requested. Photographs are required to show damage and/or wear evident upon removal of test items and new installation orientation in regard to form, fit, and position.

#### C.7.2.3 Ballast/Water Ballast Tanks

Ballast/water ballast tanks shall be designed, fabricated, and installed by the Contractor in aircraft required by plans of test to fly at gross weights or a specific forward or aft center of gravity. The expending of water capabilities shall be installed to include manual, electrical, and automatic dumping capabilities. Lead weights shall be used for ballast as required by test plan and designated by aeroengineer to ensure weight and balance of aircraft meets flight profile.

#### C.7.2.4 Controlled Exchange of Repair Parts Between Aircraft

Any controlled exchange requires written government approval.

#### C.7.2.5 Maintenance of Government Furnished Equipment (GFE)

The Contractor shall perform organizational, direct and general support maintenance and approved depot maintenance for all material handling equipment; GSE; Test, Measurement, and Diagnostic Equipment (TMDE); special tools; auxiliary equipment; motor vehicles; engineer; and special purpose equipment furnished by the Government to the Contractor as GFE in accordance with C.3.5.

#### C.7.2.6 Configuration and Control of Equipment

The Contractor shall provide configuration and control of equipment installed on aircraft, test item(s), location, and installation data to include type avionics, instrumentation package, wiring harness, brackets, fixtures, armament, and verification of weight and balance for ATTC. Aircraft configuration data (ATTC) reports shall be provided IAW DI-MISC-80508.

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 2
SECTION C.7	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT ARMY TECHNICAL TEST CENTER (ATTC) REQUIREMENTS	SECTION C.7 21 March 2003

**C.7.2.7 Test Coordinator Support**

The Contractor shall provide onsite dedicated test coordinators to act as liaison between the Contractor and the COR at ATTC. The coordinators shall receive and coordinate all test and special requirements (e.g., schedules, resources, installation and removal of test items to the aircraft); prepare contractor cost estimates in support of a given test gather, interpret, and report all test data as directed; coordinate with test engineers on all test designs and instrumentation requirements; schedule priorities to accomplish test requirements with contractor engineers, supervisors, and production control; ensure attention to detail and follow up on all test projects, test plans, and aircraft with maintenance support personnel; and monitor test man-hour estimates against actual man-hours worked to ensure project funds are not exceeded, by use of automated daily inquiries. Inquiries shall include but not be limited to automated report to show all cost, flight hours, temporary duty (TDY), man-hours, material costs, and other related costs, on one report, by cost centers.

**C.7.2.8 Depot Level Repair Support**

The Contractor shall seek authority to provide depot level repair support to all Developmental Test Command (DTC) activities and US Army Test and Evaluation Command (ATEC) directed support before undertaking depot level maintenance actions. These actions will be coordinated through the local AMCOM Maintenance Officer and directed by KO or COR. The Contractor shall comply with Quality Engineering Standards 1 and 2 on Flight Safety Parts/Critical Safety Items. The Contractor will provide support for all aircraft in ATTC inventory not covered by AMCOM Fixed-Wing C-12/U-21 contract.

**C.7.2.9 Aircraft Availability**

The Contractor shall for ATTC and other satellite missions provide maximum availability of aircraft to complete accelerated test programs. The Contractor shall adjust workforce to meet day and night hour requirements and man second or third shifts as directed to sustain the ATTC testing and Lead-the-Fleet (LTF) tempo.

**C.7.2.10 Maintenance Holding Area**

The Contractor shall establish a maintenance holding area for components removed from aircraft while test components are installed and undergoing project tests. Maintenance operating procedures shall provide for accounting control of components maintained within the maintenance holding area. The Contractor shall provide to the KO or COR automated listing of removed components and test components stored either for test projects or completed test projects.

**C.7.2.11 The ATTC Testing at Fort Rucker and Off-Site**

The Contractor shall participate as part of a mixed work force to support testing at Fort Rucker and at the off-site locations. Support crews may include Department of Army Civilians (DAC), instrumentation technicians, maintenance mechanics, and other qualified contractor personnel required to support test requirements.

**C.7.2.12 Environmental Coordinator**

The Contractor shall provide onsite an Environmental Coordinator to provide assistance and support to the ATTC Environmental Coordinator and Safety and Occupational Health Manager (SOHM)/Aviation Safety Officer (ASO). Primary responsibilities are in the area of environmental, ensuring that ATTC activities have viable environmental programs in place with additional duties to assist the SOHM/ASO in the area of aviation safety pertaining to the conduct of developmental and airworthiness aviation testing. The Environmental Coordinator must be a graduate of the US Army Safety Officer's Course, and the US Army Basic Environmental Staff Course, with 10 years experience in Army aviation safety, and five (5) years in Army aviation research and development organizations.

**C.7.3 Maintenance Of Components And Equipment**

**C.7.3.1 Scope of work**

In addition to the general requirements set forth in C.3, the Contractor shall perform the following tasks described in this subsection:

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 3
SECTION C.7	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT ARMY TECHNICAL TEST CENTER (ATTC) REQUIREMENTS	SECTION C.7 21 March 2003

**C.7.3.2 Special Testing Equipment**

Contractor services shall be available and provided for the design, development, and mounting of special equipment to accomplish test on test aircraft, aircraft components, and ground support equipment. Drawings provided shall meet Federal Aviation Administration (FAA) standards.

**C.7.3.3 Engineering Support for Special Tools and Equipment**

If required, the Contractor shall provide dedicated onsite engineering, aeroengineering, and electrical engineering support for design and modification of special tools and equipment required for test projects that are not available through normal supply channels. The Contractor shall provide technical support for the fabrication, installation, modification, and analysis of airframe loads in flight and crash conditions; prepare drawings; electrical and structural load analysis for airworthiness release requests of installed test item/equipment to support project and fielding of new system; and prepare mechanical drawings either manually or through Computer Assistance Design (CAD) by onsite engineers and draftsmen and engineering support for prototyping and MWO drawings. The Contractor will build prototype MWO and systems as directed by the Contracting Officer (KO) or Contracting Officer Representative (COR). Tasking will include producing MWO to include packing and shipping. Materials and processes required for such MWOs shall be screened by the Environmental Compliance Coordinator.

**C.7.3.4 Electrical and Mechanical Drafting Support**

If required, the Contractor shall provide onsite electrical and mechanical drafting as directed by work orders, test directives, or project officers to depict aircraft test, installation, instrumentation, design changes, repairs, special tools, and equipment required to perform or improve maintenance of aircraft and components.

**C.7.3.5 Component Shop**

The Contractor shall provide onsite component shop to implant degraded components into transmission, gearboxes, or other drive components. The installation and removal of implant degraded components shall, in the majority of cases, require extensive disassembly and reassembly of the basic component, which in most cases shall be depot maintenance.

**C.7.3.6 Hydraulic Shop**

The Contractor shall provide onsite hydraulic shop to repair, align, implant, and troubleshoot aircraft hydraulic rotor, propeller, drive, and related actuating systems.

**C.7.3.7 Engine Shop**

The Contractor shall provide an onsite engine shop to overhaul, repair, align, implant component(s), and troubleshoot standard or test. The installation of implant degraded components or test components shall, in the majority of cases, require extensive disassembly and reassembly of the basic component which in most cases shall be depot level or vendor assisted through Government direction by Project Manager (PM) Office of US Army Aviation and Missile Command (AMCOM)/Program Executive Office (PEO).

**C.7.3.8 Sheet Metal Shop**

The Contractor shall provide onsite sheet metal shop capable of repair and local manufacture of sheet metal components and fiberglass covers and mounts from samples and prints provided by project officers or test directives. Reconditioning, modifying, and local manufacturing processes shall meet serviceability standards established in applicable technical manuals and draft MWO. The Contractor shall provide assistance to engineer and project officers for preparation of detailed drawings for changes to prototype MWO as fit and function tests are directed by the KO or COR. Government fabrication technicians will work in the shop when tasked to do a specific project as directed by the COR at ATTC. The Government reserves the right to utilize the shop for Government purposes including allowing work to be performed by other fabrication technicians as directed by COR at ATTC.

**C.7.3.9 Machine and Welding Shop**

The Contractor shall provide on-site machine and welding shop capable of repair or local manufacture of required test items and support tools, from samples of prints provided by project officer or test directives.

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 4
SECTION C.7	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT ARMY TECHNICAL TEST CENTER (ATTC) REQUIREMENTS	SECTION C.7 21 March 2003

Reconditioning, modifying and local manufacturing processes shall meet serviceability standard and draft MWO. The Contractor shall provide assistance to engineering and project officers in preparation of detailed drawing for changes to prototype MWO as fit and function tests are directed by the KO or COR. Government fabrication technicians will work in the shop when tasked to do a specific project as directed by the COR at ATTC.

**C.7.3.10 Paint, Fabric, and Upholstery Shop**

The Contractor shall provide an onsite paint, fabric, and upholstery shop for a two (2) shift spot paint capability and operation of authorized paint, fabric, and upholstery equipment. Contractor shall maintain capabilities for spot paint, fabric and upholstery repair operations at satellite installations IAW C.7.10 as directed by KO or COR. The Contractor shall strip, paint, and mark aircraft IAW TM 55-1500-345-23. This includes Chemical Agent Resistant Coating (CARC) of airframes and painting test aircraft at ATTC. The ATTC's COR will provide the aircraft tail numbers of the aircraft to be painted. There will be two (2) to three (3) each year requiring approximately 750 man-hours. Onsite and satellite painting and upholstery installation facilities shall comply with Army, federal, state, and local Environmental regulations.

**C.7.3.11 Avionics and Electrical Shop**

The Contractor shall provide an onsite avionics and electrical shop for maintenance of ground and airborne communications, radar, navigation, weather avoidance, data assimilation, and relay equipment assigned or to be assigned to ATTC. Avionics Shop will track aircraft configuration and control of all A-Kit installations, wiring configuration, and type radios, radar, and other equipment, provide monthly update to COR. Provide support for Aircraft Survivability Equipment (ASE) and classified ASE equipment. Provide limited depot repair for ASE equipment. Provide security of equipment using ASE vault in hangar Building 30104.

**C.7.3.12 Instrumentation Shop**

The Contractor shall provide onsite instrumentation shop to fabricate, install, repair, and operate test instrumentation equipment. The Contractor shall fabricate instrumentation packages per design instructions or plans furnished by the instrumentation project engineer; disassemble instrumentation packages, wiring, transducers, and accessories on test aircraft as directed by work order, test directive, or project engineer; and provide for the operation of instrumentation systems on specified test as directed by the Government. This shop will work with or be assisted by government technicians as tasked by the COR.

**C.7.3.13 Aviation Life Support System Equipment (ALSE)**

The Contractor shall have an Aviation Life Support System (ALSS) program and provide onsite a qualified ALSE technician, as required by AR 95-1, Chapter 8. The ALSE technician shall inspect, test, and repair ALSE assigned to ATTC and provide support as requested to specific off-station requests.

**C.7.3.14 Aircraft/Armament Support**

The Contractor shall provide onsite aircraft/armament mechanics to perform limited armament maintenance on assigned aircraft. This includes phased maintenance of the specified aircraft armament systems. The requirements shall consist of, but not be limited to, the installation/removal of stores, jettison cartridges, pods, launchers, and guns/cannons, troubleshooting armament malfunctions, and assisting in system boresiting. Government equipment necessary to complete armament checks/inspections will be made available to satellite installations. The Contractor shall provide the same service to support test at ATTC as required for maintaining the armament system.

**C.7.3.16 Production Control**

The Contractor shall maintain a separate production control onsite for ATTC. The production control function is separate from maintenance and supply. Production control shall be assigned the authority and responsibility to manage aircraft, plans, schedule to meet ATTC mission requirements, plans, projects, issue priorities, managed and propositioned supplies; and provide for central collection, recording, collation, analysis, and reporting statistical information. Coordination with flight operations is required to ensure proper utilization of aircraft to meet test requirements. The Contractor shall prepare for aircraft assigned to ATTC at Fort Rucker.

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 5
SECTION C.7	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT ARMY TECHNICAL TEST CENTER (ATTC) REQUIREMENTS	SECTION C.7 21 March 2003

### **C.7.3.17 Quality Control**

The Contractor shall maintain a separate quality control program on site. Quality Control shall be assigned the authority and responsibility to monitor and take timely action to preclude a major problem. The Contractor shall maintain all army approved directives and applicable publication at ATTC, Building 30106, Cairns Army Airfield.

### **C.7.4 Automation**

#### **C.7.4.1 Scope of Work**

In addition to the services described in C.4, the Contractor shall provide the personnel required to develop/input automated reports to include interfacing with the Local Area Network (LAN) and the Management Information System (MIS) at ATTC. Automated configuration and control of equipment installed on aircraft, test items, location, and installation data are to include types of avionics instrumentation packages, wiring harnesses, brackets, fixtures, armaments, and verifications of weight and balance for ATTC aircraft upon receipt of the Air Worthiness Release

#### **C.7.4.2 Logbook Updates**

Aircraft mechanics, production control, and quality control personnel shall be required to utilize, maintain, and update automated logbooks systems. System shall be input in the ATTC data bank daily. All entries on ATTC aircraft logbooks will include part number and serial number of all removed and replaced parts on aircraft in test status. For aircraft in the Enhanced Logbook Automated System (ELAS) while TDY, the Government will furnish portable computers with transfer capability of information from onsite back to Fort Rucker via telephone (modem) or other automated means. This will be downloaded each day. All forms and records will be maintained per applicable TM, Department of Army (DA) Pamphlets, and AR.

#### **C.7.4.3 Access for COR and Alternate in Buildings**

The Contractor shall provide password and appropriate access to the automated system to COR and alternate COR at ATTC in Buildings 30802 and 30109. This access shall include the following categories of information supply; aircraft current information (for aircraft currently assigned to ATTC); aircraft historical information (for aircraft currently and previously assigned to ATTC); man-hour data (raw preliminary date); and man-hour and cost data (validated by the Contractor Budget and Finance Department).

#### **C.7.4.4 Access to Enhanced Logbook Automated System (ELAS)**

The Contractor will provide access to LAS via LAN at ATTC for monitoring of government test directors/planners and quality control monitoring. Access will be limited to view and print functions only. Contractor will provide access codes to Quality Assurance (QA) at ATTC through COR.

#### **C.7.4.5 Reports**

All ATTC testing shall be accountable and identified to individual customers; therefore, all maintenance on aircraft, related test projects, or support, shall be identified on automated work order report and/or data elements posted daily to ATTC database to support daily direct man-hours, aircraft status, flight hours, and cost data. Related indirect and nonproductive hours shall be likewise reported. Maintenance data reported shall be subject to verification by government monitors and cumulatively identified on monthly reports. The ATTC aircraft records of historical data shall be maintained on all aircraft and subcomponents as required. These records shall be kept in test data field in ATTC MIS database.

#### **C.7.4.6 Data Collection**

The Contractor shall edit collected data, parts usage to include part number, functional group, failure code, and cost added and forwarded to the Local Area Network (LAN) System at ATTC each day during administrative workdays (7:30 AM - 4:15 PM) via Local Area System (LAS) and automated work orders as applicable.

#### **C.7.4.7 Reliability, Availability, and Maintainability (RAM) Reporting**

The RAM of new or prototype aircraft and related equipment will be collected by government and/or contractor personnel for data reduction. Information will be recorded in computer format by another contractor's

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 6
SECTION C.7	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT ARMY TECHNICAL TEST CENTER (ATTC) REQUIREMENTS	SECTION C.7 21 March 2003

personnel for evaluation of system maintainability and reviewed at military Test Integration Working Group meetings. Contractor data reduction will not be used to evaluate maintenance contractor. The ELAS input by contractor shall require error-free entries.

### **C.7.5 Other Services**

#### **C.7.5.1 Scope of Work**

In addition to the services described in C.5, the Contractor shall provide onsite photographic support (still digital and video) to aid in the development of case histories of developmental items, document Equipment Improvement Recommendation (EIR) and Test Incident Report (TIR) exhibits, design changes to test items, and produce photographs required for the issuance of airworthiness releases of test/developmental items. The Contractor shall provide photography, drafting, and layout design to include drawings and slide presentation to support test mission. An implant degraded parts photograph shall be required and shall become a part of data package, which shall include the complete history of the respective part to be assembled. Photo/video documentation of degraded parts/components shall be required at the completion of test, or removal of the component/part, per project officer, or as directed by KO or COR. Photographic Service shall include still and video from aerial flights, from the Tyler mount and from vehicles, both air and ground type. Photographer must be able to pass Class III flight physical.

#### **C.7.5.2 Flight Line Transportation**

The Contractor shall provide flight line transportation for aircrews and passengers to include baggage and cargo between aircraft and operations, when such function relates to aircraft maintenance and test support.

#### **C.7.5.3 Flight Missions Support**

In addition to maintenance test flights, the Contractor's day/night pilots shall perform flight missions in support of the ATTC flight hour program, to include the LTF program as directed by the Government (workload data is listed in **Attachment 5**). The Contractor shall provide attack helicopter pilots and gunners to support the armament mission assigned to ATTC at Fort Rucker and at off-site locations.

### **C.7.6 Supply**

#### **C.7.6.1 Scope of Work**

The Contractor shall be considered a customer to the SARSS-1 and SARSS-2A and shall provide those services and personnel resources required to maintain and sustain internal daily supply operations utilizing approved Army logistics systems/platforms and procedures as described in C.6.2, C.6.3, and C.6.6. The Contractor shall provide an aircraft maintenance status report (ATTC) IAW DI-ALSS-81530.

#### **C.7.6.2 Government Furnished Equipment**

Attachment 14 is a listing of equipment on ATTC's Table of Distribution of Allowance (TDA) property book Unit Identification Code (UIC) W376AA that will be hand receipted to the Contractor. The Contractor shall administer a Property Control System IAW established regulatory guidance as described C.6.8 and C.6.9.

### **C.7.7 Flight Operations Support**

#### **C.7.7.1 Scope of Work**

The Contractor shall maintain capability to provide full on-site/off-site flight operations to support the ATTC. The support will be conducted in accordance with current Army directives including but not limited to Field Manual (FM) 1-300, AR 95-1, and AR 95-2. Areas for support to be provided include management of assigned government crewmember and noncrewmember records, flight scheduling, flight following, aircrew aircraft qualification, and all other areas normally accomplished by military flight operations.

#### **C.7.7.2 Aircrew Training Program**

The Contractor shall also provide support for the administration of the US Army Test and Evaluation Command (ATEC), and ATTC Aircrew Training Program (ATP). Support required but not limited to include contractor

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 7
SECTION C.7	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT ARMY TECHNICAL TEST CENTER (ATTC) REQUIREMENTS	SECTION C.7 21 March 2003

instructor pilot meeting the qualification and currency requirements as stated in AR 95-1 to administer the above referenced ATP.

### **C.7.8 Personnel**

#### **C.7.8.1 Scope of Work**

The Contractor shall provide flight crewmember personnel who meet the qualification requirements of AR 95-1 and AR 95-20 for pilot in command (PC), pilot (PI), copilot (CP), instructor pilot (IP), instrument flight examiner (IE), standardization instructor pilot (SP), maintenance test pilot (MP), maintenance test flight evaluator (ME), experimental test pilot (XP), and crew chief. The Contractor shall provide a separate and distinct job classification for the flight crewmember position.

#### **C.7.8.2 Flight Crewmembers Requirements for Aircraft**

The Contractor shall provide the appropriate number of flight crewmembers who are qualified to perform crewmember duty on EH-60A/L, UH-1, AH-64A/D, C12/23A/C, CH-47D/F, OH-58A/C/D, TH-67, T-34, and UH-60A/L/Q aircrafts.

#### **C.7.8.3 Duty Requirements**

The Contractor shall provide the appropriate number of qualified, current, and proficient flight crewmembers as determined by the Government to perform crewmember duty on experimental, engineering, check, and support flights as defined in AR 95-20.

#### **C.7.8.4 Qualification Requirements for Other Requirements**

The Contractor shall provide the appropriate number of flight crewmembers, as determined by the Government, who meet the qualification requirements of AR 95-1, AR 95-20, TC 1-210, ATTC Memorandum 95-1, and the applicable aircrew training manual (ATM) for night vision goggle, night vision device, external load, rescue hoist, formation flight, serial gunnery, terrain flight, and chase/pace operations. The contract pilots designated to administer the unit's ATP will satisfactorily demonstrate proficiency initially and annually thereafter to an Army Standardization Pilot (SP) or Flight Examiner (IE) approved by the Government Flight Representative (GFR) in all tasks designated by the ATTC Commander on unit aviator/pilot Commander Task List (CTL).

#### **C.7.8.5 Inspection and Acceptance of Quality**

The Contractor shall provide a Quality Assurance Specialist to conduct quality assurance surveillance.

### **C.7.9 Test Reports**

#### **C.7.9.1 Scope of work**

In addition to reports and records described in C.9.1 and C.7.4.5, the Contractor shall be responsible for preparing test reports for each project task by the COR to provide a test manager or director in accordance with DOD Form 1423-2 and submitting the report to ATTC for approval within the time frame specified by the COR. The test report shall be submitted in the form as specified by ATTC IAW ATTC Pamphlet 70-2. The report shall accurately reflect the data acquisition procedures used during the test, and specify the test finding including data analyses and classification of anomalies in accordance with AR 310-25. Safety anomalies shall be classified in accordance with Military Standard 882B (MIL-STD). Test incidents shall be prepared during the entire test in accordance with DTC Regulation 70-13. The Contractor shall prepare test reports IAW DI-NDTI-80809 and cost estimate status reports IAW DI-NDTI-80508.

#### **C.7.10 Location of Services**

The Contractor shall perform services at Fort Rucker. In addition, qualified contractor personnel may be called upon to perform services at other frequently used test locations and open air ranges such as Yuma Proving Ground, Arizona; Alamosa, Colorado; Duluth, Minnesota and other locations; Edwards Air Force Base, California; Aberdeen Proving Ground, Maryland; Dugway Proving Ground, Utah; Redstone Arsenal, Alabama; Whitesands, New Mexico; Eglin Airforce Base, Florida; and/or West Palm Beach, Florida; on the basis of either Permanent Change of Station (PCS) or Temporary Duty (TDY), depending on the anticipated duration of the requirement. On an infrequent basis, the

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 8
SECTION C.7	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT ARMY TECHNICAL TEST CENTER (ATTC) REQUIREMENTS	SECTION C.7 21 March 2003

Contractor shall perform TDY services Outside Continental United States (OCOUS) IAW the Joint Travel Regulation (JTR)

**C.7.10.1 Allowable Cost for TDY**

Allowable costs for TDY will be reimbursed to the Contractor in accordance with Joint Travel Regulations (JTR).

**C.7.10.2 Permanent Change of Station (PCS)**

A PCS is defined as services for duration of one (1) year or more. The PCS cost shall be reimbursed IAW FAR Part 31.205-35.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page i
SECTION C.8	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MANAGEMENT AND PERSONNEL	SECTION C.8 21 March 2003
Name of Offeror or Contractor:		

<b>C.8</b>	<b>MANAGEMENT AND PERSONNEL .....</b>	<b>1</b>
<b>C.8.1</b>	<b>Operating Hours .....</b>	<b>1</b>
<b>C.8.2</b>	<b>Personnel .....</b>	<b>1</b>
<b>C.8.3</b>	<b>Standards of Conduct.....</b>	<b>1</b>
<b>C.8.4</b>	<b>Personnel Qualifications .....</b>	<b>1</b>
C.8.4.1	Project Manager (PM).....	1
C.8.4.2	Safety, Supply, Human Resources, and Security/Training Positions.....	1
C.8.4.3	Aeronautical/Aerospace and Maintenance Engineers.....	1
C.8.4.4	Quality Control Managers.....	1
C.8.4.4.1	Quality Control Inspectors .....	1
C.8.4.5	Airfield Maintenance Managers and Supervisors .....	2
C.8.4.6	Maintenance Personnel and Logistics Coordinators for Lowe and Hanchey Airfields .....	2
C.8.4.7	Quality Test Coordinator at Hanchey.....	2
C.8.4.7.1	Records Clerk.....	2
C.8.4.7.2	Quality Deficiency Report Technician.....	2
C.8.4.8	Mechanics .....	2
C.8.4.8.1	Qualification.....	2
C.8.4.8.2	Quality Training Certification.....	2
C.8.4.9	ATTC Test Pilots .....	2
C.8.4.10	Nondestructive Testing (NDT) Certification .....	2
C.8.4.11	Radiological Protection Officer (RPO).....	3
C.8.4.12	Pilot Physical Requirements.....	3
C.8.4.12.1	NonCrewmembers/Crewmembers and Ground Personnel Physical Requirements .....	3
C.8.4.13	Pilot Qualification Requirements .....	3
C.8.4.13.1	Army Aircraft Maintenance Officers' Course (AMOC).....	3
C.8.4.13.2	Flight Safety Standardization/Safety Pilot .....	3
C.8.4.13.2	Chief Flight Safety Standardization/Safety Pilot .....	3
C.8.4.13.3	Contractor Pilot Proficiency Requirements.....	3
C.8.4.13.4	Maintenance Test Flight Evaluators (ME) Qualification Requirements .....	4
C.8.4.13.5	Contractor Instructor Flight Crewmembers.....	4
C.8.4.13.6	Instructor Pilot (IP) Certification .....	4
C.8.4.14	Safety Personnel.....	4
C.8.4.14.1	Air/Ground Safety Officer .....	4
C.8.4.14.2	Safety Program Manager.....	4
C.8.4.15	Environmental Compliance Coordinator (ECC).....	4
<b>C.8.5</b>	<b>Information Technology Manager .....</b>	<b>5</b>
C.8.5.1	Information Technology Manager .....	5
<b>C.8.6</b>	<b>Personnel Assignment/Reassignment.....</b>	<b>5</b>
C.8.6.1	Personnel Reassignment.....	5
C.8.6.2	Reassignment Changes.....	5
C.8.6.3	Training After Reassignment .....	5
<b>C.8.7</b>	<b>National Agency Checks (NAC) .....</b>	<b>5</b>
C.8.7.1	Badges.....	5
<b>C.8.8</b>	<b>Security Requirements .....</b>	<b>5</b>
<b>C.8.9</b>	<b>Document Signature Authorization .....</b>	<b>5</b>
<b>C.8.10</b>	<b>Staffing Report.....</b>	<b>5</b>

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>Page ii</b>
<b>SECTION C.8</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MANAGEMENT AND PERSONNEL</b>	<b>SECTION C.8 21 March 2003</b>
<b>Name of Offeror or Contractor:</b>		

**C.8.11 Staffing Report.....5**

**C.8.12 Report of Technical Inspection, Authorization, Toxi, Run-up, Aerial Flight, Test Pilot.....6**

**C.8.13 Flight Test Pilot (ATTC).....6**

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 1
SECTION C.8	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MANAGEMENT AND PERSONNEL	SECTION C.8 21 March 2003

## **C.8 MANAGEMENT AND PERSONNEL**

### **C.8.1 Operating Hours**

The Contractor shall operate on a 24-hour basis, seven (7) days per week as necessary to meet all requirements of this Performance Work Standard (PWS).

### **C.8.2 Personnel**

The Contractor shall provide sufficient personnel possessing the skills, knowledge, and training to perform the tasks described herein at all locations including Army heliports, Army airfields, stagefields, and tactical sites used for US Army Aviation Center (USAAVNC) flight training. Moreover, the Contractor shall assure centralized control and overall management of all personnel and shall assure that all required federal, state, and local licenses, permits, and certifications are acquired prior to contract personnel performing any services. The Contractor shall be responsible for the adherence of its personnel to all rules, regulations, directives, and requirements pertaining to the conduct of personnel on the military reservation prescribed or issued by the Installation Commander.

### **C.8.3 Standards of Conduct**

The Contractor shall not hire or employ for performance under this contract any person(s) whose employment would result in a conflict with the Government Standards of Conduct as defined in the Joint Ethics Regulation, Department of Defense (DOD) 5500.7-R.

### **C.8.4 Personnel Qualifications**

The personnel qualifications established below are considered minimum requirements.

#### **C.8.4.1 Project Manager (PM)**

The Contractor shall provide an onsite PM. The PM shall be responsible for the overall management and coordination of this contract and shall act as the central point of contact with the Government. The PM shall have complete authority to act for the Contractor and will have at least 10 years aviation management experience. The Contractor shall have a PM or designated PM on-site during all times of contract performance. The designated PM shall meet the same qualifications established herein. The Contractor shall furnish the KO or COR the names and phone numbers of the PM and all management and supervisory personnel not later than contract award date and every six (6) months thereafter. The KO or COR shall be notified within four (4) hours of any changes.

#### **C.8.4.2 Safety, Supply, Human Resources, and Security/Training Positions**

The Controller, Contract Administrator, and the managers of Production Control, Safety, Supply, Automation, Human Resources, and Security/Training shall have three (3) years of related experience. Note: The terms “director” and “manager” are synonymous throughout this contract.

#### **C.8.4.3 Aeronautical/Aerospace and Maintenance Engineers.**

Aeronautical/aerospace and maintenance engineers shall have a Baccalaureate Degree in a related discipline and two (2) years of aviation engineering experience.

#### **C.8.4.4 Quality Control Managers**

All key management quality control personnel shall have five (5) years quality control experience, of which three (3) years must be commensurate with position assigned and shall hold a valid (current) Federal Aviation Administration (FAA) Airframe and Powerplant (A&P) License. Quality control supervisors assigned to any FAA commercial, nonstandard military aircraft must possess a valid A&P License with an inspector’s authorization.

##### **C.8.4.4.1 Quality Control Inspectors**

All quality control inspectors shall hold a valid (current) FAA A&P License. Technical Inspectors for CH-47, UH-60, AH-64, and OH-58D aircraft will have a minimum of one (1) year experience on the Mission Design Series (MDS) airframe they will be inspecting. Inspectors shall verify repair/maintenance documentation complies with requirements levied in Department of Army (DA) Pamphlet 738-751. The most qualified personnel should fill technical inspector positions.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 2
SECTION C.8	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MANAGEMENT AND PERSONNEL	SECTION C.8 21 March 2003

**C.8.4.5 Airfield Maintenance Managers and Supervisors**

Airfield managers and maintenance supervisory personnel for any FAA commercial, nonstandard military aircraft and the Aviation Maintenance Support Shops (AMSS) manager shall be required to possess a valid A&P License.

**C.8.4.6 Maintenance Personnel and Logistics Coordinators for Lowe and Hanchey Airfields**

Key supervisory maintenance personnel and Logistics Coordinators located at Lowe and Hanchey Airfields shall have five (5) years of aviation maintenance/logistics experience. Logistics Coordinators will only be required at Lowe and Hanchey Airfields. Logistics Coordinators will monitor and provide supply support to the assigned field. Specifically, the Logistics Coordinator will analyze all Bench Stock, Prescribed Load List (PLL), and shop stock and recommend revision of stockage level in support of the UH60 and AH-64 fleets. Coordination is required with the Army to ensure proper logistics support is maintained and problems identified.

**C.8.4.7 Quality Test Coordinator at Hanchey**

Fifteen years experience in Airframe and Power Plant Maintenance; Production Control; Inspection; overall maintenance and/or Quality Control supervision. Must have a FAA Airframe and Power Plant Certificate. Acts as contractor's liaison with ACLC and external government agencies, major commodity commands, and manufacturers. Receives and coordinates special project requirements from ACLC, Maintenance System Management Branch. Gathers, interprets and disseminates technical information. Investigates and analyzes maintenance and quality problems associated with the Apache that impact mission requirement, reliability, and maintainability of the aircraft.

**C.8.4.7.1 Records Clerk**

Performs clerical duties including inspection or aircraft records, preparation of logs, documents and compilation and input of data as assigned by Quality Test Coordinator. Interprets directives, manuals, procedures, or other instructions affecting aircraft, vehicle, and equipment records; and initiates appropriate actions required by the Army's Maintenance Management System relating to aircraft vehicle and equipment. Must be proficient in DA Pamphlet 738-751 and ELAS.

**C.8.4.7.2 Quality Deficiency Report Technician**

Must possess a valid FAA Airframe and Power Plant license or have experience as an aircraft mechanic. Must possess effective verbal and written communication skills.

**C.8.4.8 Mechanics**

**C.8.4.8.1 Qualification**

Fifty (50) percent of mechanics that work TH-67 must have an A&P License. Mechanics must be qualified by aircraft type with one (1) year aviation maintenance experience or have an A&P License.

**C.8.4.8.2 Quality Training Certification**

The Contractor shall identify special processes in accordance with ISO-ANSI/ASQC 9001-2000 standard and 10012-1 or equivalent system. Training certificate and documentation requirements shall be identified. At a minimum, welding electroplating, developing electronic test set, and aircraft circuit card repair shall be special processes.

**C.8.4.9 ATTC Test Pilots**

All US Aviation Technical Test Center (ATTC) contractor pilots (e.g. maintenance, instructor, experimental) shall be instrument rated. A minimum of two (2) pilots shall be dual rated in multi-engine military aircraft. All ATTC contractor pilots shall be qualified in a minimum of at least two (2) ATTC assigned aircraft by type (mission-design-series)

**C.8.4.10 Nondestructive Testing (NDT) Certification**

A minimum of two (2) quality control personnel will be trained and certified as an Examiner (Level III) to monitor the NDT Program, interpret codes, standards and other contractual documents that control the NDT method. The examiners shall be capable of conducting the training and examination in all NDT methods to certify and to re-certify all operators and inspectors as outlined in Military Standard (MIL-STD) 410-E or ASNT-CP-189. Quality Control personnel involved in inspection of various NDT will be trained and certified with a minimum rating Level I.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 3
SECTION C.8	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MANAGEMENT AND PERSONNEL	SECTION C.8 21 March 2003

**C.8.4.11 Radiological Protection Officer (RPO)**

The Contractor shall appoint a primary and an alternate RPO for the purpose of surveying and enforcing radiation safety procedures outside a shielded facility. The RPO will be required to have a formal certification by an approved school. Personnel certified in Radiographic Testing (RT) shall be required to perform operations within a shielded facility and with unshielded conditions at all of the supported airfields.

**C.8.4.12 Pilot Physical Requirements**

All Contractor pilots shall undergo and successfully complete initially and annually thereafter, a flight physical IAW Army Regulation (AR) 95-20 and service guidance contained in AR 40-501. Contract pilots shall not perform flight duties after receiving treatment, medication, or drugs until properly cleared by a designated medical examiner. Further, the Government reserves the right to have contractor pilots examined at US Army medical facility when deemed necessary.

**C.8.4.12.1 NonCrewmembers/Crewmembers and Ground Personnel Physical Requirements**

All contractor crewmembers (other than pilots), non-crewmembers, and ground personnel who perform main engine run-ups or taxi, or operate aircraft and installed auxiliary power units (APU) shall possess a current physical requirements IAW AR 95-20 and service guidance contained in AR 40-501. Contractor crewmembers, Non-crewmembers and Ground run-up/taxi personnel shall not perform flight or aircraft run-up/taxi duties after receiving treatment, medication, or drugs until properly cleared by a designated medical examiner.

**C.8.4.13 Pilot Qualification Requirements**

The Contractor’s pilots shall meet the qualification requirements of AR 95-20. All pilots shall meet the requirements of FAA instrument certification; no waivers will be granted.

**C.8.4.13.1 Army Aircraft Maintenance Officers’ Course (AMOC)**

Contractor maintenance pilots (MP) shall have successfully completed Phase II of the Army AMOC. Pilots flying OH-58D, UH-60, CH-47D, or AH-64 aircraft must be a Phase II graduate in the particular aircraft prior to assuming Pilot-In-Command (PIC) and MP duties in those aircraft.

**C.8.4.13.2 Flight Safety Standardization/Safety Pilot**

The Contractor shall have at least one (1) dedicated flight safety standardization/safety pilot at each basefield to cover all hours of operation; however, area coverage is permitted for weekend operations or for airfields with less than three (3) pilots assigned. Contractor standardization/flight safety officer shall coordinate through the local Aviation Center Logistics Command (ACLC) with the supported basefield chain of command and Air/Ground Safety Coordinator to enhance air and ground accident prevention and standardization.

**C.8.4.13.2 Chief Flight Safety Standardization/Safety Pilot**

The Contractor shall have one (1) standardization/safety pilot responsible to the Director of Quality Control for planning, organizing, directing, and controlling all phases of flight operations and each flight safety standardization/safety pilot. The safety pilot shall be centrally located and readily available to the Government Flight Representative (GFR) to coordinate the requirements of AR 95-20 and the contract.

**C.8.4.13.3 Contractor Pilot Proficiency Requirements**

Contractor flight crewmembers shall annually demonstrate their ability to perform assigned crew duties in all aircraft models flown in accordance with the criteria for standardization/ evaluation of flight crewmembers in the approved contractor’s procedures. Contractor instructor pilots shall perform the annual standardization evaluation when approved by the GFR. Additionally, contractor pilots shall successfully complete an annual maintenance test pilot (MP) evaluation in accordance with the criteria for standardization/evaluation of flight crewmembers in the approved contractor’s procedures. Maneuver standards are as stated in Aircrew Training Manual. The MP evaluations shall be given by those contractor pilots properly qualified as maintenance test flight evaluators (ME) or by the Government, at the Government’s unilateral discretion. The annual standardization/evaluation and the MP evaluation may be combined and given a single evaluation provided the check pilot (contractor or government) is qualified and current to perform both

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 4
SECTION C.8	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MANAGEMENT AND PERSONNEL	SECTION C.8 21 March 2003

functions. The annual ME and IP checkride may also be combined. Contractor pilot flight proficiency is subject to random evaluation by an agent of the Government.

**C.8.4.13.4 Maintenance Test Flight Evaluators (ME) Qualification Requirements**

The Contractor shall select only the most highly qualified, proficient, and experienced personnel for designation as ME. The incumbents shall have successfully completed Phase II of the AMOC. Additionally, the incumbents shall have successfully completed initially, and annually thereafter, an ME evaluation in all aircraft in which ME authorization is maintained. The ME evaluations shall be provided by other properly designated contractor MEs or by the Government, at the Government’s unilateral discretion. The ME is subject to random evaluations by the Government for both annual and no notice ME checkrides.

**C.8.4.13.5 Contractor Instructor Flight Crewmembers**

The Contractor shall employ and designate highly qualified, proficient, and experienced personnel as IP, unit trainers and academic instructors for qualification/refresher/currency flight training, annual standardization maintenance test flight procedures and semiannual evaluations of engine, APU, and run-up/taxi personnel. Additionally, the Contractor shall develop and execute training programs, as approved by the GFR for flight mechanics and non-crewmember flight personnel (engine, APU, and run-up/taxi personnel). Contractor IP and company trainers shall complete a flight evaluation initially, and annually thereafter, given by the Contractor or the Government at the direction of the GFR. Contractor pilots and company trainers are subject to random evaluations by an agent of the Government.

**C.8.4.13.6 Instructor Pilot (IP) Certification**

All contractor instructor pilots must possess a current FAA Certified Flight Instructor/Instrument Rating (CFI and CFII).

**C.8.4.14 Safety Personnel**

The Contractor shall employ a dedicated field standardization pilot/flight safety officer for each base airfield and heliport to assist the air/ground safety coordinator in directing this program. The Contractor’s aviation safety personnel shall be knowledgeable in Army aviation safety, risk management, and accident prevention techniques.

**C.8.4.14.1 Air/Ground Safety Officer**

Each airfield shall have a dedicated onsite Air/Ground Safety Officer assigned and reporting directly to the Safety Manager, in addition to the Flight Safety Standardization/Safety Pilot above. The Officer must have demonstrated 10 years experience as a safety manager/specialist and two (2) years schooling in aviation safety. The Officer shall be responsible for all air, ground, and industrial safety programs and ensure compliance with pertinent hazardous material/waste programs, Occupational Safety and Health Administration (OSHA), Alabama Department of Environmental Management (ADEM), and Environmental Protection Agency (EPA) Regulations (see C1.32.1 for additional requirements) at their assigned airfield.

**C.8.4.14.2 Safety Program Manager**

The Manager of Safety shall be responsible for the safety program as applicable in the above paragraphs for the Aviation Maintenance Support Shops (AMSS), ammunition supply point, supply warehouses, motorpool/vehicle program, Molinelli Aerial Gunnery Range Complex, and other areas associated with the main post area.

**C.8.4.15 Environmental Compliance Coordinator (ECC)**

The Contractor shall have, as a member of its staff reporting directly to the Project Manager, an ECC, and such other full or part time employees as required to create and implement the Contractor’s Environmental Management System (EMS) program. The Contractor’s EMS shall be in compliance with ISO-ANSI/ASQC 9001-2000 standard and 10012-1 or equivalent system; Quality System Model for Environmental Management; C.9.8; and all federal, state and local environmental statutes and regulations, Clean Air Act, Clean Water Act, National Emissions Standards for Hazardous Air Pollutants, E.O. 13148 and E.O. 13101. The Contractor’s environmental compliance personnel shall coordinate with and assist, as required, installation and higher headquarters environmental compliance personnel in the implementation of environmental compliance programs, as such programs pertain to/or affect the contractor’s performance of the statement of work.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 5
SECTION C.8	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT MANAGEMENT AND PERSONNEL	SECTION C.8 21 March 2003

### **C.8.5 Information Technology Manager**

The Contractor shall designate an individual to manage the IT function and coordinate interfaces with government systems.

#### **C.8.5.1 Information Technology Manager**

A minimum of 10 years experience in the performance of automated information systems activities directly related to systems design, analysis, programming, evaluation, development of formal top level specifications, certification and testing of information management systems to include telecommunications and office automation applications.

### **C.8.6 Personnel Assignment/Reassignment**

When the Contractor requires personnel assignment/reassignments, changes are required to be made in a manner, which will minimize the impact on the project support and on the training of contractor personnel. Cost of training of contractor personnel will be the responsibility of the Contractor unless directed by the Government.

#### **C.8.6.1 Personnel Reassignment**

There will be separate Centers of Operations for manning purposes for each of the following: ATTC, Cairns Army Airfield (AAF), Hanchey AAF, Knox AAF, Lowe AAF, Fort Rucker main post and Shell AAF. Each of the Centers of Operation may have satellites, stagefields, or other areas where work by the maintenance contractor is performed. Maintenance contractor personnel will be assigned to each Center of Operation as determined by the Contractor to accomplish the scope of work required. Assignments will be stable. Reassignments will be IAW C.8.6.2.

#### **C.8.6.2 Reassignment Changes**

Contractor may only reassign personnel among Centers of Operation to meet mission requirements. However, these reassignments will not involve more than 10 percent of the workforce annually at any Center of Operation. Exception to this limitation is only authorized for promotions, job reclassification, disciplinary action, and reduction-in-force or as approved in writing by the KO.

#### **C.8.6.3 Training After Reassignment**

The Contractor shall provide funding for any training required due to internal employee reassignments.

### **C.8.7 National Agency Checks (NAC)**

Contractor employees must have a favorably adjudicated NAC for unescorted access in restricted areas such as COMSEC, Arms Room, Tool Room, some ASE, avionics repair of classified equipment. The NAC will be conducted by the Defense Investigation Service and adjudicated by USAAVNC.

#### **C.8.7.1 Badges**

The Contractor shall provide, control, and require the wearing of identification badges by all contractor personnel. As a minimum, these identification badges shall consist of a photograph, name, and employee number. The Contractor shall provide badges for ACLC employees and government visitors when visiting contractor areas.

### **C.8.8 Security Requirements**

All personnel with assigned duties and responsibilities pertaining to OH-58D and AH-64 A/D must possess a SECRET security clearance prior to assignment or reassignment to these projects.

### **C.8.9 Document Signature Authorization**

The contractor shall designate individuals authorized to authenticate documents directives, reports and other administration actions. These individuals will be provided a list of Government personnel authorized to sign designated documents IAW DI-MISC-80508.

### **C.8.10 Staffing Report**

The contractor shall prepare a report for the total manpower IAW DI-MISC-80508.

### **C.8.11 Staffing Report**

The contractor shall provide a report of the total manpower for ATTC only IAW DI-MISC-80508.

<p align="center"><b>ATTACHMENT 1 CONTINUATION SHEET</b></p>	<p align="center"><b>Reference No. of Document Being Continued</b>  <b>PIIN/SINN DAAH23-03-R-0211    MOD/AMD</b></p>	<p align="center"><b>Page 6</b></p>
<p align="center"><b>SECTION C.8</b></p>	<p align="center"><b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT</b>  <b>MANAGEMENT AND PERSONNEL</b></p>	<p align="center"><b>SECTION C.8</b>  <b>21 March 2003</b></p>

**C.8.12      Report of Technical Inspection, Authorization, Toxi, Run-up, Aerial Flight, Test Pilot**

The Contractor shall prepare the technical report IAW DI-MISC-80508.

**C.8.13      Flight Test Pilot (ATTC)**

The Contractor shall prepare the report IAW DI-MISC-80508.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page i
SECTION C.9	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT GENERAL PROVISIONS	SECTION C.9 21 March 2003
Name of Offeror or Contractor:		

<b>C.9</b>	<b>GENERAL PROVISIONS.....</b>	<b>1</b>
<b>C.9.1</b>	<b>Reports and Records .....</b>	<b>1</b>
<b>C.9.2</b>	<b>Aircraft Inventory, Status, and Flying Time Reports .....</b>	<b>1</b>
<b>C.9.3</b>	<b>Records Retention.....</b>	<b>1</b>
C.9.3.1	Weight and Balance Records.....	1
C.9.3.2	Aircraft Records Management.....	1
<b>C.9.4</b>	<b>Army Aviator’s Flight Record (DA Forms 2408-12).....</b>	<b>1</b>
<b>C.9.5</b>	<b>Warranties.....</b>	<b>1</b>
<b>C.9.6</b>	<b>Classified Material and Equipment .....</b>	<b>1</b>
<b>C.9.7</b>	<b>Aviation Life Support Equipment (ALSE) Regulatory Compliance .....</b>	<b>1</b>
C.9.7.1	ALSE Equipment.....	1
<b>C.9.8</b>	<b>Quality System .....</b>	<b>2</b>
C.9.8.1	Quality Assurance.....	2
C.9.8.2	Other Quality Inspections .....	2
<b>C.9.9</b>	<b>Inspection and Acceptance for Purpose of Availability of Aircraft.....</b>	<b>2</b>
<b>C.9.10</b>	<b>Property Control System .....</b>	<b>2</b>
<b>C.9.11</b>	<b>Financial Accountability .....</b>	<b>2</b>
<b>C.9.12</b>	<b>Property Administrator (PA)/Property Book Officer (PBO).....</b>	<b>2</b>
C.9.12.1	Exclusions .....	3
C.9.12.3	Changes to Attachments 9 and 9aA (Equipment).....	3
C.9.12.4	Approval of Disposal Actions .....	3
C.9.12.5	Final Approval of Accountability Adjustments.....	3
C.9.12.6	Approval of Local Purchase Requests.....	3
C.9.12.7	Certify Receipt and Acceptance of Supplies .....	3
<b>C.9.13</b>	<b>Production Control.....</b>	<b>3</b>
C.9.13.1	Central Production Control.....	3
C.9.13.2	Airfield Production Control.....	3
<b>C.9.14</b>	<b>Contractor Flight Operations.....</b>	<b>3</b>
C.9.14.1	Safety Program .....	3
<b>C.9.15</b>	<b>Security .....</b>	<b>4</b>
C.9.15.1	Safeguarding Classified Information and Equipment.....	4
<b>C.9.16</b>	<b>Access to Facilities .....</b>	<b>4</b>
<b>C.9.17</b>	<b>Support of Contingency Requirements.....</b>	<b>4</b>
<b>C.9.18</b>	<b>Training Programs .....</b>	<b>4</b>
<b>C.9.19</b>	<b>Training Requirements .....</b>	<b>4</b>
<b>C.9.20</b>	<b>Utilities Conservation .....</b>	<b>4</b>
<b>C.9.21</b>	<b>Environmental Compliance .....</b>	<b>5</b>
<b>C.9.22</b>	<b>Improvement and Streamlining .....</b>	<b>5</b>
<b>C.9.23</b>	<b>Contingency Support.....</b>	<b>5</b>

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 1
SECTION C.9	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT GENERAL PROVISIONS	SECTION C.9 21 March 2003

## **C.9 GENERAL PROVISIONS**

### **C.9.1 Reports and Records**

The Contractor shall maintain and update all records used for controlling the operation and maintenance of all Army materiel IAW The Army Maintenance Management System - AVIATION (TAMMS-A) prescribed in Department of Army (DA) Pamphlet 738-751, in current edition Maintenance Management Update, DA pamphlets, and Army regulations. All forms and records shall be maintained per applicable technical manuals and as required. The Contractor is required to submit a report IAW DI-ALSS-81530 when manufacturing and/or purchasing material that required serialization. If Aviation Center Logistics Command (ACLC) directs the Contractor to deviate from the above, a letter approving deviation will be issued from the Contracting Officer (KO) or Contracting Officer Representative (COR) coordinated with US Army Aviation and Missile Command (AMCOM), AMSAM-MMC-MA. Electronic submission of documentation in a government-approved format is encouraged.

### **C.9.2 Aircraft Inventory, Status, and Flying Time Reports**

The Contractor shall prepare the Aircraft Inventory, Status, and Flying Time Report (DA Form 1352) as prescribed in Army Regulation (AR) 700-138 for all aircraft assigned to AMCOM at Fort Rucker and for tenant and satellite units IAW DI-MISC-80508. The Contractor shall also prepare armament reports as required by AR 700-138 for applicable aircraft, IAW DI-MISC-80508.

### **C.9.3 Records Retention**

The Contractor shall maintain sufficient files to document information contained in all reports required under this contract. The Contractor shall make all records and files applicable to this contract available for review at any time by any agency or individual authorized by the KO or COR.

#### **C.9.3.1 Weight and Balance Records**

Weight and balance records shall be maintained in accordance with all Army Aviation Flight Regulations, AR 95-1, Technical Manual (TM) 55-1500-342-23, and FAA requirements.

#### **C.9.3.2 Aircraft Records Management**

The Contractor shall maintain the records for all assigned aircraft in such a manner as to ensure 100 percent accuracy at all times. The Government reserves the right to conduct inspections and serial number verifications at any time and to any depth desired.

### **C.9.4 Army Aviator's Flight Record (DA Forms 2408-12)**

The Contractor shall forward all DA Forms 2408-12 at the airfields to Directorate of Aviation Schools (DAS).

### **C.9.5 Warranties**

The Contractor shall adhere to all warranty and repair provisions for all aircraft Government Furnished Equipment (GFE) and components and systems and subsystems thereof. Written authorization must be obtained from the Property Administrator (PA) prior to any deviations.

### **C.9.6 Classified Material and Equipment**

The Contractor shall provide security of all classified material and equipment IAW DOD Industrial Security Manual 5220.22-M.

### **C.9.7 Aviation Life Support Equipment (ALSE) Regulatory Compliance**

The Contractor shall ensure compliance with all applicable regulations and shall ensure that aircraft maintenance contractor personnel utilize the proper ALSE equipment and receive the appropriate operator training.

#### **C.9.7.1 ALSE Equipment**

The Government will provide ALSE for maintenance personnel conducting flight duties.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 2
SECTION C.9	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT GENERAL PROVISIONS	SECTION C.9 21 March 2003

**C.9.8 Quality System**

The Contractor shall establish and maintain a complete quality management system to assure the requirements of the contract are provided as specified. This program shall be in accordance with the provisions of the latest revision of ISOANSI/ASQ 9001-2000 Quality System or equivalent systems for quality assurance in production, installation, and servicing, and ANSI/ASQH001 Quality System Model for Environmental Management. Copies of each quality plan, with performance metrics and process for continuous improvement, shall be provided within 30 days after contract start date and as changes occur in accordance with DI-MGMT-80004. The quality plan must be government approved.

**C.9.8.1 Quality Assurance**

The Government will perform second party and third party audits on the Contractor’s Quality Management System (QMS) in accordance with the Quality System Audit Plan to be presented to the Contractor prior to each audit.

**C.9.8.2 Other Quality Inspections**

All other quality inspections will be in accordance with the inspection of services clause of this contract.

**C.9.9 Inspection and Acceptance for Purpose of Availability of Aircraft**

Flight line inspection and acceptance of aircraft shall be by the pilot, copilot, instructor pilot, student pilot, crew chief, or Quality Assurance Evaluation (QAE)/Aircraft Inspector, and will determine that the aircraft meets the requirements of “Aircraft Availability” as defined in C.11.1.5. In the case of disagreement between inspector and the Contractor, if requested, an aircraft will be issued. The disagreement will be resolved at a later time as determined by the KO or CO. The Government reserves the right to inspect all aircraft issued as available whether flown or not. Aircraft rejected will not be considered as available for purposes of measuring the mission performance incentive.

**C.9.10 Property Control System**

The Contractor shall submit in accordance with Federal Acquisition Regulation (FAR) 45.5 and Defense Federal Acquisition Regulations (DFARS) 245.5, in writing, a complete property control system to the PA for approval within 60 days after the effective date of the contract. The Contractor shall use as a guide the applicable portions of the following regulations: AR 37-12, AR 37-60, AR 37-111, AR 37-120, AR 725-50, AR 735-11, AR 735-72, US Army Aviation Center (AAVNC) Regulation 37.5, USAAVNC Circular 37.1, (Technical Manual) TM 38-L03 Series, and Standard Financial System (STANFIN) User Manual. The Contract shall request prior approval for deviation, amendment, or modification to the provisions of FAR 45.5 and DFARS 245.5, or the previously approved property control system, in writing, from the KO.

**C.9.11 Financial Accountability**

The Contractor shall maintain financial accountability of all transactions on government-furnished and contractor-acquired property, to include property acquired from commercial sources such as TH-67 repair parts and equipment. The Contractor shall use as a guide the applicable portions of AR 37-1, Defense Finance and Accounting System - Indianapolis (DFAS-IN Reg. 37-1, DFAS-IN 37-100-97, DOD Financial Management Regulation 7000.14, AR 725-5, AR 735-5 (Supply Update 14), and the STANFINS Users Manual. Financial accountability on Army managed items shall be maintained using Standard Army Management Information System (STAMIS). The TH-67 financial accountability shall be maintained through reconciliation procedures approved by the Property Administrator (PA) through which all billings and payments related to TH-67 repair parts purchases, commercial repairs, local repairs, and overhauls are verified against vendor billings, receipt documentation, and 1034 Forms used to bill the Government for reimbursement for payments made to vendors. In addition, input of Demand History Add (DHA) into the Centralized Demand Database (CDDDB) via Standard Army Retail Supply System-1 (SARSS1) shall be verified to ensure sufficient budgeting for TH-67 repair parts by the Cost and Economic Accounting Center (CEAC).

**C.9.12 Property Administrator (PA)/Property Book Officer (PBO)**

The PA will serve as the PBO. The PA will designate a representative of Supply Surveillance Branch (SSB) ACLC to serve as the Stock Record Accountable Officer (SRAO). The Contractor shall designate, in writing, one individual for facilities and industrial property and one (1) for material to be held accountable and responsible for Government Property provided to the Contractor under the terms of the contract, except for exclusions listed as follows:

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 3
SECTION C.9	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT GENERAL PROVISIONS	SECTION C.9 21 March 2003

**C.9.12.1 Exclusions**

The following actions are Government-In-Nature (GIN) and will be performed by the Government. The Contractor shall perform those functions in support of these exclusions as defined by this contract.

**C.9.12.3. Changes to Attachments 9 and 9aA (Equipment)**

With coordination and written delegation from the KO, the PBO shall approve changes to **Attachments 9 and 9a** modifying the types and quantities of property authorized under the contract. Changes to authorizations are considered effective upon PBO approval. The PBO shall request periodic revisions by the KO. Changes to authorizations by the PBO shall serve as authority for modification to Table of Distribution and Allowances (TDA) WOU9AA for the aircraft maintenance contract.

**C.9.12.4 Approval of Disposal Actions**

The Contractor shall obtain approval by the SRAO/PBO before actual shipment of property to the Defense Reutilization and Marketing Office (DRMO).

**C.9.12.5 Final Approval of Accountability Adjustments**

The Contractor shall forward all inventory adjustment reports (IAR) and Statements of Gains or Losses to the SRAO or PBO, as appropriate, within two (2) work days after the adjustment transactions have been processed to update on-hand balances or financial records. The contractor shall prepare reports IAW DI-MGMT-80442.

**C.9.12.6 Approval of Local Purchase Requests**

As appropriate, the PA, PBO, and SRAO will review and the KO will approve all local purchase requests.

**C.9.12.7 Certify Receipt and Acceptance of Supplies**

Certifying receipt and acceptance of supplies and equipment from contractor and vendors (local purchase). The Contractor shall provide all receipt documentation to the SRAO/PBO for items received. After the certified receipt is returned by the SRAO/PBO, the Contractor shall complete the processing of the receipt IAW time frames specified in AR 725-50.

**C.9.13 Production Control**

Complete production information shall be available to the KO or COR.

**C.9.13.1 Central Production Control**

The Contractor shall maintain a central production control to provide for the central collection, recording, collation, analysis, and reporting of statistical information; ensure monthly 1352 readiness report is accurate and submitted with-in time constraints as determined by AR 700-138; provide minutes and prepare weekly maintenance briefing packets; provide monthly Maintenance Status Report (MSR) projections for aircraft readiness; report aircraft assigned and locations as changes occur; and ensure timely transmittal of TAAMS-A data within three (3) working days of action completion. The contractor shall prepare the status reports IAW DI-MGMT-80368.

**C.9.13.2 Airfield Production Control**

The Contractor shall maintain airfield production controls to accomplish the following: manage aircraft; plan, schedule, and control all maintenance; provide for total material requirements; plan, project, issues, establish priorities, manage and preposition supplies; and provide for the collecting, recording, collating, analyzing, and reporting statistical information. The functional office will determine maintenance test pilots workload and priority.

**C.9.14 Contractor Flight Operations**

The Contractor shall prepare and maintain current, specific, written procedures, separate and distinct from industrial procedures, to cover flight operations at all operating facilities in accordance with AR 95-20.

**C.9.14.1 Safety Program**

The Contractor shall establish and maintain a comprehensive safety program in accordance with AR 385-10 for the prevention of accidents involving personnel, equipment and property. The Contractor's flight, ground, industrial, and explosive safety programs shall be in accordance with AR 95-20, AR 385 series, AR 420-90 and shall utilize the current edition of Guide to Aviation Resources Management for Aircraft Mishap Prevention, to perform semi-

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 4
SECTION C.9	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT GENERAL PROVISIONS	SECTION C.9 21 March 2003

annual safety surveys. The Contractor shall prepare modifications to this guide necessary to meet local requirements to the Government Flight Representative (GFR) IAW DI-MISC-80508. The contractor shall prepare Occupational Hazard Reports IAW DI-MISC-80508.

**C.9.15 Security**

The Contractor shall prepare and submit to the KO or COR for review and approval, detailed procedures by which the Contractor shall implement a physical security program for arms, ammunition, and explosives in accordance with AR 190-11, including with supplements and physical security updates; and a security program for all non-sensitive unclassified Government property in accordance with AR 190-31, including supplements, physical security updates, and USAAVNC Regulation 190-31. The Contractor shall prepare Building Security and Police Check sheets IAW DI-MISC-80508. The Contractor shall prepare Unit Fire Marshals Inspection Reports IAW DI-MISC-80508.

**C.9.15.1 Safeguarding Classified Information and Equipment**

The Contractor shall comply with DOD 5220.22M requirements for safeguarding classified information and equipment. Classified components on OH-58D Kiowa Warrior, AH-64D Longbow and RAH-66 Comanche aircraft will either be properly stored or under the control of a cleared person.

**C.9.16 Access to Facilities**

The Contractor shall provide access to Government owned, contractor operated facilities for inspection by any agency or individual authorized access by the KO or COR.

**C.9.17 Support of Contingency Requirements**

The Contractor shall support contingency requirements as set forth in US Army Aviation Center directives upon the direction of the KO or COR.

**C.9.18 Training Programs**

The Contractor shall develop a plan for implementation of training programs to ensure the appropriate level of skilled personnel is maintained throughout contract performance IAW with DI-ILSS-80872.

**C.9.19 Training Requirements**

Prior to implementing special repair authorizations, selected personnel must be trained to perform or inspect depot level maintenance covered in special repair authorizations. This training must be task specific and documented in training folders. Personnel must be trained to perform or inspect repairs beyond Aviation Unit and Aviation Intermediate (AVUM/AVIM) repairs. This training may be more general but should cover the use of maintenance allocation charts, procedures for requesting and documenting approvals for such maintenance and inspection standards, and how to coordinate US Army Aviation and Missile Command (AMCOM) LAR and Engineer support through Materiel and Systems Management Branch (M&SMB). This training must be documented and maintained on file.

**C.9.20 Utilities Conservation**

The Contractor shall instruct employees in utilities conservation practice and shall operate under conditions, which preclude the waste of utilities. The Contractor shall comply with the US Army Aviation Center (USAAVNC), Fort Rucker, Energy Conservation Plan "Energy Conservation Now."

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 5
SECTION C.9	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT GENERAL PROVISIONS	SECTION C.9 21 March 2003

**C.9.21 Environmental Compliance**

The Contractor shall comply with all federal, state, and local environmental statutes and regulations that implement the same.

**C.9.22 Improvement and Streamlining**

The Contractor shall implement improvement initiatives and streamlining techniques utilizing tools, such as “lean thinking”, product value management; high performance work organizations, etc.

**C.9.23 Contingency Support**

The Contractor shall provide contingency support, as required, to ensure continuous operations. The Contractor shall participate in the development of Government plans that involve contractor’s controlled resources.

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>Page i</b>
<b>SECTION C.10</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT GOVERNMENT FURNISHED PROPERTY AND SERVICES</b>	<b>SECTION C.10 21 March 2003</b>
<b>Name of Offeror or Contractor:</b>		

## **C.10. GOVERNMENT FURNISHED PROPERTY (GFP) AND SERVICES**

### **C.10.1 Government Property**

- C.10.1.1 Government Facilities
- C.10.1.2 Government-Owned Vehicles
- C.10.1.3 Government-Owned Aircraft

### **C.10.2 Calibration Service and Maintenance**

### **C.10.3 New Equipment Training (NET)**

### **C.10.4 Protective and Flight Clothing**

### **C.10.5 Utilities**

### **C.10.6 Mobility Fuels**

### **C.10.7 Reproduction Service**

### **C.10.8 Contractor Provided Equipment**

### **C.10.9 Utilization of Government Furnished Equipment**

### **C.10.10 Status Report**

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 1
SECTION C.10	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT GOVERNMENT FURNISHED PROPERTY AND SERVICES	SECTION C.10 21 March 2003

## **C.10. GOVERNMENT FURNISHED PROPERTY (GFP) AND SERVICES**

### **C.10.1 Government Property**

The Government will furnish the materials, supplies, equipment, machinery, tools specified in the exhibits. The Government will also provide repair parts and components for all Army aircraft, except the TH-67 through DoD Supply System (See Part C.6). Property provided by the Government will be in accordance with current Table of Distribution and Allowance (TDA) or as approved by the KO. The Contractor shall accomplish all maintenance functions relating to Government provided equipment under the terms of this contract as required by the Government Property clause.

#### **C.10.1.1 Government Facilities**

The Government will furnish for use by the Contractor existing aircraft maintenance facilities, reserving for its own use such facilities as are required for flight operations, maintenance inspections, and supply and storage. The maintenance of facilities, commonly referred to as “repairs and utility” functions, will be the responsibility of the Government. For all alterations, modifications, or additions to facilities, a Facilities Engineering Work Request (DA Form 4283) shall be submitted through the Property Administrator (PA) to the Directorate of Engineering and Logistics (DEL). **The Government will provide facilities listed in Attachment 10 Lists Facilities.** The Contractor shall not perform any modifications to Government facilities without approval of the PA and the KO.

#### **C.10.1.2 Government-Owned Vehicles**

The Government will furnish vehicles for official use by the Contractor. Government furnished non-tactical vehicles (NTV) will be furnished and maintained by the Government Services Administration (GSA) from GSA Interagency Fleet Management System (IFMS). All other types of Government-owned vehicles, i.e., fuel trucks, 5-ton wrecker, electric golf carts, etc., shall be furnished by the Government, but Contractor shall perform all maintenance. These Government-owned vehicles shall not be used to transport contractor employees between their homes and places of employment or for any personal business or benefit. All contractor employees operating Government-owned vehicles shall have a valid appropriate state operator’s permit. Whenever possible, gas or electric powered “golf carts” shall be utilized in place of trucks, sedans, vans, or other “on-road” vehicles. **The GSA Vehicle Density List at Attachment 11 contains trucks, sedans, and vans** provided by the Government for contractor use. The Equipment List at Attachment 4a contains other type vehicles provided by Government for contractor’s use. Contractor shall maintain a management information system on all vehicles and provide status IAW DI-MISC-80508.

#### **C.10.1.3 Government-Owned Aircraft**

Title and control of Government-owned aircraft shall remain in and with the Government.

### **C.10.2 Calibration Service and Maintenance**

The Government will furnish only that calibration service and maintenance on Test, Measurement, and Diagnostic Equipment (TMDE), which is determined to be beyond the capability, responsibility and authority of the Contractor in accordance with those references cited in C.5.5 of this PWS.

### **C.10.3 New Equipment Training (NET)**

The Government will, when required, provide NET to the Contractor for the maintenance of new equipment introduced which the Contractor is required to support. Upon notification by the KO or COR that training is available, the Contractor shall provide personnel who require the training for performance of duties. Each person provided such training will incur a minimum two (2) year obligation, after completion of training, to serve in the job classification/position for which the training was received, provided the person remains employed by the Contractor. Persons receiving NET of two weeks or longer will not be eligible for additional formal training during the two (2) year obligation, unless such additional training is on equipment for the same aircraft system or there is a requirement to train an employee on more than one type aircraft during this period.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 2
SECTION C.10	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT GOVERNMENT FURNISHED PROPERTY AND SERVICES	SECTION C.10 21 March 2003

**C.10.4 Protective and Flight Clothing**

The Government will furnish protective and flight clothing, which shall be utilized by contractor personnel in areas requiring such in the performance of the contract. The Contractor shall submit requests for protective and flight clothing to the PA for approval.

**C.10.5 Utilities**

The Government will furnish utility related services currently available in the facilities to be provided. These utilities include heating fuels, gas, electricity, water, and sewage. The Contractor shall abide by installation regulations on energy conservation.

**C.10.6 Mobility Fuels**

The Government will furnish all aviation and motor vehicle fuels, oils, and petroleum products required in the execution of the contract.

**C.10.7 Reproduction Service**

The Government shall provide, if available, all reproduction (duplication) required under the Government printing and binding regulations. If the Government cannot provide required services within the necessary timeframe, the contractor is authorized to utilize commercial sources. The contractor shall select the most economical means of obtaining services, considering overall quality services provided.

**C.10.8 Contractor Provided Equipment**

The Contractor will provide all facilities, equipment, repair parts, supplies, and materials required by this contract except as otherwise designated as GFP/GFE. The Contractor shall assume property responsibility for Aircraft Basic Issue List Items (**DA Form 2408-17 and DA Pam 738-751**). Mechanics' hand tools as appearing on approved tool lists and supplies required to maintain said tools in functional condition are specifically excluded from provision as GFE under this contract.

**C.10.9 Utilization of Government Furnished Equipment**

The GFE shall be utilized in accordance with and utilization data shall be collected and reported on GFE as required by the FAR, DFARS, AFARS, and AR 71-13.

**C.10.10 Status Report**

Vehicle and Equipment Deadline Status Report shall be prepared IAW -DI-MISC-80503.

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-02-R-0211 MOD/AMD</b>	<b>Page i</b>
<b>SECTION C.11</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS</b>	<b>SECTION C.11 21 March 2003</b>
<b>Name of Offeror or Contractor:</b>		

**C.11 DEFINITIONS AND ACRONYMS ..... 1**

**C.11.1 Technical Definitions..... 1**

**C.11.2 Engineering Related Definitions..... 6**

**C.11.3 Information Management Related Terms..... 7**

**C.11.4 Acronyms/Abbreviations..... 8**

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 1
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS	SECTION C.11 21 March 2003

## C.11 DEFINITIONS AND ACRONYMS

### C.11.1 Technical Definitions

**C.11.1.1 Account 87.** A holding area for TH-67 aircraft parts awaiting installation on aircraft during phase inspections and upon expiration of time between overhaul (TBO). Parts are issued off the Supply account.

**C.11.1.2 Adjusted NMCS.** This concept is used when adjusting mission performance rates due to NMCS conditions. Adjusted NMCS is the number of aircraft that are NMCS, where the Government has had the required time to provide parts.

**C.11.1.3 ADHOC Reports:** Un-forecasted reporting requirements.

**C.11.1.4 Aircraft Assigned.** Aircraft assigned is that number of aircraft assigned to the contractor regardless of status of aircraft.

**C.11.1.5 Aircraft Attached.** Aircraft on loan to USAAVNC from other commands for which USAAVNC has assumed all logistical responsibilities.

**C.11.1.6 Aircraft Available (Mission Capable).** An aircraft that is immediately available for use for the purpose intended according to design with all installed mission essential equipment operational as directed by AR 95-1, USAAVNC Circular 95-59, and applicable maintenance manuals. To be immediately available the aircraft, at issue time, must be parked on its assigned parking pad, the aircraft logbook must be in the aircraft with all forms properly filled out, the aircraft fuel system must be fully serviced, there can be no scheduled maintenance action due that would prevent the aircraft from flying the number of flight hours requested on USAAVNC Form 325, and aircraft deficiencies cannot exceed the allowable shortcoming criteria in Attachment 8.

**C.11.1.7 Aircraft Availability Inspection.** A technical inspection conducted by the Government utilizing the appropriate pilots checklist, aircraft TMs, FARs, and USAAVNC Cir 95-59 to determine if an aircraft meets the condition of Aircraft Availability as defined in C.11.1.6. Designated Aircraft: All aircraft issued by the contractor.

**C.11.1.8 Aircraft Damaged.** Aircraft unserviceable due to aircraft accident or other damage and requiring major repair to return to a flyable condition.

**C.11.1.9 Aircraft Detached.** Aircraft not available to the point of assignment due to being on temporary loan to another unit or based temporarily outside the Fort Rucker maintenance area.

**C.11.1.10 Aircraft - Installed Ground-Type Signal Equipment.** Equipment designed primarily for ground use but installed in aircraft for special mission purposes.

**C.11.1.11 Aircraft Reject.** Any aircraft issued by the contractor as Available which fails to meet the standards of "aircraft available" as defined in paragraph C.11.1.6 as determined by the AMCOM Field Office. Aircraft rejected because of non-compliance with paragraph C.11.1.6 will not be considered as available for the purpose of measuring the performance incentive regardless of whether the aircraft was flown or not flown. An aircraft that is rejected will not be removed from issue unless it is on a red X status or is coded back by the flight crew.

**C.11.1.12 Authorized Stockage.** The approved stockage levels to include demand supported, mission essential and initial stockage for newly fielded systems.

**C.11.1.13 Aviation Depot Maintenance.** Maintenance performed as described in current edition of Maintenance Management Update.

**C.11.1.14 Aviation Intermediate Maintenance (AVIM).** Maintenance performed as described in current edition of Maintenance Management Update.

**C.11.1.15 Aviation Maintenance Manager (AMM).** Is a government employee who assists the Government Flight Representative (GFR) to ensure contractor compliance with applicable provisions of AR 95-20. The AMM also performs

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 2
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS	SECTION C.11 21 March 2003

scheduled/unscheduled inspections and oversights of critical tasks and monitors contractors compliance with the contractor's Foreign Object Damage (FOD) prevention program.

**C.11.1.16 Aviation Unit Maintenance (AVUM).** Maintenance performed as described in current edition of Maintenance Management Update.

**C.11.1.17 Avionics Equipment.** All electronics and electromechanical equipment designed primarily for installation in any assigned or attached aircraft, which may have the maintenance responsibility of US Army Aviation and Missile Command (AMCOM) or the US Army Communications and Electronics Command (CECOM). The repair, testing, or trouble shooting of these components will include communication, navigation, visionics, and any associated sub-system installed within the school fleet or as directed by the Government.

**C.11.1.18 Back Shop.** Shops that accomplish AVUM/AVIM, approved depot repairs, and FAA repairs of aviation components, which consist of the Electronic Equipment Test Facility (EETF) Shop, Blade Shop, T700-GE-701 Engine shop, and TH-67 Heavy Maintenance Inspection (HMI).

**C.11.1.19 Batch Turnaround Time.** Is the interval between the time the contractor submits a batch job and the time output results are received.

**C.11.1.20 Cannibalization Fleet.** The Cannibalization Fleet is an AMCOM approved supply source. The purpose of the fleet is to extend the usable life of the current training fleet by providing a responsive source of supply in the future, as the Army requirement for the aircraft diminishes. AR 750-1 and DA Pam 710-2-2.

**C.11.1.21 Contractor Scheduling and Control Group (SCG).** A special group of contractor data processing personnel to provide day-to-day liaison and operational monitorship functions. This activity interfaces Army Data Processing Activity with contractor-supported activities. The contractor's information management production, scheduling, and control functions are also the responsibility of this group.

**C.11.1.22 Crashed Aircraft.** Any aircraft that sustains damage during operations.

**C.11.1.23 Depot.** Central Storage, Shipping, and Receiving Point for Army Materiel.

**C.11.1.24 Direct Maintenance Man-hours.** Direct maintenance man-hours shall be defined as those man-hours expended on an aircraft and its component(s) or item(s) of equipment wherein the work is performed on the aircraft, or item is removed, repaired, and returned directly to the aircraft which would require an entry on aircraft records (DA Form 2408 series) and Maintenance Request (DA Form 2407) identified as applicable to an aircraft by serial number. Direct manhours for each fleet will be captured separately from Backshop direct manhours. Backshop manhours will be reported separately. In addition, man-hours expended on special test projects shall be recorded on appropriate forms or records (e.g., DA Form 2407, etc.) identifiable by the special test project and shall be considered direct maintenance man-hours. Further, ground handling of aircraft other than normal flight line assistance, such as movement or mooring of aircraft in event of hurricane, flood, or similar storm warning shall be considered direct maintenance man-hours provided such assistance is directed by the Government and shall be recorded on appropriate forms or records (e.g., DA Form 2407, etc.).

**C.11.1.25 Downed Aircraft.** An aircraft that has a precautionary landing or other condition requiring termination of the flight at any area other than it's assigned base field.

**C.11.1.26 Due In From Maintenance (DIFM).** A local system used to control and identify recoverable TH-67 parts and ensure their return from maintenance customers.

**C.11.1.27 Exception.** Aircraft rejected for newly discovered Red X conditions during preflight, starting, run-up, or any flight time accumulated during the first two hours (three hours for the Maintenance Test Pilot Program) after issue will not be classified as an aircraft reject if the discrepancy is corrected within 30 minutes from time reported to maintenance contractor. This exception does not include scheduled maintenance. The AMCOM/Aircraft Inspector availability inspection rejects, during the first flight of the day, count as rejects regardless of whether or not the aircraft is fixed within 30 minutes.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 3
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS	SECTION C.11 21 March 2003

**C.11.1.28 Exception.** To qualify as an aircraft reject, and therefore count against mission performance, an aircraft must be rejected within two hours of issue time. Any aircraft rejected after two hours elapsed time from issue will be counted as an available aircraft for the purpose of measuring mission performance incentive.

**C.11.1.29 Excess.** For the purpose of this contract, assets greater than the prescribed load list.

**C.11.1.30 Financial Inventory Accounting.** The act of establishing and maintaining monetary accounting for material, supplies, and equipment held as stock on records of property accountability in the Army Supply System.

**C.11.1.31 Financial Property Accounting.** Financial property accounting is the establishment and maintenance of property accounts in terms of dollars as well as in (a) Inventory account for bulk stocks in the Army Supply Systems; (b) Fixed asset accounting for real property, buildings, and equipment in use.

**C.11.1.32 Flight Crewmembers.** For the purpose of this contract, flight crewmembers are individuals with an assigned crew station and/or a specific crew function as defined in the operator's manual or applicable regulation. Crewmembers include instructor pilot/examiner, maintenance test flight evaluator, maintenance test pilot, pilot, copilot, flight engineer, and flight mechanics.

**C.11.1.33 Flight Personnel, Non-crewmember.** For the purpose of this contract, non-crewmember flight personnel is defined as an individual designated to perform a function, other than a crew function, while the aircraft is in flight. They are troubleshooters, technicians, observers, and inspectors.

**C.11.1.34 Force Modernization Aircraft.** AH64A, AH64D, CH47, UH60, OH58D, and RAH66.

**C.11.1.35 Government Flight Representative (GFR).** A rated US Military officer, or Government civilian in an aviation position, to whom the approving authority has delegated responsibility for approval of contractor flights, Contractor's Procedures, crewmembers/personnel, and ensuring contractor compliance with applicable provisions of AR 95-20.

**C.11.1.36 Industrial Property.** Tools, vehicles, machinery, and equipment necessary for the completion of work performed during the contract. It includes plant equipment, special tooling, and special test equipment as defined in FAR 45.101.

**C.11.1.37 Issue Times.** The times requested by the battalion commanders or tenant activities and approved by the COR for the issue of aircraft by serial number to the flight departments.

**C.11.1.38 Key Non-Management.** Those positions which do not directly supervise personnel and have specialized requirements, e.g., logistics coordinator, safety coordinator, analyst, draftsman, aeronautical engineer, and test pilot.

**C.11.1.39 Local Purchase.** Purchase of an item(s) that only occurs as a result of the unavailability of the item(s) through the DOD supply system.

**C.11.1.40 Reserved.**

**C.11.1.41 Material.** Property that may be incorporated into or attached to a deliverable end item or that may be consumed or expended in performing the contract.

**C.11.1.42 Non-AVUM/AVIM Maintenance.** Maintenance performed in excess of AVUM/AVIM authorized repairs for items coded AVUM (O coded) or AVIM (F coded) repairable. This work will include maintenance on non-recoverable (Z coded) items.

**C.11.1.43 Non-Force Modernization Aircraft.** OH58A/C, TH-67, and UH-1

**C.11.1.44 Non-Mission Capable Both (NMCB).** A condition status of an aircraft or aircraft subsystem indicating that it is non mission capable due to the nonavailability of the required repair/repairs parts. To qualify as a NMCB the aircraft must have a valid supply requisitions for the required parts/parts IAW AR 700-138. The aircraft does not have to be at work stoppage.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 4
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS	SECTION C.11 21 March 2003

**C.11.1.45 Non Mission Capable Maintenance (NMCM).** A condition status of an aircraft indicating that it is not flyable and it is not at a work stoppage for repair parts.

**C.11.1.46 Non Mission Capable Supply (NMCS).** A condition status of an aircraft or aircraft subsystem indicating that it is non mission capable due to the non-availability of the required repair/repairs parts. To qualify as a NMCS the aircraft must be at work stoppage with valid supply requisitions for the required part/parts IAW AR 700-138. Work stoppage for non-availability of parts is defined to be a condition where all other RED X conditions unrelated to the requested part/parts have been corrected.

**C.11.1.47 Nonrecoverable Items.** Items which are not recoverable or repairable at depot.

**C.11.1.48 Reserved.**

**C.11.1.49 On-line ADP Equipment.** Descriptive of a system and of the peripheral equipment or devices in a system in which the operation of such equipment is under the control of the central processing unit, and in which information reflecting current activity is introduced into the data processing system as soon as it occurs. Thus, directly in-line with the main flow of transaction processing. On the other hand, off-line ADP equipment is not in direct communication with the computer.

**C.11.1.50 Onsite.** Site where test/project is being performed.

**C.11.1.51 Operation Maintenance Army (OMA) Funds.** Funding consists of the provision, through command channels to installation of the funds needed to buy the goods and services needed in day-to-day operations.

**C.11.1.52 Operating System.** An integrated set of programs designed to improve total operating effectiveness. The main component of an operating system is a control program used to schedule work in accordance with some priority scheme, and to keep track of programs and program use. As each processing job is completed, control of the computer is returned to the operating system, which in turn allocates time to another program waiting to run.

**C.11.1.53 Organic Equipment.** Equipment permanently installed in the aircraft and equipment listed on the aircraft inventory record, DA Form 2408-17.

**C.11.1.54 Overtime Premium.** The difference between the contractor's regular rate of pay to an employee for the shift involved and the higher rate paid for overtime. It does not include shift premium which is the difference between the compensation paid to an employee at the contractor's regular rate of pay for the base shift and that paid at the regular rate of pay for extra-pay shift work. (NOTE THE OVERTIME CLAUSE OF THIS CONTRACT.)

**C.11.1.55 Parts.** Any repair part or supply, which is not a Depot Level Repairable (DLR).

**C.11.1.56 Parts Received Not Installed (PRNI).** A holding area for Army fleet aircraft parts awaiting installation on aircraft during phase inspections or upon expiration of time between overhaul (TBO). Parts are issued off the Supply account.

**C.11.1.57 Potential Repair Parts (PRP).** Unserviceable assets held for induction into repair when on-hand assets drop below authorized levels. This includes items going to vendors for repair, either because they are commercial items or because they could not be repaired locally.

**C.11.1.58 Project Management.** The process of managing technical, business, and administrative or other specified requirements called projects based on the use of a designated, centralized management authority. This authority is responsible for planning, organizing, directing, and controlling all phases of the project for the purpose of providing a balanced plan to accomplish stated objectives. It includes the responsibility for assuring that planning is accomplished and action is implemented by the organizations responsible for the complementary functions of evaluation, logistic support, personnel, training, operational testing, activation, and employment.

**C.11.1.59 Property Officers (PO) Fleet.** The PO Fleet consists of aircraft not available for training and not considered in aircraft availability calculations. Aircraft will be assigned to the PO fleet when any of the following conditions are met: (1) Aircraft is off base for repair, modification, or as directed by the government; (2) Aircraft is

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 5
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS	SECTION C.11 21 March 2003

grounded for transfer inspection and preparation; (3) Aircraft is crashed and awaiting disposition; (4) Aircraft is on temporary hand receipt to another station; (5) Approved by the COR. Note: Aircraft will be removed from the PO fleet when the required actions are completed.

**C.11.1.60 Quality Assurance Evaluation Surveillance Plan (QAESP).** An organized written document defining various inspections used for quality assurance surveillance by the Government.

**C.11.1.61 Quality Assurance Evaluator (QAE).** That Government person responsible for checking contractor performance. This person may also be called a Second Party Auditor.

**C.11.1.62 Real-Time.** The absence of delay, except for the time required for the transmission by electromagnetic energy, between the occurrence of an event or the transmission of data, and the knowledge of the event, or acceptance of the data at some other location.

**C.11.1.63 Request of Aircraft.** Final request of aircraft for training will be coordinated with the contractor at time of AM issue. PM and N1 will be coordinated NLT two (2) hours prior to issue time.

**C.11.1.64 Response Time.** Is the interval between the time a user enters on-line input into the system for processing and the time the output response via a remote terminal is received.

**C.11.1.65 Safety Procedures for Loaded Weapons Malfunctions.** Items related to, but not limited to, troubleshooting of weapons system to include weapons misfire, and safing procedures IAW the applicable technical manuals.

**C.11.1.66 Secure Area.** An existing area with sufficient protection to preclude vandalism or tampering with aircraft. An area is considered secure if it is an area at our airport or airfield/stagefield which is operational and/or guarded 24 hours and any area where military or civilian police are on duty as guards.

**C.11.1.67 Standard Reports:** System generated scheduled reports.

**C.11.1.68 Supply Management Army (SMA) - SMA** (formerly Army Stock Fund) is a working capital fund established under the provisions of Section 405 of the National Security Act, as amended, for the purpose of financing inventories of such stores, supplies, materials, and equipment as the Secretary of Defense may designate. The fund consists of unexpended balances of cash on deposit in the Treasury; accounts receivable, stocks of materials, and equipment; all other current assets pertaining to or acquired in the financing of such stocks and all liabilities incurred in connection with such financing.

**C.11.1.69 Reserved.**

**C.11.1.70 Transient Aircraft.** Any Government aircraft not assigned to the contractor or to Fort Rucker, Alabama, but operating from Fort Rucker, Alabama, for short temporary periods or passing through Fort Rucker's and the Contractor's areas of maintenance responsibility.

**C.11.1.71 Visionics Equipment.** Components and sub-components that are associated with the Advanced Helicopters (i.e. AH-64A/D, OH-58D, UH-60L) assigned to AMCOM. These items will include various upgraded aided vision devices or components/systems such as the Helmet Display Unit (HDU), Pilot's Display Unit (PDU), Video Display Unit (VDU), Video Recorder, Computer Display Unit (CDU), Multi-Function Display (MFD), Heading Attitude Reference System (HARS), Attitude Heading Reference System (AHARS), Heads Up Display (HUD), Target Acquisition and Designator System (TADS), Pilot's Night Vision system (PNVS), Global positioning system (PNVS), Global Positioning System (GPS), and any other fielded technology used on assigned airframes.

**C.11.1.72 Weekend Flying.** Flight training conducted on Saturday, Sunday or official holidays. The approved aircraft requests will be submitted to Aviation Command Logistics Center (ACLC) NCOIC NLT 1230 two (2) days prior to scheduled training.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 6
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS	SECTION C.11 21 March 2003

**C.11.2 Engineering Related Definitions**

**C.11.2.1 Depot Level Repairables (DLRs).** Repair parts that must be repaired at depot level or on which the decision to dispose of (washout) can only be made at depot level. These items are identified by a source, maintenance, and repair (SMR) code of “D” or “L”; an Automatic Return Item (ARI) code of “C”, “R” or “S”; or items with a depot repair program.

**C.11.2.2 Engineering Standard (ES).** Document(s) used for the permanent dissemination of instructions for modifications and installations which require detailed drawing sketches and attendant notes in order to ensure adequate compliance (reviewed annually).

**C.11.2.3 Process Controls.** Document(s) used for the permanent dissemination of inspection processes, maintenance methods and procedure standardization in the absence of approved technical publications (reviewed annually).

**C.11.2.4 Open System.** “A system that implements sufficient open specifications for interfaces, services, and supporting formats to enable properly engineered components to be utilized across a wide range of systems with minimal changes, to interoperate with other components on local and remote systems, and to interact with users in a style that facilitates portability” as defined by the DOD's Open Systems Joint Task Force (OSJTF).

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 7
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS	SECTION C.11 21 March 2003

### C.11.3 Information Management Related Terms

For the purpose of this contract, the following information management related terms will apply, supplemented by AR 380-19 with AMC Supplement 1, and DOD Directive 8500.1."

**C.11.3.1 Automatic Data Processing (ADP).** The recording, manipulating, analyzing, and reporting of data through the use of electronic and/or electro-mechanical equipment.

**C.11.3.2 Automated Data Processing Equipment.** A machine, or a group of interconnected machines, consisting of input, storage, computing, control, and output services, which uses electronic circuitry in the main computing element to perform arithmetic and/or logical operations automatically by means of internally stored or externally controlled programmed instructions. 2Data processing equipment which directly supports or services central computer operations.

**C.11.3.3 Bandwidth.** A measure of the carrying capacity of a telecommunications link. It determines the speed at which information can be transmitted (bits per second [bps]), how much information can share the link, and the practical range of the applications it can support.

**C.11.3.4 Continuity Of Operations Plan.** The degree or state of being continuous in the conduct of functions, tasks, or duties necessary to accomplish a military action or mission in carrying out the national military strategy. It includes the functions and duties of the commander, as well as the supporting functions and duties performed by the staff and others acting under the authority and direction of the commander.

**C.11.3.5 Data Processing Installation (DPI).** Contractor's ADP management staff, operating ADPE at or based on a single geographic location.

**C.11.3.6 Information Technology (IT).** The hardware and software used in connection with information regardless of the technology involved, whether computers, communications, micrographics, etc.

**C.11.3.7 Local Area Network (LAN).** A data network, which provides a communications link within a limited geographic region such as an office or building.

**C.11.3.8 Management Information System (MIS).** An organized assemblage of resources and procedures required to collect, process, and disseminate data for the purpose of converting it to meaningful information for decision making in executing the command management functions of planning, organizing, staffing, directing, coordinating, and controlling the use of resources to accomplish missions and tasks.

**C.11.3.9 Modem.** A device which enables digital information to be transmitted over analog telephone lines.

**C.11.3.10 Open Systems Environment.** The complete set of interfaces, services, and supporting formats for interoperability and/or portability of applications, data, or people as specified by information technology standards and profiles.

**C.11.3.11 Open Systems Interconnection (OSI).** The adopted reference model for network services developed for standardizing communication inter-faces and protocols.

**C.11.3.12 Sub-Data Processing Installation (Sub DPI).** A separate organizational entity operating decentralized ADPE provided by the parent DPI.

**C.11.3.13 Telecommunications.** The electronic movement of information including voice and data.

**C.11.3.14 Throughput.** Is the total volume of work performed by the system during a given period of time.

**C.11.3.15 Wide Area Network (WAN).** A communications network that covers a wide geographic area, such as state or country. A LAN is contained within a building or complex, and a MAN generally covers a city or suburb. Following is a bandwidth comparison between major LAN and WAN technologies.

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 8
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS	SECTION C.11 21 March 2003

#### C.11.4 Acronyms/Abbreviations

AAF	Army Airfield
AAVNC	US Army Aviation Center
ABSO	Aviation Branch Safety Office
ACE	Airframe Condition and Evaluation
ACLC	Aviation Center Logistics Command
ADEM	Alabama Department of Environmental Management
ADP	Automated Data Processing
ADPE	Automated Data Processing Equipment
AEPS	Army Electronic Product Support
AFAR	Army Federal Acquisition Regulation
ALSE	Aviation Life Support Equipment
ALSS	Aviation Life Support System Program
AMC	Army Materiel Command
AMCOM	US Army Aviation and Missile Command, Redstone Arsenal, Alabama
AMOC	Aircraft Maintenance Officers Course
AMSS	Aviation Maintenance Support Shops
AOG	Aircraft on Ground
A&P	Airframe and Powerplant
APU	Auxiliary Power Unit
AR	Department of the Army Regulations
ARMS	Aviation Resource Management Survey
ASAM	Aviation Safety Action Message
ASE	Aircraft Survivability Equipment
ASL	Authorized Stockage List
ASP	Ammunition Supply Point
ATEC	US Army Test and Evaluation Command
ATM	Aircrew Training Manual
ATP	Aircrew Training Program
ATTC	Aviation Technical Test Center
AVIM	Aviation Intermediate Maintenance
AVUM	Aviation Unit Maintenance
AWCF	Army Working Capital Fund

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 9
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS	SECTION C.11 21 March 2003

CAAF	Cairns Army Airfield
CAD	Computer Assistance Design
CARC	Chemical Agent Resistant Coating
CAT	Category
CDDB	Centralized Demand Database
CDRL	Contract Data Requirements List
CEAC	Cost and Economic Accounting Center
CECOM	US Army Communications/Electronics Command
CF	Cannibalization Fleet
CFI	Certified Flight Instructor
CFII	Certified Flight Instructor/Instrument
CIF	Central Issue Facility
Cirs	Department of the Army Circulars
COOP	Continuity of Operations Plan
COR	Contracting Officer Representative
COTS	Commercial Off-the-Shelf
CP	Cannibalization Point
CRP	Central Receiving Point
CTASC	Command Theater Automated Supply Center
CTL	Commanders Task List
CWT	Customer Wait Time
DA	Department of Army
DAC	Date Award Contract
DAC	Department of Army Civilians
DAS	Directorate of Aviation Schools
DARMP	Defense Automation Resources Management Program Team
DBMS	Database Management System
DCAA	Defense Contract Audit Agency.
DEL	Directorate of Engineering and Logistics
DFAS-IN	Defense Finance Accounting Systems - Indianapolis
DFSC	Defense Fuel Supply Center
DFAR	Defense Federal Acquisition Regulation
DHA	Demand History Add
DLA	Defense Logistics Agency

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>Page 10</b>
<b>SECTION C.11</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS</b>	<b>SECTION C.11 21 March 2003</b>

DOD	Department of Defense
DODAAC	Department of Defense Activity Address Code
DOL	Department of Logistics
DPA	Data Processing Activity
DPAS	Defense Property Accounting System
DPI	Data Processing Installation
DRMO	Defense Reutilization and Marketing Office
DS	Direct Support
DTC	Developmental Test Command
ECC	Environmental Compliance Coordinator
EIR	Equipment Improvement Recommendation
EPA	Environmental Protection Agency
ET	Eddy Current Testing
FAA	Federal Aviation Administration
FAR	Federal Acquisition Regulation
FARRP	Forward Arming, Refueling, Rearming Point Operations
FCC	Federal Communication Command
FM	Field Manuals
FOD	Foreign Object Damage
FY	Fiscal Year
GFE	Government Furnished Equipment
GFM	Government Furnished Material
GFP	Government Furnished Property
GFR	Government Flight Representative
GIN	Government-In-Nature
GOCO	Government Owned Contractor Operated
GSA	General Services Administration
GSE	Ground Support Equipment
GUI	Graphical User Interface
IAR	Inventory Adjustment Reports
IAW	In Accordance With
IDS	Intrusion Detection Systems
IE	Instrument Flight Examiner
IEEE/EIA	Institute of Electrical and Electronic Engineers/Electronic Industries Association

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>Page 11</b>
<b>SECTION C.11</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS</b>	<b>SECTION C.11 21 March 2003</b>

IFMS	Interagency Fleet Management System
IHADSS	Integrated Helmet and Display Sighting Subsystems
ILAP	Integrated Logistics Analysis Program
IMA	Information Management Assurance
IMO	Information Management Officer
IP	Instructor Pilot
IPG	Issue Priority Group
IPR	Integrated Program Reviews
IT	Information Technology
JTR	Joint Travel Regulation
KO	Contracting Officer
LAN	Local Area Network
LAR	Logistics Assistance Representative
LAS	Local Automated System
LIMS	Logistics Information Management System
LTF	Lead-the-Fleet
M&SMB	Materiel and Systems Management Branch
MAGRC	Molinelli Aerial Gunnery Range Complex
MDS	Mission, Design, Series
ME	Maintenance Test Flight Evaluator
MHE	Material Handling Equipment
MIL-STD	Military Standard
MILSTAMP	Military Standard Transportation and Movement Procedures
MILSTRAP	Military Standard Transaction Reporting and Accounting Procedures
MILSTRIP	Military Standard Requisition and Issue Procedure
MIM	Maintenance Information Message
MIS	Management Information System
MOC	Maintenance Operational Check
MP	Maintenance Test Pilot
MRF	Manager Review File
MRO	Materiel Release Order
MSB	
MSC	Army Materiel Command Major Subordinate Commands
MSR	Maintenance Status Report

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>Page 12</b>
<b>SECTION C.11</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS</b>	<b>SECTION C.11 21 March 2003</b>

MTP	Maintenance Test Pilot
MWO	Modification Work Orders
MWR	Maintenance Work Requirements
NAC	National Agency Check
NDT	Nondestructive Testing
NET	New Equipment Training
NIIN	Nation Inventory Identification Number
NMCB	Non Mission Capable Both
NMCM	Non Mission Capable Maintenance
NMCS	Non Mission Capable Supply
NMP	National Maintenance Point
NTV	Non-Tactical Vehicles
O&S	Operation and Support
OCONUS	Outside Continental United States
ODC	Other Direct Cost
OLR	Code for DOD MWO Program
OMA	Operations and Maintenance Army
OSHA	Occupational Safety and Health Act
OSI	Open Systems Interface
OST	Order to Ship Time
PA	Property Administrator
PBO	Property Book Officer
PC	Pilot-In-Command
PCS	Permanent Change of Station
PEO	Program Executive Office or Officer
PI	Pilot
PIC	Pilot-In-Command
PLL	Prescribed Load List
PM	Project Manager
PO	Property Officer
PT	Penetrant Testing
PWS	Performance Work Statement
QA	Quality Assurance
QAE	Quality Assurance Evaluator

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>Page 13</b>
<b>SECTION C.11</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT DEFINITIONS AND ACRONYMS</b>	<b>SECTION C.11 21 March 2003</b>

QCA	Quick Change Assembly
QDR	Quality Deficiency Report
QMS	Quality Management System
R&A	Review and Analysis
RAM	Reliability and Maintainability
RIC	Routing Identifier Code
RO	Requisitioning Objectives
RPO	Radiological Protection Officer
RT	Radiographic Testing
RX	Repairable Exchange
SAMS	Standard Army Maintenance System
SARSS	Standard Army Retail Supply System
SNRR	Serial Number Requisition Request
SDR	Supply Discrepancy Report
SOF	Safety-of-Flight
SP	Standardization Pilot
SRAO	Stock Record Accountable Officer
SSB	Supply Surveillance Branch
SSF	Single Stock Fund
STAMIS	Standard Army Management Information System
STANFIN	Standard Financial System
Suppl	Supplement
TAMMS-A	The Army Maintenance Management System-AVIATION
TB	Technical Bulletin
TBO	Time Between Overhaul
TC	Training Circulars
TDA	Table of Distribution and Allowance
TDR	Transportation Discrepancy Report
TDY	Temporary Duty
TIR	Test Incident Report
TM	Technical Manual
TMDE	Test, Measurement, and Diagnostic Equipment
TX	Test and Experimental
UIC	Unit Identification Code

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 14
SECTION C.11	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT <b>DEFINITIONS AND ACRONYMS</b>	SECTION C.11 21 March 2003

ULLS            Unit Level Logistics System - Ground

UT             Ultrasonic Testing

WAN            Wide Area Networks

WWAL         World Wide Aircraft Listing

XP             Experimental Test Pilot

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>Page i</b>
<b>SECTION C.12</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT REFERENCES</b>	<b>SECTION C.12 21 March 2003</b>
<b>Name of Offeror or Contractor:</b>		

**C.12 REFERENCES.....1**

**C.12.1 Primary Reference Documents.....1**

**C.12.2 Reference Publications .....1**

**C.12.3 Publications List.....1**

C.12.3.1 Government Publications .....1

C.12.3.2 Commercial Publications .....2

C.12.3.3 Army Approved Directives.....2

<b>ATTACHMENT 1 CONTINUATION SHEET</b>	<b>Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD</b>	<b>Page 1</b>
<b>SECTION C.12</b>	<b>DESCRIPTION/SPECIFICATIONS/WORK STATEMENT REFERENCES</b>	<b>SECTION C.12 21 March 2003</b>

## **C.12 REFERENCES**

### **C.12.1 Primary Reference Documents**

### **C.12.2 Reference Publications**

Government and commercial references required in support of this PWS total approximately 85,000 separate publications, precluding their being listed individually. Therefore, upon request, a copy of the most current DA Form 12 series, Adjutant General Publication Center Printout, and available indexes of commercial publications maintained by the present contractor will be made available. Also, upon request, the master library and engineering technical data library maintained in Building 415 by the present contractor will be available for review. Also, the contractor shall maintain a complete set of Army Approved Directives (C.12.3.3) in Building 412 designated reference library.

### **C.12.3 Publications List**

Specific types of government and commercial publications required, but not limited to, in support of this PWS are as follows:

#### **C.12.3.1 Government Publications**

- Department of the Army Regulations (AR)
- Department of the Army Pamphlets (DA Pam)
- Department of the Army Circulars (DA Cir)
- Department of the Army Memorandums (DA Memo)
- Department of Defense Regulations (DOD Reg)
- Department of Defense Manuals
- Federal Information Processing Standards (FIPS)
- Common Tables of Allowance (CTA)
- Department of the Army Field Manuals (DA FM)
- Department of the Army Technical Manuals (DA TM)
- Department of the Army Modification Work Orders (DA MWO)
- Department of the Army Technical Bulletins (DA TB)
- Department of the Army Training Circulars (DA TC)
- Table of Organizational Equipment (TOE)
- Federal Supply Classification (FSC)
- Letter Orders (LOS)
- Supply Bulletins (SB)
- Department of Defense Specifications and Standards (DOD Specs & Stds)
- Depot Maintenance Work Requirements
- Department of Defense Flight Information Publications (DOD FLIPS)
- US Army Aviation Center Regulations (USAAVNC Reg)
- US Army Aviation Center Circulars (USAAVNC Cir)
- US Army Aviation Center Pamphlets (USAAVNC Pam)
- DA Regulations (USAAVNC Suppl to DA Reg)
  - Federal Aviation Administration Regulation (FAR)
  - Federal Aviation Administration Type Certificates
  - Federal Aviation Administration Advisory Circulars
  - Federal Aviation Administration Airworthiness Directives
  - Federal Aviation Administration Summary of Supplement Type Certificates
- Military Specifications and Standards (MIL Specs & Std)
- Other Miscellaneous Publications
- US Army Test and Evaluation Command Regulations (ATEC Reg)
- US Army Test and Evaluation Command Pamphlets (ATEC PAM)
- US Army Materiel Command Regulations (AMC Reg)

ATTACHMENT 1 CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SINN DAAH23-03-R-0211 MOD/AMD	Page 2
SECTION C.12	DESCRIPTION/SPECIFICATIONS/WORK STATEMENT REFERENCES	SECTION C.12 21 March 2003

US Army Materiel Command Pamphlets (AMC Pam)  
 US Army Developmental Test Command Regulations (DTC Reg)  
 US Army Developmental Test Command Pamphlets (DTC Pam)  
 US Army Developmental Test Command Circulars (DTC Cir)  
 US Army Aviation Technical Test Center Regulations (ATTC Reg)  
 US Army Aviation Technical Test Center Pamphlets (ATTC Pam)  
 US Army Aviation Technical Test Center Circulars (ATTC Cir)  
 ATTC Supplements to AMC Regulations (ATTC Suppl to AMC Reg)  
 ATTC Supplements to DTC Regulations (ATTC Suppl to DTC Reg)  
 ATTC Supplements to DA Regulations (ATTC Suppl to DA Reg)

### C.12.3.2 Commercial Publications

Manufacturers' Information Letters  
 Manufacturers' Service Letters  
 Manufacturers' Service Notices  
 Manufacturers' Service Instructions  
 Manufacturers' Service Bulletins  
 Manufacturers' Sales Letters  
 Manufacturers' Operator's Manuals  
 Manufacturers' Services Manuals  
 Manufacturers' Maintenance Manuals  
 Manufacturers' Repair Parts Listings  
 Manufacturers' Overhaul Manuals  
 Manufacturers' Parts Price Lists  
 Manufacturers' Engineering Drawings  
 Commercial Publications.  
 Manufacturers' Engineering Specifications  
 Manufacturers' Special Service Tools  
 Manufacturers' Test Specifications  
 Other Miscellaneous Publications

### C.12.3.3 Army Approved Directives.

Contractor Procedural Manuals  
 Contractor Process Controls  
 Contractor Engineering Standards  
 Contractor Engineering Change Memos  
 Depot Level Maintenance Authorizations  
 Technical Directive Routers  
 DA Form 2028 Responses, Approved Pending Manual Changes  
 Other Miscellaneous Publications