Performance Work Statement
for
Fort Rucker Aviation Maintenance (FRAM II)

2 June 2026

Prepared By:

United States Army Aviation and Missile Command (AMCOM) Combined Logistics Command (ACLC)
Fort Rucker, Alabama

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Revision History			
Revision	**Date**	**Paragraph**	**Revision/Change**
Base	TBD	All	Initial Release

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1.0. General Information

1.1. Background

The FRAM contract has existed in some capacity since 1955 providing aircraft maintenance and logistics support at Fort Rucker, Alabama. Transformation and Training Command (T2COM) establishes the U.S. Army's training requirements, which are then executed by Aviation Center of Excellence (AVCOE) at Fort Rucker, AL. Aviation and Missile Command (AMCOM) Combined Logistics Command (ACLC) provides oversight and surveillance of the FRAM requirement, ensuring the performance of quality sustainment, logistics, and materiel support to AVCOE, U.S. Army Aeromedical Research Laboratory (USAARL), tenant and satellite customers, and other minor aircraft maintenance and logistics requirements supporting Fort Rucker, Alabama.

1.2. Mission

To consistently provide safe, reliable, and mission-ready aircraft every day to the AVCOE at Fort Rucker, Alabama, through comprehensive and high-quality maintenance and logistical support, ensuring uninterrupted flight training. All maintenance and logistics support will be performed in Government facilities utilizing Government-Furnished Property (GFP).

1.3. Scope

The Contractor shall furnish all personnel, management, materiel, parts, supplies, transportation, and equipment, except as provided herein as GFP or provided via the Federal Supply System (FSS), to meet the requirements defined in this PWS. The Contractor shall develop and execute a maintenance program to: (a) support 100% of the AVCOE flying requirements, (b) achieve aircraft readiness/Fully Mission Capable (FMC) goals, and (c) meet the key performance standards in paragraph 2.1 and all performance standards in the PWS. In addition, the Contractor shall ensure flight, ground, and safety programs are performed and documented in accordance with (IAW) AR 95-20. The period of performance for this effort is shown in Table 1 below.

Table 1: Period of Performance

Title	Duration	Period
Phase-In	60 days	16 November 2027 – 15 January 2028
Base	365 Days	16 January 2028 – 15 January 2029
Options	Yearly	16 January 2029 – 15 January 2038
Option to Extend Services	180 Days	16 January 2038 – 15 July 2038
Phase-Out	60 Days	16 November 2037 – 15 January 2038

1.4. Applicable Documents

All applicable top-level documents are contained in Attachment 0004, Document Summary List (DSL), by number, title, and date. The document versions specified on the DSL take precedence over the generic references (without revision letters) cited in the PWS. To maintain the airworthiness of all assigned aircraft IAW their respective Airworthiness Release (AWR) the Contractor shall comply with all Government approved directives and current maintenance and operational technical references.

2.0. Performance Requirements

2.1. Key Mission Performance Standards

The Contractor shall meet the Key Mission Performance Standard measurements IAW Table 2 below.

Table 2: Key Performance Standard Measurement

Standard	Description	Measurement	PWS Paragraph
1	Daily Mission Performance	100%	2.1.1
2	Monthly/Surge Mission Performance	98%	2.1.2
3	Aircraft Fleet Bank Time	See Table 3	2.1.3
4	Aircraft Readiness / FMC	Attachment 0003	2.1.4

2.1.1. Daily Mission Performance (DMP)

The Contractor shall provide all requested aircraft IAW PWS paragraph 2.4.2, Daily Mission Launch Requirements Input, to achieve 100% of DMP. DMP measures the Contractor's success in providing all aircraft required to meet daily contract launch requirements for each fleet. The Government will calculate DMP using Attachment 0002, Mission Performance Calculation, and Attachment 0003, Fleet Calculations. For each day the Contracted Aircraft requirement is achieved at 100% on a fleet, a "YES" will be recorded in the mission performance database for that fleet. For each day the Contracted Aircraft requirement of 100% is not achieved by the Contractor, a "NO" will be recorded in the mission performance database for that fleet. Each fleet will be measured separately and accumulate its own daily performance rate.

The Government provides the following caveats to the DMP calculation:

- Accepted Aircraft: All accepted aircraft will be counted towards mission performance. Additional Issue and Surge aircraft, to include their rejects and spares, are calculated as part of Monthly Surge Mission Performance (MSMP), but do not count for achieving DMP.

- Aircraft Rejections: No mission performance decrement will be applied for an aircraft that is rejected when a spare is provided. A mission performance decrement will be applied if an aircraft is rejected and a spare is not provided or rejected.

- MEDEVAC, AH-64E Maintenance Test Pilot Course (MTPC) aircraft, and fleets with less than ten aircraft are not included in DMP calculations.

2.1.2. Monthly/Surge Mission Performance (MSMP)

The Contractor shall meet the MSMP contract launch requirement of 98% IAW Attachment 0003, Fleet Calculations. MSMP measures overall monthly execution of flight training missions and the surge execution throughout the month to meet un-forecasted increases. The Government will utilize Attachment 0002, Mission Performance Calculation, and Attachment 0003, Fleet Calculations, to calculate MSMP.

MEDEVAC, AH64E MTPC aircraft, and fleets with less than ten aircraft are not included in MSMP calculations.

2.1.3. Aircraft Fleet Phase Bank Time (PBT)

The Contractor shall meet the minimum monthly aircraft fleet PBT requirement IAW Table 3 below. All fleets, except the UH-72A fleets, are measured separately each month. The UH-72A Initial Entry Rotary Wing (IERW) and UH-72A Basic Warfighter Skills (BWS) fleet data are combined to measure total UH-72A PBT. PBT hours for aircraft completing phase is added to the fleet Phase Bank Time once the phase aircraft is flyable and ready for post-phase test flight. UH-72A PBT is based on the periodic inspection every 800 hours/36 months.

Table 3: Phase Bank Time

Year	Monthly Requirement
Base Year	47%
OY1-OY9	50%

2.1.4. Aircraft Readiness / Fully Mission Capable (FMC)

The Contractor shall maintain a monthly fleet FMC rate at or above the required fleet concurrency rate identified in Table 1, Attachment 0003, Fleet Calculations. The FMC percentage will be calculated IAW AR 700-138. The Contractor may submit a formal request for exemption to exclude unique aircraft configurations and equipment from the FMC calculation through the Contracting Officer (KO). If any fleet FMC rate falls below the required fleet concurrency rate for more than two consecutive months the Contractor shall provide a corrective action plan identifying the actions that will be accomplished to meet the required fleet concurrency rate. The corrective action plan shall be submitted to the KO and Lead COR no later than (NLT) seven days after the close of the reporting period for the second month. The Contractor shall prepare monthly aircraft readiness information and submit the data IAW CDRL A001, Equipment Readiness Reporting.

2.2. Aircraft and Component Maintenance

The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall develop and execute a comprehensive maintenance program that includes all Field and approved Sustainment level aircraft and component scheduled and unscheduled maintenance, Inspections, Time Between Overhaul (TBO)/Retirement Life component replacements, and all other maintenance actions required to maintain airworthiness of aircraft and aircraft components IAW paragraph 1.4, service guidance, and applicable aircraft AWRs. This maintenance program must meet all key mission performance standards detailed in PWS paragraph 2.1.

2.2.1. Aircraft Maintenance Management

The Contractor shall establish and maintain a process for maintenance production control. The contractor shall report monthly production control status for all work orders at all locations IAW CDRL A002, Production Control Reporting. The Contractor shall prepare a corrective action plan for any aircraft that is Not Mission Capable (NMC) for

more than 60 calendar days and submit IAW CDRL A002, Production Control Reporting. The Contractor shall develop and execute an aircraft phase program and report phase maintenance information IAW CDRL A003, Phase Maintenance Data.

2.2.1.1. Maintenance Messages and Workflow Plan
The Contractor shall comply with all Army and Federal Aviation Administration (FAA) issued maintenance and safety directives/messages applicable to assigned aircraft. The Contractor shall comply with Modification Work Orders (MWOs), Repair Design Approvals (RDAS), AWRs, Maintenance Engineering Call/Order (MEC/MEO), special one-time inspections, and Supplemental Type Certificates (STCs) for assigned aircraft. The Contractor shall perform special one-time inspections to verify the serviceability or airworthiness of an aircraft or component installation as directed by the Airfield COR. The Contractor shall prepare and submit a workflow plan to comply with Government directives IAW CDRL A002, Production Control Reporting.

2.2.1.2. Draft Message Review
When directed by the Airfield COR the Contractor shall perform a technical feasibility assessment of draft Army and FAA maintenance and safety messages/directives applicable to assigned Aircraft and provide a copy of the assessment to the Airfield COR. The assessment shall verify performance of maintenance actions described in draft message to confirm the effectiveness and accuracy of estimated man hours, review the written message for technical accuracy, and perform aircraft and component serial number checks.

2.2.1.3. Condition Based Maintenance (CBM) Program
The Contractor shall manage the CBM Program for all assigned aircraft. The Contractor shall download, review, and document all applicable Mission, Design, Series (MDS) specific CBM reporting and accomplish all CBM maintenance requirements. CBM data shall be transmitted IAW the aircraft AWR and applicable technical references. The Contractor shall prepare and submit a CBM status report IAW CDRL A002, Production Control Reporting.

2.2.1.4. Time Between Overhaul (TBO) Components
The Contractor shall accomplish all TBO maintenance requirements. The Contractor shall prepare and submit TBO data IAW CDRL A004, TBO Component Forecasting.

2.2.1.5. Cartridge Actuated Devices (CADs) / Propellant Actuated Devices (PADs)
The Contractor shall perform all authorized CADs/PADs maintenance. The Contractor shall utilize the Total Ammunition Management Information System (TAMIS) to forecast and request all CADs/PADs. The Contractor shall transport CADs/PADs between the Ammunition Supply Point (ASP) and maintenance locations and account for and store in approved CADs/PADs storage areas. The Contractor shall submit all service life extensions to the Government no later than 20 days prior to expiration.

2.2.1.6. Aircraft and Component Software Support

The Contractor shall implement and apply all Software Change Packages (SCPs) and Software Modification Post Productions Software Support (PPSS) updates within the Government specified suspense.

2.2.1.7. Non-Destructive Testing (NDT)
The Contractor shall perform and provide Non-Destructive Testing (NDT) capabilities utilizing Radiographic Testing (RT), Ultrasonic Testing (UT), Eddy Current Testing (ET), Magnetic Particle Testing (MT) and Fluorescent Penetrant Testing (PT).

2.2.2. Modification Work Orders (MWO)
The Contractor shall accomplish approved MWO applications. The Contractor shall schedule, report, requisition or manufacture, and install hardware/software IAW Government provided MWO requirements. MWO installation shall be accomplished within the time frame specified by the Government. The Contractor shall report MWO data IAW CDRL A005, MWO Completion Data. The Contractor shall enter MWO completion data in the AMCOM Worldwide Aircraft Listing (WWAL)/ Modification Management Information System (MMIS) database. Data shall be entered within one business day of each MWO application completion on aircraft or equipment.

2.2.2.1. MWO Kits
The Contractor shall inventory MWO kits against the master inventory list within three working days of receipt. Inventory discrepancies shall be reported to the Airfield COR within three working days of inventory completion. The Contractor shall requisition missing or damaged parts and provide valid document number within three days of inventory completion. The Contractor shall receive authorization from the Airfield COR prior to use of MWO kit subcomponents for other than MWO application.

2.2.3. Mission, Design, Series (MDS) Unique Requirements
2.2.3.1. UH-72A Maintenance Requirements
The Contractor shall perform all Original Equipment Manufacturer (OEM) specified maintenance, preventive maintenance, TBOs, operations, and modifications/alterations required to maintain FAA airworthiness certification as specified in the AWR. The Contractor shall document flying hours and maintenance actions in the Aircraft notebook (ACN) logbook and Consolidated Aviation Maintenance Management System (CAMMS).

2.2.3.2. CH-47 Extended Range Fuel Systems (ERFS) and UH-60M Crashworthy External Fuel System (CEFS)
The Contractor shall manage, configure, and maintain CH-47 ERFS and UH-60M CEFS to meet requested aircraft configuration requirements.

2.2.3.3. Blue Force Tracker (BFT)
The Contractor shall perform all authorized Field level maintenance and provide support to facilitate Sustainment maintenance of the installed BFT system and its components.

2.2.4. Back Shop Maintenance Support
The Contractor shall perform all Field and approved Sustainment level maintenance repairs of aircraft components. The Contractor shall utilize the Government provided Logistics Information System (LIS) system to prepare and process all back shop repairs, One Time Repairs (OTR), and Special Repair Authority (SRA) work orders. The Contractor shall perform and document a repair assessment for all items identified as repairable at Field level. The Contractor shall complete acceptance for all Back Shop work orders within 24 hours for Maintenance Priority Designations (MPDs) 01-03 and within 48 hours of MPDs 04-15. The Contractor shall meet the Turnaround Time (TAT) standards IAW DA PAM 750-1. The Contractor shall perform maintenance repairs within each component's Maintenance Expenditure Limit (MEL) and obtain AMSS COR approval prior to performing work on items that exceed the MEL. The Contractor shall obtain Government System Readiness Directorate (SRD) approval prior to performing any repair beyond field level maintenance or deviation from required maintenance procedures. The Contractor shall prepare and submit back shop repair, OTR, and SRA data IAW CDRL A002, Production Control Reporting.

2.2.5. Modification and Fabrication
The Contractor shall modify and de-modify aircraft to meet AVCOE training requirements. The Contractor shall support aircraft and component improvement projects to facilitate Government initiatives. The Contractor shall modify, locally manufacture, and fabricate approved components, equipment, aircraft parts, systems, and subsystems for aircraft and Aviation Ground Support Equipment (AGSE). The Contractor shall have aircraft actions approved by the appropriate Airworthiness Authority prior to starting work.

2.2.6. Uncorrected Faults
Uncorrected faults are minor discrepancies that require corrective maintenance action, but do not affect aircraft airworthiness and allows continued operation of the aircraft. Uncorrected faults that are present when an aircraft is inducted into phase shall be corrected during the phase unless exemption/deferral is approved by the Airfield/CPM COR prior to phase start. Faults on systems, components, or configurations no longer required for use may be exempted from the uncorrected fault total with written authorization from the Airfield COR. The Contractor shall ensure all uncorrected faults are corrected NLT the next phase, Cycle Service Program (CSP), or Progressive Inspection Program (PIP). The Contractor shall not exceed the maximum allowable uncorrected faults by MDS IAW Table 4 below. Exceptions to the maximum allowable uncorrected faults may be approved by the Airfield COR.

Table 4: Maximum Allowable Uncorrected Faults

MDS	Maximum Allowable Uncorrected Faults
AH-64E	9
UH-60M	9
CH-47F	9
UH-72A	7

HH-60M MED	7

A reason for delay shall be documented in the ACN logbook within 72 hours of fault entry for all uncorrected faults and contain a valid document number, work order number, or reservation number (if no document number is available). If a reservation number is used the Contractor shall replace the reservation number with a document number within 72 hours after the assignment of a document number. If repair of a fault is deferred to coincide with other scheduled maintenance actions, the scheduled maintenance action and aircraft hours due will be annotated (ex: deferred to next PMS at 4890 AC hours or deferred until next fuel cell removal to obtain required access).

2.2.7. Aircraft Data Loading
The Contractor shall install/load files and operational data for aircraft communication, maintenance, navigation, identification, and avionics systems. The Contractor shall issue and maintain removable aircraft data storage devices during all flight training operations.

2.2.8. Fleet Divestment and Integration
The Contractor shall relocate aircraft as directed by the Government to support divestment, integration, and fleet changes. The Contractor shall develop a fleet divestment or integration plan IAW Government directed timeline and deliver IAW CDRL A009, Aircraft Divestment/Integration Plan. The Contractor shall inspect, configure, and perform all required aircraft maintenance actions to place aircraft in School Fleet NLT five business days after aircraft arrival at Fort Rucker. Extensions may be approved by the Airfield COR.

2.2.9. Aircraft Transfer Inspections and Shipment
The Contractor shall perform aircraft transfer inspections for all aircraft listed on Attachment 0007, GFP list or with Army directed transfer orders arriving or departing Fort Rucker IAW transfer criteria and instructions provided by the Government. The Contractor shall provide maintenance support for CONUS ferry flights when directed by the KO.

2.2.9.1. Shipment
The Contractor shall prepare, configure, and load aircraft and aircraft components for shipment by air and surface modes to CONUS and OCONUS locations as directed by the Airfield COR.

2.2.9.2. Disassembly/Reassembly
The Contractor shall accomplish Field and approved Sustainment level maintenance to include major disassembly to prepare assigned aircraft for shipment to and/or repair at off-site locations and its subsequent return and reassembly. The Airfield COR will provide instructions and disassembly or reassembly completion suspense.

2.2.10. Controlled Exchange
The Contractor shall manage and execute controlled exchange to alleviate Not Mission Capable Supply (NMCS) conditions impacting aircraft availability or contributing to exceeding fleet NMCS thresholds. The Contractor shall request written Airfield COR approval to perform controlled exchange from an aircraft in NMC status for more than 60 days; from an NMC or Partially Mission Capable (PMC) aircraft with more than six parts removed due to controlled exchange; or for any items under warranty. The Contractor shall notify the Airfield COR prior to any UH-72A Controlled Exchange actions. The Contractor shall request approval for authorized Controlled Exchange delegates to the Lead COR. The ACLC Commander is the approval authority for Contractor Controlled Exchange authority delegates.

2.2.10.1. Controlled Exchange Documentation
The Contractor shall document Controlled Exchange actions within the donor and recipient aircraft ACN logbook including aircraft serial numbers of donor and recipient aircraft utilizing the following: “Controlled Exchange From” in the corrective action block of the recipient aircraft and “Controlled Exchange To” in the fault block of the donor aircraft ACN logbook respectively. The Contractor shall annotate all serial numbered components within the donor and recipient aircraft's ACN logbook. The Contractor shall prepare and maintain a Controlled Exchange log and report controlled exchange actions IAW CDRL A001, Equipment Readiness Reporting.

2.2.11. Airframe Condition Evaluation (ACE)
The Contractor shall provide maintenance and logistics support for annual Army ACE inspections. The Contractor shall enter all faults identified by the ACE inspector on the ACE Administrative Data and Discrepancy Summary Worksheet into the ACN logbook beginning with the word "ACE" followed by a dash and the discrepancy. The Contractor shall provide the ACE Administrative Data and Discrepancy Summary Worksheet to the Airfield COR for review after entries are transferred to the logbook. The Contractor shall notify the Airfield COR within 48 hours of any ACE findings identified as serviceable or signed off using similar type language by the Contractor. The Contractor shall collect and trend ACE faults by aircraft tail number, category, and MDS and provide to Airfield COR at completion of annual ACE for each fleet IAW CDRL A002, Production Control Reporting.

2.2.12. Aircraft Records
The Contractor shall maintain all required aircraft operational, maintenance and historical forms and records for assigned aircraft and aircraft components to maintain compliance with the AWR and current service guidance. The Contractor shall utilize, maintain, and update ACN as the logbook for all aircraft. The Contractor shall develop a procedure to ensure Paper logbooks can be utilized as a backup to prevent flight training disruptions if the ACN logbook is not available. Once ACN is restored, all paper logbooks shall be transcribed into ACN within 48 hours. All ACN logbooks shall be migrated daily or upon change in aircraft status. The Contractor shall maintain a backup paper logbook with blank forms, ACLC Form 2, and any MDS specific hard copy forms required in each aircraft.

2.2.12.1. Maintenance Task Reference
The Contractor shall document the Technical Manual (TM) / Interactive Electronic Technical Manual (IETM) or other approved maintenance reference and paragraph or work package of the work performed in the corrective actions of maintenance performed and entered in the aircraft logbook. Additionally, the Contractor shall enter the serial number or identifying number of any torque application device or calibrated measuring tool used in the corrective action. All final torques specifically identified in the technical reference that are applied will be annotated in the corrective action.

2.2.12.2. Weight and Balance
The Contractor shall maintain weight and balance records IAW Army and FAA requirements to maintain compliance with the aircraft AWR. Weight and balance data for each AVCOE configuration shall be available digitally with the logbook or hard copies maintained with the aircraft.

2.2.12.3. Maintenance Consolidated Data System (MCDS)
The Contractor shall review, validate, and update MCDS information on assigned aircraft to ensure MCDS accurately reflects components installed.

2.2.13. Corrosion Control and Preservation
The Contractor shall develop and execute a comprehensive Corrosion Control Program and deliver IAW CDRL A011, Corrosion Control Program.

2.2.13.1. Aircraft Painting
The Contractor shall paint a minimum of 20 aircraft per year. The Contractor shall prepare and submit an annual aircraft paint scoring/priority list and report aircraft painting completed monthly IAW CDRL A012, Aircraft Painting.

2.2.13.2. Preservation
The Contractor shall run-up or preserve aircraft and installed components during prolonged no fly periods to maintain serviceability of aircraft and installed components. The Contractor shall preserve all aircraft, installed components, and uninstalled components as required to maintain serviceability. The Contractor shall obtain Airfield COR approval prior to placing aircraft in non-flyable storage.

2.2.14. Foreign Object Damage (FOD) Program
The Contractor shall establish and maintain a comprehensive FOD Prevention Program and Tool Control program aligned with National Aerospace Standard (NAS) 412 and Aerospace Standard (AS) 9146 standards. The Contractor shall ensure procedures for accountability of tools used during maintenance activities are incorporated in its FOD Program.

2.3. Maintenance Support Requirements
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall provide maintenance support and ensure that scheduled

breaks or shift changes do not delay maintenance support responses. The Contractor shall provide maintenance and logistics support for off-station maintenance conducted on AVCOE aircraft by outside entities when directed by the Airfield COR. The Contractor shall provide maintenance support for AVCOE aircraft at other locations outside the Fort Rucker local flying area as directed by KO.

2.3.1. Federal Aviation Administration (FAA) Repair Station
The Contractor shall establish, manage, and operate an FAA Certified Repair Station to support the assigned UH-72A aircraft. At a minimum the Contractor shall maintain the following ratings:

Limited Airframe Rating: Airbus Helicopters UH72A/MBB-BK 117-C2.
Limited Power Plant Rating: Turbomeca (Safron) Arriel 1E2 Series.
Radio Rating: Class 1 (Communication Equipment) and Class 2 (Navigational Equipment).
Instrument Rating: Class 1 (Mechanical), Class 2 (Electrical), Class 3 (Gyroscopic) and Class 4 (Electronic).
Accessory Rating: Class 1 (Mechanical), Class 2 (Electrical), Class 3 (Electronic).
Limited Nondestructive Inspection, Testing, and Processing on FAA Aircraft: RT, UT, ET, MT, PT and any applicable technology or equipment used in NDT may be used.

2.3.2. Forward Arming and Refueling Point (FARP) Services
The Contractor shall provide aircraft refuel and aircraft armament services to include arming/de-arming, weapons clearing, refueling and fireguard capabilities at the Molinelli Aerial Gunnery Range Complex (MAGRC). The Contractor shall provide on-site personnel for all scheduled aircraft range operations to support minor maintenance and armament troubleshooting and repair. The Contractor shall be capable of operating ten refuel/rearm pads simultaneously with a turnaround time per aircraft of no more than 30 minutes. The Contractor shall support approved special training events supporting gunnery requirements.

2.3.2.1. Ammunition Handling
The Contractor shall provide all handling and transporting of Class/ Category 3 and 4 ammunition between the ASP and the MAGRC. The Contractor shall maintain accountability records of fuel and ammunition. The Contractor shall ensure all ammunition is on-site and distributed prior to the scheduled aircraft's arrival. The Contractor shall load armament and fuel aircraft according to the Instructor Pilot (IP) request. The Contractor shall account for and return all ammunition to the ASP after completion of daily range operations unless an MAGRC ammunition storage facility is approved for use. If approved, the Contractor shall utilize the MAGRC on-site storage facility to store ammunition overnight within the facilities established storage limits. All live ammunition shall be returned to the ASP after completion of firing on the last scheduled firing day of the week. No live ammunition shall be stored at MAGRC during weekends or holidays.

2.3.3. Protection of GFP from Severe Weather
The Contractor shall prepare an Aircraft Stacking Plan to protect all GFP from inclement weather and submit IAW CDRL A014, Aircraft Stacking Plan. When directed by the KO or a COR Manager, the Contractor shall execute full scale stacking of all aircraft, loose stacking of aircraft using available hangar space, or Hurricane Evacuation (HUREVAC) aircraft evacuation operations. Progress reports shall be submitted IAW CDRL A014, Aircraft Stacking Plan. The Contractor shall inspect all GFP and facilities for damage after each weather event and report inspection results IAW CDRL A014, Aircraft Stacking Plan.

2.3.3.1. Aircraft Mooring
The Contractor shall ensure all aircraft are moored and tied-down at all times maintenance personnel or the flight crew are not present at the aircraft. The Contractor shall report damaged or missing mooring equipment to the Airfield COR in writing for replacement coordination with respective airfield operations.

2.3.4. Aircraft and AGSE Refuel/Defuel Support
The Contractor shall provide assistance to refueler during refueling / defueling operations. The Contractor shall monitor aircraft gauges, operate fuel panel switches, and perform aircraft post refuel requirements. The Contractor shall provide the fire guard for all aircraft defuel operations.

2.3.5. Aircraft Recovery and Aircraft Monitor Personnel (AMP)
The Contractor shall provide AMP to safeguard and preserve aircraft mishap scenes and monitor aircraft that have experienced precautionary landings (PLs) until the aircraft is recovered. The Contractor shall provide a minimum of two AMP positioned with the assigned MEDEVAC and ready to board within three minutes of an alert signal during all scheduled flight operations. All other AMP transportation is the Contractor's responsibility. The Contractor shall provide AMPs for aircraft evacuation.

2.3.5.1. Precautionary Landing (PL) Site AMP Procedures
The Contractor shall provide a minimum of one AMP at each FRAM AOR PL site and ensure no lapse in coverage until the aircraft is recovered. Contractor maintenance personnel may perform AMP duties when present at the site. A single AMP may cover multiple aircraft as long as each aircraft can be viewed simultaneously.

2.3.5.2. Class A-C Aircraft Mishap AMP Procedures
The Contractor shall provide two AMP for Class A-C aircraft mishaps until the aircraft is released by the Government for recovery. A minimum of one AMP is required at the mishap site once the aircraft is released by the Government until the aircraft recovery is complete. The Contractor shall monitor access to the site without disturbing the aircraft or mishap scene. Contractor personnel shall not photograph accident scenes or distribute the photographs unless required IAW this PWS or authorized by the Government.

2.3.5.3. Aircraft Recovery

Upon notification and release by the Safety COR, the Contractor shall recover and preserve crash damaged or disabled aircraft and GFP. The Contractor shall provide maintenance and recovery crews to repair, recover, and transport aircraft which experience maintenance issues or PLs.

2.3.6. MEDEVAC Unique Requirements
The Contractor shall provide maintenance support 24/7 for assigned MEDEVAC aircraft and scheduled off-station MEDEVAC operations. The Contractor shall provide a maintenance support kit to allow crew level maintenance operations for off-station MEDEVAC support missions. The Contractor shall provide Tool Room, Ground Support Equipment (GSE), and logistics support for maintenance operations conducted by MEDEVAC unit personnel. The Contractor shall place the ACN logbooks in the MEDEVAC Operations office during periods when no Contractor personnel are present.

2.3.6.1. MEDEVAC Mooring
The Contractor shall ensure all MEDEVAC aircraft are properly moored and tied down when flight crew or maintenance personnel are not physically present at the aircraft. The Contractor shall coordinate any changes to the mooring status for on duty 1st UP and 2nd UP MEDEVAC aircraft through the flight crew.

2.3.7. AH-64E MTPC Unique Requirements
The Contractor shall identify and provide dedicated maintenance support to the MTPC training aircraft on 1st and 2nd shift for the duration of each class. The Technical Inspector, Lead Mechanic and supporting MTP will remain the same to maintain continuity in supporting MTPC. Comingling of Contractor maintenance personnel and MTPC cadre/students on MTPC aircraft is authorized. The Contractor can conduct maintenance on issued MTPC aircraft if its activities do not interfere with the MTPC training. Likewise, MTPC is authorized to use non-flyable MTPC aircraft for training if it does not impact maintenance.

2.3.8. Static Display Aircraft
The Contractor shall prepare, position, maintain, moor, and support recovery of AVCOE aircraft static display arrangements on and off Fort Rucker. Aircraft static displays at the Army Airfields/Army Heliports (AAF/AHP) shall not count against concurrent and daily maximum number of required aircraft IAW Attachment 0003, Fleet Calculations. NMC aircraft may be used for AAF/AHPs static displays and shall present the visual appearance of a flyable helicopter. The Contractor shall inspect static display aircraft on the base-fields for return to service prior to issue for flight training. The Contractor shall document and complete a Cockpit area FOD check for static displays conducted on the AAF/AHP. Upon direction from the Airfield COR, the Contractor shall provide, position, and recover maintenance stands used for static display aircraft. The Contractor shall provide maintenance and mooring support for static display aircraft IAW the timeline provided by the Airfield COR.

2.3.9. Support for External Inspections, Repairs, and Upgrades on AVCOE Aircraft
The Contractor shall perform maintenance and support activities to facilitate on-site aircraft and component repairs and upgrades conducted by other entities on AVCOE aircraft as directed by the Airfield COR. The Contractor shall support ordering, storage, issuing, and receiving of parts, hazardous materials and wastes for outside agencies supporting AVCOE work requirements at Fort Rucker as directed by the Airfield COR.

2.3.10. Contractor Flight Operations
The Contractor shall manage all aspects of its flight operations. The Contractor shall coordinate programs of instruction, operations, plans and controls for all phases of its flight operations. The Contractor shall maintain a functional file system of correspondence, directives, forms, records, qualifications, certifications and other data pertaining to flight operations.

2.3.10.1. Centralized Automated Flight Record System (CAFRS)
The Contractor shall input and reconcile flight data into the CAFRS. Flight data shall be entered into CAFRS within two hours after completing each flight. Reconciliation shall occur monthly prior to the end of the DA Form 1352 reporting period.

2.3.11. Stage Field Support
If a stage field is scheduled in Graduate / Training Integration Management System (GTIMS), the Contractor shall provide on-site maintenance support during the required sortie window IAW Table 5 below. The Contractor's on-site maintenance support shall be able to complete minor repairs requiring less than 30 minutes to return aircraft to service, move disabled aircraft to parking areas, and moor PL aircraft.

Table 5: Stage Field On-Site Support

Stage Field	Aircraft	Required Sortie Coverage		
		Sortie 1	Sortie 2	Sortie 3
Allen	UH-72A	X	X	
Brown	UH-72A	X	X	X
Ech	AH-64E	X	X	X
Highbluff	UH-72A	X	X	
Hooper	AH-64E	X	X	X
Lucas	UH-72A	X	X	
Lucas	UH-60M			X
Runkle	UH-60M	X	X	
Stinson	UH-60M	X	X	X
Tabernacle	UH-60M	X	X	X
Toth	UH-72A	X	X	

2.4. Aircraft Coordination and Scheduling
The Contractor shall issue aircraft IAW the requirements posted in GTIMS. Aircraft issues will be grouped in the following sortie windows for identification according to the requested issue time: Sortie 1: 0500-1129; Sortie 2: 1130-1629; and Sortie 3: 1630-

2100. Airfields may have more than one issue time for each sortie. An aircraft may be requested as a single sortie, double sortie, or triple sortie and will count as one aircraft against concurrency until returned to the Contractor's control.

2.4.1. Monthly Projections
The Government will provide the projected aircraft fleet sizes (total fleet, school fleet, and aircraft not counted in requirements) for the next month prior to the start of each performance month.

2.4.2. Daily Mission Launch Requirements Input
The Contractor shall attend the AAF/AHPs daily coordination meeting at the Contractor scheduling office with the designated Airfield CORs and the flight training unit. The meeting shall occur on Monday-Friday NLT 2100, excluding scheduled non-flying days. The Government will provide aircraft requirements for the next training day to include issue time, sortie duration, aircraft type, number of aircraft, aircraft hours needed, and configuration to establish the baseline requirements. The Government will input the next training day's daily mission launch requirements in the GTIMS system prior to the daily coordination meeting. The Government reserves the right to update the Sortie 3 daily mission launch requirements NLT 0900 hours on the day of training execution. Weekend / holiday flying requirements will be coordinated on the last business day prior to execution.

2.4.2.1. DMP Calculation Adjustments
The contractually required number of aircraft the Contractor shall provide will be the lower of two sources: the quantity requested in GTIMS or the maximum number of aircraft required IAW Attachment 0003, Fleet Calculations. The Government may direct a partial or total sortie cancelation prior to the scheduled issue time which will result in a commensurate reduction of the contractually required number of aircraft requested for the affected partial and/or total sortie.

2.4.2.2. Aircraft Tail Number Posting
The Contractor shall identify aircraft tail numbers and parking pad in GTIMS prior to each sortie window. The Contractor shall post the final information NLT 15 minutes prior to the aircraft's scheduled issue time.

2.4.3. Additional Issue Aircraft
The Government may request and the Contractor may issue additional aircraft after the daily mission launch requirement is established. These additional issue aircraft are excluded from the DMP calculation. These additional issue aircraft will be counted as "Additional Issue/Surge Aircraft Issued" in the MSMP calculation if the aircraft are issued by the Contractor within 30 minutes of the Government requested time or at the Government requested issue time.

2.4.3.1. Replacement Aircraft
If an aircraft has a maintenance deficiency that occurs after the acceptance window ends the IP may request a replacement aircraft. This replacement aircraft may count as

an “Additional Issue/Surge Aircraft Issued” in the MSMP calculation. To be included in the MSMP calculation the Contractor must notify the Airfield COR prior to issuance and the additional aircraft must be issued within 30 minutes of the replacement request.

2.4.4. Weekend/Holiday Flight Training
The Contractor shall support weekend/holiday flight training. The Government will provide the initial intent for weekend/holiday flight training NLT close of business each Thursday. The final weekend/holiday requirements will be input into the GTIMS IAW PWS 2.4.2. The Government will provide a projected weather call to confirm the scheduled event NLT 1100 on the last flying day prior to the scheduled event.

2.4.5. Extensions and Weather Delays
The concurrency rate requirements established in Attachment 0003, Fleet Calculations, remain applicable to all extensions and weather delays.

2.4.5.1. Sortie Window Weather Extensions
The Contractor shall extend the sortie window up to 30 minutes if requested by flight crews for weather delays. Weather extensions greater than 30 minutes require Airfield COR approval.

2.4.5.2. Scheduled Sortie Window Extensions
Scheduled Sortie window extensions are identified during the Daily Coordination Meeting.

2.4.5.3. Unscheduled Sortie Window Extensions
The Contractor shall extend the sortie window up to 30 minutes if requested for flight crews receiving a spare for a rejected aircraft, aircraft delayed by maintenance, or for progressive and additional issue aircraft accepted by the Government.

2.4.5.4. Unscheduled Flight Hour Extensions
Extensions to requested flight hours in GTIMs may be approved by the Airfield COR.

2.4.5.5. Sortie Delays
Delays that impact an entire sortie and require changes to aircraft issue times and sortie windows shall be coordinated and approved by the Airfield COR.

2.4.6. MEDEVAC Unique
The following MEDEVAC unique requirements supersede the requirements contained in PWS Paragraphs 2.4 and 2.5 for MEDEVAC aircraft only. The Contractor shall support scheduled MEDEVAC mission requirements 24 hours a day seven days a week to meet MEDEVAC requirements IAW Table 6 below. The Contractor shall immediately provide a replacement aircraft for off-station MEDEVAC aircraft upon notification from the Government that the initial aircraft requires maintenance beyond the crew’s capabilities. The Contractor shall immediately notify the MEDEVAC COR if the MEDEVAC aircraft mission requirements cannot be met. The Contractor shall have all flyable MEDEVAC aircraft available to the Government to meet emergency requirements.

Table 6: MEDEVAC Mission Aircraft Requirements

Daily Mission Requirement	Location	Required Aircraft Flight Hours	Monday through Friday Requirement	Saturday, Sunday & Holiday Requirement
1st UP MEDEVAC	Fort Rucker	6	1 HH-60M	1 HH-60M
2nd UP MEDEVAC	Fort Rucker	6	1 HH-60M	NA
MEDEVAC SPARE	Fort Rucker	6	1 HH-60M	1 HH-60M
MEDEVAC Training	Fort Rucker	Posted on schedule	1 HH-60M	As scheduled
*1st UP MEDEVAC	*Eglin AFB	6	1 HH-60M	1 HH-60M
*2nd UP MEDEVAC	*Eglin AFB	6	1 HH-60M	1 HH-60M

2.4.6.1. MEDEVAC Weekly Mission Launch Requirements
The Government will provide scheduled weekly MEDEVAC mission launch requirements on Thursday the week prior to execution. The Government reserves the right to make daily updates to the mission launch requirements NLT 1600 hours on the day prior to execution. The Contractor shall identify aircraft tail numbers on the flight schedule NLT 0630 hours on the day of execution for weekday requirements and NLT 1600 hours on the last business day of the week for weekend/holiday requirements. The Government may change the tail numbers posting time requirement.

2.4.6.2. MEDEVAC Aircraft Issue
The Contractor shall deliver assigned aircraft ACN logbooks, with associated docking station and case, to the crew at MEDEVAC Operations. ACN logbooks shall contain current applicable aircraft, engine, Auxiliary Power Unit (APU), and hoist TM/IETM to support MEDEVAC crew maintenance operations. The Contractor shall ensure aircraft fuel system is fully serviced. The Contractor shall ensure no scheduled maintenance action is due that would prevent aircraft from flying the number of flight hours requested on the updated weekly flight schedule or contained in Table 6 above.

2.4.6.3. Daily MEDEVAC Maintenance Meeting
The Contractor shall facilitate a daily MEDEVAC maintenance meeting at the MEDEVAC Operations Center to review the maintenance status and coordinate any necessary maintenance tasks for each MEDEVAC aircraft at a time set by the MEDEVAC COR. The Government may elect to perform MEDEVAC maintenance tasks utilizing Army personnel and will coordinate these exceptions at the meeting. The meeting is not required on weekends or holidays. The Contractor shall provide assigned MEDEVAC unit maintenance personnel access to an aircraft tug and tow bar when Contractor personnel are not present.

2.4.7. AH-64E MTPC Unique Requirements
The following AH-64E unique requirements supersede the requirements contained in all other PWS 2.4 and 2.5 paragraphs for MTPC designated aircraft only.

2.4.7.1. AH-64E MTPC Aircraft Identification
The Government will identify the MTPC class type and provide the number of students to the Contractor prior to the start of each course. The Contractor shall identify one FMC AH-64E by aircraft tail number for every two students in class to the Airfield COR. An odd number of students will be rounded up to the next higher even number. The Contractor shall identify one additional aircraft as a spare for each class. Aircraft identified to support MTPC shall be dedicated to the MTPC training mission for the duration of the class and use for other purposes requires Airfield COR notification. At least 50% of the MTPC identified aircraft shall be Fire Control Radar (FCR) equipped. The Government may adjust the total number of allocated aircraft based on changes in class size.

2.4.7.2. AH-64E MTPC Aircraft Issue
MTPC training aircraft shall be parked side by side in a location that expedites maintenance response time. An MTPC training aircraft will not be classified as a reject if a maintenance deficiency is identified but the Government determines the aircraft can still provide a training benefit. An MTPC training aircraft will be counted as a reject if a grounding fault is discovered and no training can be accomplished. MTPC training aircraft "rejects" will not count toward DMP/MSMP measurements. MTPC reject data will be tracked to validate if daily mission launch requirements are being met for MTPC. Aircraft extensions will be approved by the Airfield COR and are not limited to one hour.

2.4.7.3. Identification of Replacement MTPC Training Aircraft
The Contractor shall identify and provide a new MTPC training aircraft if an MTPC aircraft is anticipated to be NMC for three or more calendar days. Aircraft removed as AH-64E MTPC training aircraft will immediately return to the school fleet.

2.4.7.4. AH-64E MTPC Summary
The Contractor shall provide an MTPC summary for each day that MTPC training aircraft are requested IAW CDRL A016, Aircraft Sortie Status Rollup.

2.4.8. Property Officer (PO) Fleet
The PO Fleet consists of aircraft not available for training and not considered in aircraft availability calculations. The Airfield COR is the approval authority to place aircraft in and remove aircraft from the PO fleet. The Government may place aircraft in the PO fleet when any of the following conditions are met: (1) Aircraft is off base for repair or modification directed by the Government; (2) Aircraft is unavailable due to Government directed transfer inspection and preparation; (3) Crash damaged aircraft pending final disposition; (4) Aircraft is on temporary hand receipt to another station; (5) Approved by the Airfield COR for other circumstances; and (6) aircraft undergoing any work performed IAW PWS paragraph 7.3, Government’s right to perform work. Aircraft will be removed from the PO fleet when the required actions are completed or the Government approved timeframe has elapsed, whichever is earlier.

2.5. Aircraft Issue and Acceptance
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall prepare and submit an aircraft sortie status rollup for each fleet at the first issue time on each scheduled sortie window IAW CDRL A016, Aircraft Sortie Status Rollup.

2.5.1. Aircraft Issue
The Contractor shall issue aircraft IAW the requirements posted in GTIMS. The Contractor shall ensure at issue time that issued aircraft: have the ACN logbook in the aircraft with a charged battery of at least 61%, are located on the correct parking pad, are in the requested configuration, have the fuel system fully serviced, and have no maintenance actions due that would prevent the aircraft from flying the number of flight hours requested. The Contractor shall ensure the Airfield COR is notified of any refuel delays prior to aircraft issue time for any aircraft not fully serviced with fuel, to include the time aircraft refueling was requested.

2.5.1.1. Progressive and Alternate Issue Aircraft
Alternate Issue aircraft are aircraft approved by the Government to be issued in a configuration different than the configuration requested in GTIMS. Aircraft with refuel restrictions that limit planned training shall be considered alternate issues. Progressive Issue aircraft are aircraft approved by the Government to be issued after the requested issue time in GTIMS. The Contractor shall request approval through the Airfield COR for any Alternate or Progressive issue aircraft prior to the scheduled issue time and identify the proposed issue time or configuration. Approved aircraft issued by the Contractor as Alternate or Progressive issues will count toward MSMP and DMP measurements.

2.5.1.2. Back Side of Maintenance Window
The term "backside of the maintenance window" refers to flying hour-based inspections only. Aircraft that have passed the flying hour when the inspection was due at issue time but are within an authorized window are considered in the backside of the maintenance window. Aircraft shall not be issued in the back side of the maintenance window for flying hour-based inspections unless accepted by the flight training unit and approved as an Alternate issue by the Airfield COR.

2.5.1.3. Training Deficiencies and Equipment
The Contractor shall remove and install aircraft training deficiencies and equipment NLT fifteen minutes after IP notification and properly document the changes in the ACN logbook. Removal of training deficiencies or equipment shall not constitute a change in requested aircraft configuration.

2.5.1.4. Transfer Aircraft Departures
Transfer aircraft departing Fort Rucker shall meet issued aircraft requirements of PWS paragraph 2.5.1 and Government transfer criteria on the date of departure. Transfer aircraft with grounding deficiencies or transfer criteria not being met will be rejected. The only authorized spare for a transfer aircraft reject is the same transfer aircraft. Transfer aircraft are not included in concurrent or daily maximum number of issued aircraft totals.

2.5.2. Aircraft Acceptance
The Government aircraft acceptance window begins one minute after the aircraft is issued and ends two hours later (three hours for MTPC aircraft) or after the aircraft has departed the issue base-field, whichever occurs first. Aircraft are still considered in the acceptance window if the aircraft departs and returns to the issue base-field prior to expiration of the acceptance window. Aircraft are still considered in the acceptance window if the aircraft was issued from an alternate location and returns to either the home base-field or site of issue prior to the expiration of the acceptance window. Aircraft that are not inspected by the Government within the acceptance window will be deemed accepted once the window has closed. Aircraft in the hover or assembly areas adjacent to the base-fields are considered on the base-field.

2.5.2.1. Flight Variation Codes
The Government will utilize the flight variation codes listed in Table 7 to identify aircraft that were issued by the Contractor and were rejected, identified as not required by the Government, or had variation from scheduled flight times. The Government will inspect any aircraft identified with a flight variation code of C, K, L, and S. The Airfield COR will notify the Contractor when the Government inspection has been completed, and the aircraft is returned to the Contractor. The table below identifies the current flight variation codes.

Table 7: Flight Variation Codes

Code	Description
AAI-J	Rejected by ACLC (ACLC use only)
B	Aircraft returned or no other code applies
C	IP or crewmember shortage
D	Delayed by maintenance
F	Required fuel servicing
J	NMC aircraft due to maintenance deficiency inside acceptance window
K	Aircraft not needed (zero flight time)
L	Student late or no intent to fly
P	An aircraft maintenance deficiency identified during the aircraft acceptance window after an engine start is attempted
PL+2	An aircraft maintenance deficiency identified after the aircraft acceptance window and the engines were engaged for the purpose of takeoff
S	No code, no-show by crew (ACLC use only)
T	An aircraft maintenance fault identified after the aircraft acceptance window
U	Unacceptable configuration
W	Weather

2.5.3. Aircraft Rejects
The Government may reject aircraft within the two-hour acceptance window or three-hour acceptance window for MTPC aircraft. Any aircraft rejected after the reject window will be considered an available aircraft for the DMP and MSMP measurement. Issued aircraft not meeting the issue requirements in paragraph 2.5 will be immediately

rejected and no 30-minute repair time will be permitted. The Contractor may provide these aircraft as a spare once the deficiency is corrected. The Contractor shall communicate all aircraft rejects and spare issue times as they occur using handheld radios. Government Flight Crew may continue to preflight while the Contractor is correcting discrepancies as long as the preflight does not interfere with the maintenance actions.

2.5.3.1. Newly Discovered Grounding Faults
A newly discovered grounding fault is a grounding fault discovered on an issued aircraft during the acceptance window that is not currently documented in the ACN logbook. The Contractor has 30 minutes from the time of notification that a deficiency exists to evaluate, repair, and clear the fault before the aircraft becomes a reject. This time may be extended at the flight crew's discretion, and the aircraft will not be rejected until the extension time has elapsed. The Contractor shall deem the aircraft a reject within 30 minutes of fault identification time if they determine a repair is unfeasible. Overdue scheduled maintenance actions are not considered a newly discovered grounding condition and shall not be allowed 30 minutes to correct before it becomes a reject. The Contractor shall enter the notification time in the ACN logbook for any newly discovered aircraft grounding faults found during aircraft acceptance if not entered by the flight crew.

2.5.4. Aircraft Spares
The Contractor shall issue a spare aircraft NLT fifteen minutes after an issued aircraft has been rejected. To count toward the DMP measurement, a spare shall be issued within 15 minutes of the reject time. Spares issued more than 15 minutes after the reject time will count towards MSMP and not DMP. The Government is not obligated to accept spares issued after 15 minutes. After accepting one spare, the flight crew is not required to request a second spare. The Contractor shall not be afforded an opportunity to issue a second spare if not requested. The Contractor shall immediately notify the Airfield COR if issuance of a spare is delayed for a reason outside its control (i.e. network or ACN logbook issues, lightning hold, etc).

2.6. Performance Measurements and Reporting
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall prepare an aircraft Daily Status report and submit IAW CDRL A013, Daily Aircraft Status.

2.6.1. Review and Analysis
The Contractor shall prepare, facilitate, and conduct a Review and Analysis (R&A) of readiness/logistics by fleet and submit IAW CDRL A006, Review and Analysis.

2.6.2. Program Management Review (PMR)
The Contractor shall conduct an annual PMR with the Government and submit the meeting minutes/presentations/etc. IAW CDRL A007, Program Management Review.

2.6.3. Data Accession List (DAL)
The Contractor shall prepare and submit a DAL IAW CDRL A008, Data Accession List.

2.6.4. Invalid Reject Assessment Process (IRAP)
An invalid reject occurs when inspection, troubleshooting, testing, or operational checks reveal that the grounding fault resulting in an aircraft reject was unable to be confirmed and no maintenance or servicing actions were performed to return the aircraft to service. The Contractor shall submit IRAP requests with supporting documentation and DA Form 2408-13-1/2 to the Airfield COR for decision NLT two business days following the reject date. The Technical Inspector (TI) shall specify in the ACN logbook if a Maintenance Operational Check (MOC), Maintenance Test Flight (MTF), or further disassembly is required to evaluate the fault. The term “further evaluation required” is not considered an acceptable evaluation result.

2.6.4.1. IRAP Exclusions
The Contractor shall not submit, and the Government will not approve, IRAPs for the following circumstances:

a. When maintenance or servicing actions were performed to correct the condition resulting in the reject.
b. For a reoccurring fault, defined as an additional occurrence of the same reject condition or cause that occurs within a plus or minus 20-flight hour window of the reject and ultimately requires maintenance actions to correct. Minor seeps and leaks verified as within limits of the TM through a documented MOC are not considered additional occurrences.
c. When the rejected aircraft is reissued as its own spare.
d. When the Contractor’s TI fails to evaluate and document the evaluation results for the fault within 60 minutes of fault identification.

2.7. Perform Logistics and Supply Operations
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall perform logistics and supply operations using Global Combat Support System - Army (GCSS-A). The Contractor shall support and participate in efforts to streamline logistics processes to optimize mission support and support funding priorities. The Contractor shall manage the Command Supply Discipline Program (CSDP). The Contractor shall perform special inventories and record reconciliation to validate accountability of materiel as directed by the Logistics COR. The Contractor shall support serviceable and unserviceable materiel turn-ins or special evacuations as directed by the Logistics COR. The Contractor shall provide data and participate in all Government directed audit readiness samplings to meet the timeline issued by the Logistics COR.

2.7.1. Manage Material and Supply Operations
The Contractor shall prepare and submit a logistics report summary IAW CDRL A018, Logistics Reporting. The Contractor shall accurately report all NMC and PMC

requisitions in Logistics Assistance Program 360 (LAP 360) IAW CDRL A017, NMCS Reporting. The Contractor shall meet the following standards:

a. Inventory accuracy rate of ≥ 98%;
b. Priority 02 issue response time of ≤ 4 hours;
c. Stock replenishment cycle of ≤ 3 working days;
d. Inventory discrepancy rate of ≤ 1.5%; and
e. Expired shelf-life items in active inventory rate of ≤ 0.5%.

2.7.1.1. Excess
The Contractor shall manage excess and redistribute materiel to fill other existing shortages. The Contractor shall prepare an excess listing and submit IAW CDRL A018, Logistics Reporting. The Contractor shall complete a Source, Maintenance, and Recoverability (SMR) code review prior to submission of material requisitions. The Contractor shall not submit replacement materiel requisitions if the part is repairable on-site without Logistics COR approval. The Contractor shall meet the following standards:

a. No more than 15 Non-Stock (NS) lines.
b. No more than 10% of demand supported lines on approved shop stock list.

2.7.1.2. Cannibalization Point (CP)
The Contractor shall establish and manage a CP when directed by the Logistics COR for designated serviceable aviation assets. The Contractor shall prepare a CP inventory report and submit IAW CDRL A018, Logistics Reporting.

2.7.1.3. Counterfeit Parts
The Contractor shall establish and maintain an acceptable counterfeit electronic part or material detection and avoidance system IAW SAE AS5553D and SAE AS6174A. The Contractor shall prepare and submit a Counterfeit Parts SOP IAW CDRL A044, Property Management System.

2.7.1.4. Desktop Procedures
The Contractor shall develop and maintain Desktop Procedures and SOPs for each individual functional area and deliver IAW CDRL A044, Property Management System.

2.7.2. NMCS Reporting
An aircraft is considered NMCS when it reaches a maintenance work stoppage due to the need for a repair part to correct a grounding condition and a valid parts requisition has been submitted. NMCS time will start when the supply demand has been made and the materiel or part that has been requisitioned is not available. NMCS time will stop, and Not Mission Capable Maintenance (NMCM) time will resume, upon receipt of the required items or availability of an alternative solution. The Contractor shall employ approved MEC, MEOs, SRA, and Controlled Exchange processes to reduce NMCS if available. The Contractor shall prepare and submit a Daily NMCS report IAW CDRL A017, NMCS Reporting. If the part is commercially delivered, picked up at the

supply/parts window, or received by the Contractor prior to 0631 the aircraft shall not be considered NMCS for the daily NMCS report.

2.7.3. Army Working Capital Fund (AWCF) Warehouse (W0H) Operations
The Contractor shall maintain and manage the AWCF W0H using GCSS-A. The Contractor shall develop, publish, and submit Internal and External Supply Support Activity SOP to support daily supply operations IAW CDRL A018, Logistics Reporting. The Contractor shall obtain Logistics COR approval before changing, manually establishing, or deleting existing Requisition Orders (RO), safety stock, total consumption stock, and stock levels. The Contractor shall meet the following standards:

a. Customer Reconciliation	>95%
b. ASL Zero Balance with Due-Outs	<8%
c. Readiness Driver Fill Rate	>60%
d. ASL Fill Rate	>35%
e. Release Strategy	<24 hrs.
f. Inventory Accuracy	>95%

2.7.3.1. AWCF Issue, Reporting, and Manual Requisitions
The Contractor shall issue priority designations below 05 and requisitions identified by the Government as urgent within four hours of receipt. The Contractor shall issue priority designations 05 and higher within 24 hours of receipt. The Contractor shall prepare an Inventory Adjustment Report and submit IAW CDRL A018, Logistics Reporting. The Contractor shall maintain an inventory adjustment rate of <5% of the authorized to forecast (ATF) RO dollar value. The Contractor shall prepare an overage repairable item listing and associated tracking data and submit IAW CDRL A018, Logistics Reporting. The Contractor shall process all transactions prior to triggering a red-light indicator in GCSS-A. The Contractor shall ensure procedures are in-place to implement the use of manual requisitions within 1 hour of system outage.

2.7.4. Airfield Supply Operations
The Contractor shall maintain and manage airfield supply operations and Aviation Maintenance Support Shops (AMSS) using ACN and/or GCCS-A. The Contractor shall obtain Logistics COR approval before changing, manually establishing, or deleting existing stock levels (excluding UH-72A). The Contractor shall perform a shop stock demand analysis and submit IAW CDRL A019, Demand Analysis. The Contractor shall prepare a Pending Issue from Bin (PIFB) inventory report and submit IAW CDRL A018, Logistics Reporting. The Contractor shall receive Logistics COR approval for all PLL/ Shop Stock locations. The Contractor shall meet the following standards:

a. Prescribed Load List (PLL) zero balance without due-ins of <5% (excludes UH-72A)
b. PLL/ shop stock excess lines of <5% (excludes UH-72A)
c. Serviceable turn-in Condition Code (CC) A of <5%
d. Bench stock management without due-ins of 100% (excludes UH-72A)
e. PIFB Issue Priority Group (IPG) 02 of < 3 days
f. PFIB IPG 05 of < 15 days

g. PFIB IPG 12 or < 30 days
h. Recoverable items issued with no matching turn-in of <5%

2.7.5. Materiel Receipt, Shipment, and Movement
The Contractor shall manage, coordinate, and perform all actions to support receipt and shipment for materiel. The Contractor shall coordinate and perform all actions and functions associated with the preparation and movement of supplies and equipment to and from all work centers.

2.7.5.1. Shipment Tracking and Inspection
The Contractor shall provide shipment tracking information NLT four hours after receipt of request from Airfield or Logistics COR. The Contractor shall process lost shipments IAW MILSTRIP and MILSTRAP regulations. The Contractor shall initiate Supply Discrepancy Report (SDR) or Transportation Discrepancy Report (TDR) when required. The Contractor shall conduct visual inspection for damage on all materiel received by the warehouse, without compromising sealed packaging or containers that would degrade preservation.

2.7.5.2. Packaging
The Contractor shall ensure proper packaging and preservation of Army Supplies and Materiel. The Contractor shall maintain stored materiel and supplies to prevent degradation. The Contractor shall preserve original crates/packaging in support of redistribution/reutilization efforts.

2.7.6. UH-72A Unique Logistics Requirements
The UH-72A Contractor Logistics Support (CLS) Contractor is the Government's agent for providing UH-72A parts. The Contractor shall manage UH-72A logistics using ACN and CAMMS. The Contractor shall receive Airfield or Logistics COR approval for all new sites created in CAMMS. The Contractor shall manage the consignment stock provided by the CLS Contractor. The Contractor shall prepare a UH-72A Demand Analysis and submit IAW CDRL A019, Demand Analysis. The Contractor shall meet the following standards:

a. PIFB: Aircraft on Ground (AOG) < 3 days
b. PIFB: RUSH < 15 days
c. PIFB: PLANNED < 30 days

2.7.6.1. UH-72A Parts Requisitioning and Receipt
The Contractor shall requisition parts and materials using ACN and CAMMS IAW Government approved guidance on order priority. The Contractor shall notify the Airfield COR and Airfield Supply Management Specialist (SMS) of any AOG orders not received within 48 hours of validated requisition, rush orders not received within ten business days of requisition submission and scheduled/planned orders not received within 30 days of requisition submission. The Contractor shall not local purchase UH-72A parts without written KO approval.

2.7.6.2. UH-72A TBO forecasting
The Contractor shall forecast monthly for mandatory TBO replacement parts IAW CDRL A004, TBO Component Forecasting. TBO components shall be ordered within 50 flight hours and/or 30 days prior to scheduled replacement. Deviations will be approved by the Airfield COR.

2.7.6.3. UH-72A Parts Management
The Contractor shall report all unserviceable and non-conforming components to the Airfield COR and Airfield SMS. The Contractor shall turn-in all unserviceable parts to the CLS Contractor within five business days of receipt of replacement part. The Contractor shall notify the KO and Airfield COR of all incidents of loss within 72 hours of occurrence. The Contractor shall complete the Loss/Damage form and provide to the Airfield COR and Airfield SMS NLT ten business days of the occurrence. The Contractor shall complete Service Difficulty Reports on serious failure, malfunction, or defect of an article to the FAA in accordance with 14 CFR Part 145.221 at the following website: https://av-info.faa.gov.

2.7.7. Maintenance Parts Kits
The Contractor shall manage, inventory, maintain, and safeguard aircraft phase and component maintenance kits approved by the Airfield or Logistics COR. The Contractor shall input all excess kit components into the GCSS-A within three business days of completion of maintenance event. The Contractor shall obtain Airfield or Logistics COR approval prior to the removal of kit components to fulfill parts shortages.

2.8. Other Support Operations
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL.

2.8.1. Aviation Life Support Equipment (ALSE) and Night Vision Devices (NVDs)
2.8.1.1. ALSE
The Contractor shall manage, maintain and provide ALSE support for all AVCOE flight operations at all AAFs/AHPs. The Contractor shall issue, receive, inventory, inspect, test, fit, adjust, launder, repair, and transport ALSE to all Fort Rucker AAFs/AHPs and when required for turn-in to Central Issue Facility (CIF). The Contractor shall provide aircrews with initial and continuation training IAW AR 95-1, Chapter 8. The Contractor shall maintain repair/replacement parts to support ALSE operations utilizing the Aircrew Life Support System (ALSS) fund code. The Contractor shall prepare the ALSS equipment and funding requirements and submit IAW CDRL A010, ALSS Status. The Contractor shall transport, issue, and fit ALSE to accomplish special requirements identified by the KO or Airfield COR.

2.8.1.2. Night Vision Devices (NVDs)
The Contractor shall manage NVDs for all Fort Rucker AAFs/AHPs and provide support for all AVCOE flight operations. The Contractor shall issue, receive, inventory, inspect, maintain, test, adjust, and repair NVDs. The Contractor shall transport NVDs to and from support maintenance activities.

2.8.2. Transient Aircraft
The Contractor shall provide Field and approved Sustainment level maintenance support for transient aircraft when directed by the Airfield COR or KO. A transient aircraft is any Government aircraft not assigned to Fort Rucker but either operating on or passing through the FRAM AOR. The Contractor shall track labor and parts detail data on a separate workorder for each approved transient aircraft support request and provide to the Airfield COR IAW CDRL A002, Production Control Reporting upon completion.

2.8.3. External Satellite Repair (ESR)
The Contractor shall provide support for AVCOE approved ESR customers. Upon request by the AMSS COR, the Contractor shall provide a Rough Order of Magnitude (ROM) to perform the requested maintenance support. Once approved by the KO or a COR Manager, the Contractor shall perform the ESR maintenance support IAW existing aircraft technical repair criteria. The Contractor shall prepare and submit the completed ESR work order and report IAW CDRL A002, Production Control Reporting.

2.8.4. Installation Support Requirements
The Contractor shall provide support for activities identified in Attachment 0005, Installation Support Requirements as requested by a COR Manager. The support takes place at Fort Rucker using existing equipment to support Fort Rucker efforts. This support may be required at varying hours of the day and may include support on weekends or holidays.

2.8.5. Support for Contingency Operations
The Contractor shall provide support for Fort Rucker aircraft used in alerts, contingency, and emergency support operations. The Contractor shall assist in the development of Government plans for contingency support operations both pre and post event. The Contractor shall participate in drills/exercises and execute contingency plans as directed by the KO or Security COR.

2.8.6. Other Weekend/Holiday Flights
The Contractor shall support weekend/holiday aircraft requirements for non-flight training missions. Examples of these missions include, but are not limited to, static display aircraft, VIP/DV transport, ferry flights, aircraft fly-over events, and other minor aircraft requirements supporting approved non-training missions. The Government will provide initial intent once the requirements are approved to facilitate Contractor planning, but NLT one business days prior to the scheduled mission. Final requirements are coordinated IAW PWS Paragraph 2.4.2, Daily Mission Launch Requirements Input.

2.8.7. Facility/Site Visit Support
The Contractor shall support requests for facility/site visits as coordinated by the COR responsible for the function/location.

3.0. Quality
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL.

3.1. Quality Assurance (QA)
The Government will evaluate the Contractor's performance using the Quality Assurance Surveillance Plan (QASP) and the performance thresholds contained in the PWS. All contractual requirements are subject to Government surveillance. Government verification and inspection of services shall not constitute acceptance, replace the Contractor's inspection requirements and Quality Control (QC) procedures, or in any way relieve the Contractor of any responsibility to take all actions necessary to assure the highest quality of service rendered.

3.1.1. Quality Management (QM) System (QMS) and QM Plan (QMP)
The Contractor shall develop a QMP and submit IAW CDRL A020, Quality Management Plan. The Government will perform second party audits on the Contractor's QMS IAW the QMP. The Contractor shall provide the Government any faults or findings discovered during any internal or external QMS audits and the Government will utilize the audit results to assess the Contractor's compliance with their QMS. The Contractor shall maintain QMS documentation in a manner accessible to the Government for review and auditing. The Contractor shall maintain a compliant Critical Safety Item (CSI) program IAW Attachment 0004, DSL.

3.1.2. Quality Assurance Surveillance Plan (QASP) Performance Measurement
The Contractor's performance will be evaluated monthly and calculated quarterly on all Performance Areas and all Evaluation Areas IAW the QASP. A Performance Area is identified as a location, distinct work location, or functional element. An Evaluation Area is defined as an audit scope topic. The Contractor shall achieve the Quarterly Pass Rate for each Performance Area and Evaluation Area identified in Table 8 below. The responsible COR will notify the Contractor of any QASP evaluation areas that require special coordination. The Contractor shall notify the responsible COR upon completion of services for QASP evaluation area inspections that require special coordination.

Table 8: Quarterly QASP Audit Pass Rate

Year	Performance Area	Evaluation Area
Base Year	80%	70%
OY1	81%	71%
OY2	82%	72%
OY3	83%	73%
OY4 – OY9	85%	75%

3.1.2.1. Quarterly QASP Audit Pass Rate for each Performance Area.
The quarterly QASP audit pass rate for each Performance area is determined by dividing the number of all audits by Performance area that were passed with a 'Satisfactory' rating by the total number of audits by Performance area and multiplying

by 100. The Contractor shall achieve the Quarterly QASP Audit Pass Rate identified in Table 8 above for each Performance Area.

3.1.2.2. Quarterly QASP Audit Pass Rate for each Evaluation area.
The quarterly QASP Audit Pass Rate for each Evaluation area is determined by dividing the number of all audits by evaluation area, conducted across all Performance areas, that were passed with a 'Satisfactory' rating by the total number of audits, by evaluation area, across all Performance areas, and multiplying by 100. The Contractor shall achieve the Quarterly QASP Audit Pass Rate identified in Table 8 above for each Evaluation Area.

3.1.2.3. QASP Audit Validation
The Contractor may request a review of any QA audit findings identified by the Government during the month NLT 10 days after the performance month ends. All requests shall be submitted to the responsible COR and QASP Program Manager to obtain a final review and determination.

3.1.2.4. Responding to Deficiencies
The Contractor shall provide a written response to all discrepancies, deficiencies, and Corrective Action Requests (CARs) identified during audits. QASP audit responses shall identify the corrective action taken to address any findings. CAR responses shall include the following: root cause with human factors analysis and identification if applicable, Corrective Action Plan (CAP), implementation timeline, and date of full compliance.

3.1.3. Quality Stop Points
The Government will provide written notice to implement an in-process inspection point procedure and identify the affected components, items, and/or MDS. The Contractor shall comply with the established in-process inspection points, notification process, and approval to proceed conditions.

3.1.4. Government Directed Safety/Quality Hold of Aircraft
The Contractor shall comply with all Government directed safety/quality hold instructions placed on aircraft. The Government will clearly state when an aircraft is on hold, how its use is restricted, and actions required to remove the hold.

3.1.5. Flight and Ground Operations Procedures
The Contractor shall prepare Flight Operations Procedures (FOP) and Ground Operations Procedures (GOP) and deliver IAW CDRL A021, FOP/GOP. Both FOP and GOP shall be approved by the Government Flight Representative (GFR) prior to commencement of aircraft maintenance operations.

3.2. Quality Control
The Contractor shall develop and maintain an effective QC program. The Contractor is solely responsible for QC for all aircraft maintenance it performs and compliance with aircraft return to service requirements.

3.2.1. Quality Control Plan (QCP)
The Contractor shall develop a Quality Control Plan (QCP) and submit IAW CDRL A022, Quality Control Plan.

3.2.2. Product Quality Deficiency Reports (PQDR)
The Contractor shall prepare and submit all Category 1 PQDRs within 24 hours and Category II PQDRs within 72 hours of PQDR using Product Data Reporting and Evaluation Program (PDREP) or Joint Deficiency Reporting System (JDRS). The Contractor shall track, verify, and report PQDR credit authorizations that post to Fort Rucker and submit a monthly PQDR Credit Report IAW CDRL A023, PQDR Reporting. The Contractor shall monitor the status of PQDRs and exhibit disposition instructions and report IAW CDRL A023, PQDR Reporting.

3.2.3. Reference Library
The Contractor shall maintain and manage a reference library for digital and/or physical maintenance documents, publications, and data for aircraft, equipment, and property utilized or maintained in support of this contract and ensure all authorized Contractor and Government personnel have access. The Contractor shall establish and maintain publication accounts.

3.2.3.1. Publication Changes
The Contractor shall post all urgent changes to IETMs within one business day from release and all PDF and/or paper changes within three business days of change release. The Contractor shall download IETM changes supported by the Interactive Authoring Display Software (IADS) after official release from the approved source and deploy within five business days from the day the download is available. The Contractor shall download non-IADS supported AH-64E IETM changes within one full business day after official release from the approved source and deploy with five business days from the day the download is complete. Requests for extensions may be approved by a COR Manager.

4.0. Security
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall comply with all applicable security requirements of Attachment 0006, Department of Defense (DD) 254 Contract Security Classification Specification. All Contractor personnel with access to unclassified information systems, including e-mail, shall have at a minimum a favorable Tier 1 investigation (T1) or equivalent. The Contractor shall prepare a Physical Security Plan and submit IAW CDRL A024, Physical Security Plan. A DA Form 7708, Personnel Reliability Screening and Evaluation, shall be submitted for all Contractors with unaccompanied access to Arms, Ammunition, and Explosives (AA&Es). The Certifying Official for this form is the Security or Lead COR. The Contractor shall prepare an Information Security Plan and submit IAW CDRL A025, Information Security Plan. The Contractor shall prepare and submit an OPSEC Plan IAW CDRL A026, OPSEC Plan. The Contractor shall prepare and submit a personnel roster of all employees IAW CDRL A015, Personnel Roster.

4.1. Communication Security (COMSEC)
The Contractor shall establish a National Security Agency (NSA) COMSEC Account to receive Controlled Cryptographic Item (CCI). All Contractor designated Hand Receipt Holders (HRH) must have a Final Adjudicated SECRET Clearance before being granted access to Classified COMSEC. All HRH shall be issued a DD Form 2501, Courier Authorization Card, by the Government prior to transporting Classified COMSEC. The Contractor shall only store Classified/Unclassified COMSEC in COMSEC facilities approved by the Fort Rucker COMSEC Account Manager (CAM). The Contractor shall route requests for approval to utilize COMSEC facilities through the Security COR. The Government will provide approved GSA Security Containers.

4.2. ACLC Antiterrorism (AT) Force Protection Plan (AT/FP) Compliance
The Contractor shall comply with the ACLC AT Plan. The Contractor shall implement changes in FPCON's and establish FPCON Measures as required during Fort Rucker Exercise and Non-Exercise events IAW the ACLC AT plan. The Contractor shall conduct monthly random AT exercises as directed by the Security COR.

4.3. Security Clearance Requirements
The Contractor shall ensure that all Contractor personnel requiring access to Classified Information have either a Favorable Interim or Final Favorable Adjudicated Tier 3 Equivalent or Higher Investigation, combined with ownership relation in Defense Information System for Security (DISS) prior to accessing Classified information. The Government will take a Servicing Relationship in DISS. The Contractor shall not be given access to Classified information without Government approval.

4.3.1. Tier 1 (T1) or Higher
The Contractor shall ensure all personnel with access to unclassified information systems including e-mail have at a minimum an Interim or Final Favorable T1/Equivalent or higher investigation. The Contractor shall take an Owning Relationship in DISS.

4.3.2. Tier 3 (T3)
The Contractor shall ensure that all employees who are assigned to duties involving custody, maintenance, disposal, or security responsibilities for AA&E or Information Technology (IT) IT-II positions have either a Favorable Interim or Final Favorable Adjudicated Tier 3 Equivalent or Higher Investigation. The Government may provide interim approval upon submission and Government initiation of investigation.

4.4. Badging
4.4.1. Company Specific Badges
The Contractor shall issue, manage, and ensure all Contractor personnel visibly display Company identification badges. The identification badges shall contain the company name, employee photograph, employee name, identification number, and expiration date. The Contractor shall provide badges for all Government employees directly supporting this effort. The Contractor shall provide temporary badges for all approved

unescorted Government visitors in Contractor areas as coordinated by the Security COR.

4.4.2. Automated Installation Entry (AIE) Card
A records check through the National Crime Information Center (NCIC) Interstate Identification Index (III) and Terrorist Screening Database is the minimum baseline background check for entrance into unrestricted areas of Fort Rucker for non-Department of War (DoW) Identification holders that require Automated Installation Entry (AIE Card). The AIE card request shall be submitted on Fort Rucker Form 2747-R-E to the Security COR for unescorted access. The Contractor shall have a program to recover and turn-in previous Government issued Contractor Identification Card and/or Fort Rucker AIE Card upon termination of employment.

4.4.3. Common Access Card (CAC)
All Contractor personnel operating on Fort Rucker Local Area Network (LAN) / Wide Area Network (WAN) systems and DoW Information Network-Army (DOWIN-A) websites shall obtain and maintain a valid CAC. Contractor CAC Mission Partner Affiliate Sponsorship (MPAS) requests shall be submitted through the Mission Partner Identity, Credentialing, and Access Management (MP ICAM) Portal. Before CAC issuance, the Contractor shall ensure all personnel have a favorably adjudicated Tier 1 background investigation, or an equivalent or higher investigation. Following CAC card issuance, Contractor personnel shall coordinate Fort Rucker computer access through the Security COR. The Contractor shall have a program to recover and turn-in Government issued CAC to the Security COR upon termination of employment or assignment to duties not requiring a CAC.

4.5. Continuity of Operations (COOP)
The Contractor shall prepare and submit a COOP plan IAW CDRL A027, COOP Plan. The Contractor shall coordinate their COOP program with the Security COR. The Contractor shall participate in COOP exercises and drills.

4.6. Protection of Personally Identifiable (PII) Information
The Contractor shall protect all PII. The Contractor shall bear all costs associated with the notification, call-center support, and credit monitoring services for all individuals whose PII has been compromised as a result of Contractor's PII breach. The Contractor shall immediately notify the KO in the event of unauthorized access, disclosure, or misuse of Government PII.

5.0. Information Technology (IT)
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall manage and maintain all Government data on the .mil system utilizing the DoWIN-A. All such Government data shall be transferred through the .mil system. The Contractor shall utilize the Government provided .mil email accounts to communicate with the Government. The Contractor shall not transmit, copy, or store Controlled Unclassified Information (CUI) on any system or networks other than the .mil system and DoWIN-A network. The Contractor shall use Computer Hardware,

Enterprise, Software and Solutions (CHESS) or current required system for all Government computer hardware, enterprise, and software acquisitions. The Contractor shall prepare IT equipment lifecycle information and deliver IAW CDRL A045, Property Lifecycle Plan. The Contractor shall prepare and submit IT Sub-Data Processing Information IAW CDRL A028, IT Reporting.

5.1. Government Network Support
The Government will provide network support for the .mil system and the DoWIN-A network at all Government facilities. The Government will provide the latest Army approved software for IT GFP to be used on the DoWIN-A network.

5.2. Contractor IT Support
The Contractor shall provide, manage, and maintain all required automated hardware and software systems and ensure the systems can be accessed from and operate on the DoDIN-A .mil network. The Contractor shall provide comprehensive Tier 1, Tier 2, and authorized Tier 3 IT user support for Contractor personnel IAW the Army Enterprise Service Management (AESM) framework. The Contractor is solely responsible for its own end-user IT support, including provisioning, maintaining, and troubleshooting all employee hardware and software.

5.2.1. Contractor IT Administration
The Contractor shall manage all personnel IT transitions, ensuring timely onboarding and the immediate revocation of system access and recovery of IT GFP upon an employee's departure. For IT infrastructure issues or faults exceeding the Contractor's administrative privileges, the Contractor shall act as the central liaison, submitting and tracking incident tickets with the local Network Enterprise Center (NEC) or appropriate Government IT helpdesk until resolution. The Contractor shall report Help Desk support data, Government Help Desk requests, and current status monthly IAW CDRL A028, IT Reporting.

5.2.2. Contractor IT System Management and Maintenance
The Contractor shall provide Government access to processes, software programs, and systems utilized by the Contractor for the performance of this effort. The Contractor shall manage and maintain Government provided hardware and software applications including ACN, ALSE Software, IADS/AH-64E IETM, Personal Computer-Ground Based Station (PC-GBS), Automated Weight and Balance System (AWBS), Advanced Statistical Evaluation Tools (ASET), Joint Delivery Management Service (JDMS), and other approved Government systems which reside on the .mil network.

5.2.3. Contractor IT Server and System Health Management
The Contractor shall maintain the operational health, performance, and availability of all Government-provided servers by performing weekly system health checks and installing all released security, critical Operating System (OS), and application updates, to include any Information Assurance Vulnerability Management (IAVM) alerts. The Contractor shall execute weekly server restarts. The Contractor shall perform monthly server event log reviews and conduct performance checks on CPU, RAM, and disk utilization. The

Contractor shall maintain operational backups and perform a test restore monthly. The Contractor shall report monthly completion data IAW CDRL A028, IT Reporting.

5.2.4. Contractor IT Security and Compliance
The Contractor shall review weekly NEC/Regional NEC (RNEC) client and server vulnerability scans and resolve identified issues IAW DoD Cyber Tasking Orders (CTOs) and local NEC timelines. The Contractor shall perform monthly server Security Technical Implementation Guides (STIG) compliance checks to document and mitigate open findings, review and update firewall policies, and execute full anti-virus and anti-malware scans. The Contractor shall conduct monthly reviews of user access, disable inactive user accounts, enforce Army-compliant password changes, and report compliance IAW CDRL A028, IT Reporting

5.2.5. Contractor IT Configuration Management
The Contractor shall enforce configuration control over all managed environments, attend Configuration Control Board meetings, provide required technical documentation, and perform impact assessments. The Contractor shall review and update the consolidated ACN Scripts repository monthly. For any proposed baseline modifications to Government provided software or hardware, the Contractor shall submit a request for service to the IT COR within five days of identification.

5.3. Contractor IT Integration and Approvals
The Contractor shall submit a request through the IT COR to obtain written approval from the Designated Approval Authority prior to use of any Contractor software or hardware on IT GFP or connection to the DoWIN-A network. The request shall include evidence confirming that the following security accreditation requirements have been met by the Contractor:

a. A current approved Enterprise Mission Assurance Support Service (eMASS) record.
b. Applied and verified STIGs.
c. Successful completion of vulnerability scans demonstrating a secure configuration.
d. An approved Authority to Operate (ATO) from the Army Unified Directory Service (AUDS) or Active Directory (AD) environment where the system will reside.

Any Contractor property approved to operate on the DoWIN-A network shall be configured to comply with all Army and DoW standards, requirements, and configurations. All acquisitions, licenses, and upgrades for Contractor-provided or owned data and business systems shall be executed at the Contractor's expense. Furthermore, the Contractor shall obtain written approval through the IT COR prior to establishing, maintaining, or accessing any commercial networks on the installation.

6.0. Post Award Conference and Meetings
The Contractor shall prepare and submit CDRL A029, Post Award Conference. The Contractor shall conduct a post award conference NLT 30 days after contract award. The Contractor shall participate in Government meetings and provide input when required.

7.0. Contract Administration and Management
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall identify and manage work centers aligned by MDS to include the following locations: Cairns AAF; Hanchey, Knox, Lowe, and Shell AHPs; AMSS; Supply Support Activity; Consolidated Phase Maintenance (CPM) facility; and Fort Rucker main post.

7.1. Contractor Administration
The Contractor shall provide a list of all individuals designated as authorized signatories IAW CDRL A031, Document Signature Authorization. The Contractor shall prepare and deliver a performance and cost report IAW CDRL A030, Cost and Statistics Report. The Contractor shall prepare and submit a Strike Plan IAW CDRL A032, Strike Plan. The Contractor shall immediately notify the appropriate Airfield or functional area COR of the arrival on-site of any Government agency and include the COR on communication or correspondence with any Government agency concerning performance of the requirements in this PWS.

7.2. Management and Personnel
The Contractor shall perform on a 24-hours per day and seven days per week basis. Travel and per diem only will be reimbursed under the Travel CLIN for Government directed travel outside the local flying area.

7.2.1. Uniform/Dress Requirements
All Contractor personnel are required to maintain a clean, neat, and professional appearance and must wear a uniform top or shirt clearly displaying the company logo. During warmer weather, crew neck T-shirts with sleeves, bearing only the company logo, are permissible. The Contractor may allow either hemmed shorts no shorter than four inches above the knee or long pants at its discretion. Yoga pants, tights, or similar form-fitting clothing are not allowed. All hats worn must also include the company logo. Contractor management shall remove personnel from the installation if violations of the dress/uniform requirements are identified until the violation is corrected.

7.2.2. Assignments/Reassignments
The Contractor shall not allow more than 10% of the total MDS qualified workforce by classification to move outside of the designated MDS work center annually. Movements directed by the Government are not included in this total. The Contractor shall prepare and report the annual personnel changes IAW CDRL A015, Personnel Listing.

7.3. Government's Right to Perform Work
The Government reserves the right to use Government personnel, separate Contractor personnel, and/or Government Property to perform work when deemed necessary and will provide formal notification to the Contractor prior to execution.

7.4. Contracting Officer's Representative (COR)
The KO will designate a multiple CORs for the administration of this PWS. Additionally, the Government will designate Primary and Alternate CORs for each Location and Functional Area as detailed in Attachment 0009, Government Oversight Team List. COR Managers listed in Attachment 0009 are authorized to provide approval for all matters requiring review by a functional COR. Each Primary and Alternate COR Designation letter will detail their specific additional duties authorized by the KO.

8.0. Personnel & Qualifications
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall provide a Notification Roster IAW CDRL A015, Personnel Listing, and notify the COR Managers of any changes within one business day. All personnel in safety sensitive positions as defined in AR 600-85 shall be drug and alcohol tested.

8.1. Project or General Manager (PM/GM)
The Contractor shall designate an on-site PM/GM responsible for the overall management and coordination of the FRAM II effort with complete authority to represent the Contractor. The Contractor shall designate an acting PM/GM with the same qualifications for instances when the PM/GM is not on-site.

8.2. Technical Personnel
8.2.1. Leadership & Oversight
The Contractor shall ensure all Maintenance Managers and Supervisors have a minimum of two years of aviation maintenance experience. The Contractor shall ensure all Maintenance Managers and Supervisors assigned to any FAA commercial aircraft possess a valid FAA Airframe and Powerplant (A&P) certificate.

8.2.2. Aircraft Mechanic Qualifications
The Contractor shall ensure all mechanics are MDS qualified on their assigned airframe. A mechanic is considered MDS qualified when they have documented completion of one of the following training programs on the MDS: DoW or Department of Homeland Security (DHS) Military Occupational Specialty (MOS) producing school; an OEM certified Maintenance course of Instruction; a Government approved apprenticeship program; or Government approved On the Job Training (OJT) program.

8.2.2.1. On the Job Training (OJT) Program
The Contractor shall develop and maintain an OJT Program for aircraft maintenance personnel who are not MDS qualified. The Contractor shall ensure that each enrolled trainee completes the required OJT before additional OJT training is authorized. Upon completion of the OJT program the employee shall serve a minimum of three years supporting the MDS on which the training was received unless Government-directed changes require re-assignments of MDS qualified personnel.

8.2.2.2. Contractor Apprenticeship Program

Employees selected for a Government approved, Contractor Apprenticeship program shall be entered into a formal training program, including an OJT Training program. They shall not work unsupervised, shall work under the guidance of an experienced mechanic, and will document work performed in maintenance records. Apprentices shall not sign-off fault write-ups or change aircraft status symbols. Upon the completion of the Apprenticeship or OJT program the newly qualified mechanic shall incur a three-year lock-in on the MDS that they received the training on.

8.3. Technical Support & Expertise

8.3.1. Engineering Personnel

The Contractor shall ensure that all Engineers have a minimum of two years of experience in their specific engineering classification.

8.3.2. Technical Procedural Liaison

The Contractor shall designate a Technical Procedural Liaison responsible for coordinating the submission, review, and approval of all Contractor GOP, FOP and POIs.

8.3.3. Contractor Field Service Representatives (CFSRs)

The Contractor shall provide the OEM CFSRs for the AH-64E, CH-47F, and UH-60M aircraft and the following systems: AH-64E Modernized Target Acquisition and Designation Sight, AH-64E Fire Control Radar, and CH-47F/UH-60M Common Avionics Architecture System. The Contractor shall provide an MV75 CFSR once the MV-75 aircraft fielding begins at Fort Rucker. Each CFSR shall provide on-site maintenance, troubleshooting, diagnostics repair, replacement, training instruction, engineering, logistics, and analysis. In addition to normal duty hours, the Contractor shall ensure CFSRs are accessible during off-duty hours via telephone and email.

8.3.4. Pilot, Crewmembers, Non-Crewmembers, and Ground and APU Personnel

The Contractor shall ensure all Pilots, Crewmembers, Non-Crewmembers, and Ground and APU personnel meet all requirements IAW AR 95-20 and the GFR approved FOP. The Contractor shall develop and execute GFR approved training programs for all Pilot, Crewmember, and Non-Crewmember flight personnel. All pilots shall possess an FAA Instrument certification. The Government reserves the right to conduct Contractor flight evaluation using Government personnel. Contractor pilots are subject to no-notice evaluations at the direction of the GFR.

8.3.5. Maintenance Test Flight Evaluators (ME) Qualifications

The Contractor shall ensure all ME successfully complete an initial and annual flight evaluation for all assigned MDS aircraft in which ME authorization is maintained. The ME evaluations shall be provided by Contractor MEs.

8.3.6. Chief Flight Standardization Pilot

The Contractor shall appoint a Chief Standardization Pilot responsible for planning, organizing, directing, and controlling all phases of Contractor flight operations. The Chief Standardization Pilot shall be IP / MTPC qualified and located on-site.

8.3.7. Flight Standardization Pilot
The Contractor shall ensure a Flight Standardization Pilot is present for each MDS at each AAF/AHP during all hours of operation who is designated to brief flights for their MDS. For weekend operations and AAF/AHP locations with less than three pilots per shift, the Contractor is authorized to provide coverage on an area basis rather than assigning personnel to each location.

8.3.8. Instructor Pilots (IPs)
The Contractor shall ensure that Contractor IPs of Standard Army aircraft meet the DOW and DA Service Guidance evaluation requirements prior to GFR approval. The Contractor shall ensure all IPs possess a current FAA Certified Flight Instructor / Instrument Rating (CFI/CFII). The Contractor shall ensure all IPs complete an initial and annual flight evaluation.

8.3.9. Maintenance Test Pilots (MTPs)
The Contractor shall ensure all Contractor MTPs operating AH-64E, CH-47F, or UH-60M series aircraft have successfully completed the MTPC prior to performing MTP duties in those aircraft.

8.3.10. Painting Personnel
The Contract or shall ensure all aircraft refinishing personnel are certified to STAR4D standard. Other DoW approved programs for painting certification of aircraft, components, and ground support equipment may be substituted with Environmental COR approval.

8.3.11. ALSE Maintenance
The Contractor shall ensure all ALSE maintenance personnel are graduates of the U.S. Air Force (USAF) C3AABR92230–000 course, U.S. Navy (USN) LSE C–602–2010 course, U.S. Army 860–ASI (H2 or Q2) course, or possess an approved exception IAW AR 95-1.

8.4. Quality Personnel
8.4.1. QC Supervisors, FAA Chief Inspectors, & QM Representatives (QMR)
The Contractor shall ensure all QC Supervisors and QMRs have a minimum of four years of aviation related QC experience. The Contractor shall ensure all QC supervisors assigned to any FAA commercial aircraft possess a valid A&P Certificate. The Contractor shall ensure that the following labor categories assigned to any FAA commercial aircraft possess a current or previously held FAA Inspection Authorization (IA): QC Supervisor, FAA Chief Inspector, and QMR.

8.4.2. Quality Control/Technical Inspectors
The Contractor shall ensure all Technical Inspectors have a minimum of four years of aviation mechanic experience on their assigned MDS. One of the four years may be substituted for eight years of aviation mechanic experience on another MDS. Possession of an FAA A&P certificate with IA or four years of A&P experience on

commercial aircraft (fixed or rotary wing) may be substituted for Technical Inspectors assigned to any FAA commercial aircraft.

8.4.3. Non-Destructive Testing (NDT) Personnel
The Contractor shall designate an on-site Responsible Level 3 Technician to manage the qualification and certification process of all NDT personnel. All NDT Level 3 Examiners shall possess a NAS 410 Level 3 Certificate with at least one NDT specific method certification and delegated in writing to provide coverage for all methods utilized. All quality control personnel conducting NDT inspections shall be trained and certified to the level of certification required by NAS 410. Personnel certified in Radiographic Testing (RT) shall be required to maintain the level of certification allowing performance of operations in a shielded facility and at unshielded locations at all supported locations.

8.4.4. Product Quality Deficiency Report (PQDR) Technician
The Contractor shall ensure all PQDR Technicians have a minimum of two years of aviation maintenance or aviation logistics experience.

8.5. Security
8.5.1. Security Managers/Analysts
All Security Managers/Analyst shall complete the below listed security related training courses, or Government approved equivalent, within 90 days of assignment to a Security position. The eLearning location is http://www.cdse.edu/catalog/physical-security.html. Required courses are: Introduction to Physical Security (PY011.16), Lock and Key Systems (PY104.16), Physical Security Measures (PY103.16), Physical Security Planning and Implementation (PY106.16), OPSEC Level II, Introduction to DOD HSPD-12 CAC Credentialing, AT Basic Officer Course, DoW Mandatory Controlled Unclassified Information Training, Introduction to National Security Adjudication, and Introduction to Personnel Security.

8.5.2. OPSEC Coordinator
The Contractor shall appoint an OPSEC Coordinator with AR 530-1, OPSEC Level II certification, or Interagency OPSEC Support Staff (IOSS) certification.

8.6. Safety and Environmental
8.6.1. Environmental, Health, and Safety (EH&S) Program Manager (PM)
The Contractor shall designate a EH&S PM with a minimum of five years of experience managing and administering an EH&S program. This EH&S PM shall report directly to the Contractor's PM/GM.

8.6.2. Aviation Safety Official (ASO)
The Contractor shall designate an on-site ASO who has a minimum of five years of experience managing or administering an aviation safety program. The individual shall meet one of the following criteria: (1) be a graduate of the U.S. Army Aviation Safety Officer Program, USN/Marine Aviation Safety Officer Course, or USAF Flight Safety Officer Course, or (2) possess a current Interagency Committee for Aviation Policy

(ICAP) Federal Aviation Safety Officer Certification, or a U.S. Department of Transportation (DOT) Aviation Safety Professional Certificate. This individual will be responsible for investigating and submitting reports for all aviation safety incidents through the Army system of record and report to the EH&S PM. The Contractor shall ensure that ASO is dedicated exclusively to safety related duties and is not assigned any additional responsibilities such as managing an airfield or site.

8.6.3. Environmental, Health, and Safety (EH&S) Manager
The Contractor shall designate a dedicated on-site EH&S Manager who reports to the EH&S PM for each of the following locations: Each AAF/ AHP, AMSS, MEDEVAC, MAGRC FARP, and CPM. All EH&S Manager shall have a minimum of three years of experience managing and administering a safety program and meet one of the following criteria: (1) be a graduate of the U.S. Army Aviation Safety Officer Program, USN/Marine Aviation Safety Officer Course, USAF Flight Safety Officers Course, U.S. Army Ground Safety Officer Course, U.S. Army Aviation Safety NCO Course, Naval Aviation Safety Specialist Course, USAF 1S0X1 (Journeyman (5-Skill) level or higher certification) Course, or ASI accredited U.S. Army CP-12 Program, or (2) possess a current ICAP Federal Aviation Safety Officer Certification or U.S. DOT Aviation Safety Professional Certificate, or (3) have a Baccalaureate Degree in Safety. The EH&S Manager responsible for MAGRC shall have a minimum of three years of experience in range operations and explosives safety and complete the following classes within six months of assignment: AMMO-45, AMMO-63, AMMO-78, AMMO-107, and AMMO-112.

8.6.4. Shift Environmental, Health, and Safety (EH&S) Managers
All Shift EH&S Managers shall possess the same experience and certification requirements for EH&S Managers. Shift EH&S managers will report to the EH&S PM. The Contractor shall ensure an on-site Shift EH&S Manager is present during periods not covered by the EH&S Manager. The Contractor is authorized to provide coverage on an area basis for 2nd shift, 3rd shift, and weekend operations.

8.6.5. Radiation Safety Officer (RSO)
The Contractor shall designate a certified primary and alternate RSO IAW AR 385-10 Chapter 16 for duties performed for radiological work inside a shielded facility and unshielded field locations at all supported locations.

8.6.6. Certified Industrial Hygienist (CIH)
The Contractor shall provide an onsite CIH and ensure CIH certification is recognized by the state of Alabama.

8.6.7. Environmental Officer (EO)
The Contractor shall designate an on-site primary and alternate EO. All EOs must complete the Fort Rucker EO training course within 90 days of assignment and annually thereafter. The EO shall coordinate with the Environmental COR to assist installation and higher headquarters environmental compliance personnel in the implementation of the Fort Rucker Environmental compliance programs.

9.0. Transition Periods

9.1. Phase-In

The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall develop and submit a 60-day phase-in plan and provide a phase in briefing and weekly updates IAW CDRL A033, Phase-In Plan. The Contractor shall work in coordination with the current Contractor to ensure uninterrupted support of operations and seamless transfer of services. The Contractor shall complete a joint inventory of all GFP with the outgoing Contractor and the Government NLT ten days prior to the full performance start date.

9.2. Phase-Out

The Contractor shall provide transition information and coordinate with the incoming Contractor. The Contractor shall develop and submit a phase-out plan IAW CDRL A034, Phase-Out Plan to accomplish all phase out requirements concurrent with the last 60 days of full performance.

10.0. Safety

The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall develop and deliver a safety program plan IAW CDRL A035, Safety Program Plan. The Contractor shall prepare and submit IH evaluations IAW CDRL A036, Industrial Hygiene Evaluations. The Contractor shall use the more protective Occupational Exposure Limit (OEL) between Occupational Safety and Health Administration (OSHA) Permissible Exposure Limits (PEL)/ Action Levels (Als) and American Conference of Governmental Industrial Hygienists (ACGIH) Threshold Limit Values (TLVs) and use the applicable OSHA or Army Public Health Center (APHC) methods for sampling and analysis of contaminants.

10.1. Reporting

The Contractor shall notify the Government of all aircraft mishaps, property damage, and personnel injury IAW CDRL A037, Mishap, Damage, and Injury Reporting and prepare and submit all reporting requirements IAW A037. Within four hours of initial notification the Contractor shall provide an initial damage estimate and damage photos for mishap classification to the Safety COR. The Contractor shall prepare and submit an estimated cost of damage for the associated aircraft and/or GFP within five business days of being released for ECOD preparation. Within five business days of repair completion the Contractor shall submit an actual cost of damage when requested by the KO or Safety COR.

10.2. Contractor Mishaps

The Contractor shall investigate Contractor mishaps and safeguard the mishap site until released by the appropriate authority. The Contractor shall report all classes of Army mishaps using the current Army Safety reporting system and provide mishap reporting IAW CDRL A037 Mishap Reporting. The Contractor shall not combine mishap investigations with any other type of investigation. Contractor EH&S Managers shall not be appointed as members of any investigative process except for mishap investigations.

10.3. Government Mishaps
The Contractor shall provide maintenance and recovery support for the Government investigation of aircraft mishaps as directed by the Safety COR.

10.4. Aircraft Condition Reports (ACR)
When directed by the Airfield COR, the Contractor shall provide maintenance information and complete entries for the maintenance portions of ACRs. Contractor ACR responses shall include any maintenance actions taken and actions performed to troubleshoot recurring events.

11.0. Environmental Requirements
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Contractor shall immediately notify the Environmental COR of the arrival onsite or receipt of communication or correspondence from any federal, state, and/or DoW environmental regulator or enforcement agent. The Environmental COR shall be included on all environmental communications with Government representatives.

11.1. Environmental Compliance
The Contractor shall submit all required environmental reports IAW CDRL A038, Environmental Program. The Contractor shall immediately notify the Environmental COR of any environmental nonconformance and/or noncompliance.

11.2. Air Compliance and Emission Reporting
The Contractor shall prepare and maintain air emission forms & records and submit IAW CDRL A039, Air Emission Reporting. The Contractor shall survey and provide air emission source data and key critical information to the Environmental COR when requested. The Contractor shall prepare and submit Air Emissions Inventory reporting IAW CDRL A039, Air Emission Reporting.

11.3. Hazardous Material and Waste
The Contractor shall track all hazardous material activities in Ft. Rucker Enterprise Hazardous Material Inventory and Disposal (HMID) tracking system. The Contractor shall only use hazardous materials contained on pre-approved authorized use list (AUL). The Contractor shall submit all requests for additions to the AUL to the Environmental COR. The Contractor shall maintain manufacturer specific Safety Data Sheets for all hazardous materials used and stored on-site.

11.3.1. Generation of Hazardous Waste (HW)
The Contractor shall designate a HW Manager to perform all hazardous waste management responsibilities located at or near the point of generation. The Contractor shall submit proposed changes to waste classification to the Environmental COR. The Contractor shall accumulate hazardous waste prior to disposal shipment in a satellite accumulation area at or near the point of generation. The Contractor shall properly package all hazardous waste. The Contractor shall prepare and submit the DD Form 1348 Issue Release/Receipt Document and coordinate their request for a hazardous

waste Environmental Protection Agency Identification number and CLIN for each waste to the Garrison through the Environmental COR.

11.4. Spill Plans, Management, and Responses
The Contractor shall prepare a site-specific spill plan and submit IAW CDRL A041, Site Specific Spill Plans. Spill absorbent and containment materials shall be readily available for use in storage areas, dispensing areas, near aircraft parking pads and maintenance facilities. Once the Contractor has implemented defensive measures, the Contractor shall immediately clean-up spills of up to five gallons of known hazardous materials using Government approved spill materials.

12.0. Training
The Contractor shall establish and maintain a system to track all employee training and certifications. The Contractor shall provide all CORs, GFRs, and Ground Government Representatives (GGR) access to their training system to view, download, and print training data and reports.

12.1. Government Training
Upon request by the KO or a COR Manager, the Contractor shall provide the specified number of personnel for Government provided New Equipment Training (NET) and/or new process training. After the initial personnel are trained, any further training is not considered NET or new process training and shall be at the Contractor's expense. Upon completion of 40 hours of NET or new process training that qualifies the employee on an aircraft/system the employee shall serve a minimum of two years supporting that aircraft/system. Upon completion of 80 hours of NET or new process training that qualifies the employee on an aircraft/system the employee shall serve a minimum of three years supporting that aircraft/system unless promoted and shall not be eligible for additional formal training on a different aircraft/system during the three-year obligation. The COR Manager may approve Contractor waivers to the Government training obligation period.

12.2. Contractor Training
The Contractor shall prepare a Training Plan and submit IAW CDRL A042, Training Plan. The Contractor is responsible for all cost associated with the training and certifications of all Contractor personnel. The Contractor shall ensure all newly hired Contractor personnel complete all training requirements within 30 calendar days of employment.

12.2.1. Special Process Training
The Contractor shall establish special process training and certification requirements with qualification standards IAW AR 95-20.

12.2.2. Security Training
12.2.2.1. Information Assurance (IA) / IT Training
The Contractor shall ensure all personnel complete the IA/IT Training requirements before issuance of network access and annually thereafter. All Contractor employees

with access to a Government information system must be registered in the Account Validation System (AVS).

12.2.2.2. Anti-Terrorism (AT) Level 1 Awareness Training
The Contractor shall ensure all personnel complete AT Level 1 Awareness Training within 30 days of initial employment and annually thereafter. AT Level I Awareness training is available at the following website: https://jko.jten.mil.

12.2.2.3. iWATCH Training
The Contractor shall brief all contractor employees on the local iWATCH Program within 30 days of initial employment and annually thereafter.

12.2.2.4. Operational Security (OPSEC) Awareness Training
The Contractor shall ensure all personnel complete OPSEC Awareness Training within 30 days of initial employment and annually thereafter. OPSEC Awareness Training is available at the following website: http://cdsetrain.dtic.mil/opsec/index.htm.

12.2.2.5. Controlled Unclassified Information (CUI) Training
The Contractor shall ensure all personnel complete CUI Training within 30 days of initial employment and annually thereafter IAW DoDI 5200.48. Training is available online at the following website: https://www.cdse.edu.

12.2.2.6. Counterintelligence Awareness and Reporting Training (CIAR)
The Contractor shall ensure all personnel complete CIAR training within 30 days of initial employment and annually thereafter. CIAR training is available online at the following website: https://www.cdse.edu.

12.2.2.7. Personally Identifiable Information (PII) Training
The Contractor shall ensure all personnel with access to PII complete PII training within 30 days of initial employment and annually thereafter. PII training is available online at the following website: https://www.cdse.edu.

13.0. Government Facilities
The Government will furnish all utility services and provide Contractor access to the facilities listed in Attachment 0008, Facilities Listing. These facilities may be shared with Government personnel. The Contractor shall not relocate activities that alter the facility purpose unless approved by the KO. The Government will issue a marked set of keys to the assigned facilities. The Contractor shall not mark or affix any decals, emblems, or signs portraying any logos to Government facilities or equipment without prior COR Manager approval. The Government reserves the right to reallocate assigned facilities.

13.1. Facility Survey, Inspections, and Repairs
The maintenance of Government facilities is the responsibility of the Government. The Contractor shall perform daily facility inspections and document the results. The Contractor shall prepare and submit a monthly report of all facility inspections and repairs IAW CDRL A043, Facility Reporting. The Contractor shall prepare and submit a

DA Form 4283, Facilities Engineering Work Request, to the BDE S4 COR or call in service order within 8 hours of the identified deficiency. Any expedited repair request shall be submitted to the BDE S4 COR for review and approval.

13.1.1. Facility Survey and Installation Status Report (ISR)
The Contractor shall prepare and submit the Facility Survey and ISR IAW CDRL A043, Facility Reporting. The Contractor shall attend annual Government provided Fort Rucker ISR training.

13.1.2. Appliances and Furniture
Except for existing items currently in place, which are Government provided, the Contractor shall provide all refrigerators and microwave ovens for employee's usage. When Government furnished refrigerators, ice machines, fans, office furniture, and microwave ovens become defective or inoperative, the Government will not repair or replace these items. Contractor owned equipment shall be disposed of by the Contractor and not through the Supply Support Activity (SSA).

13.2. Custodial Services & Personnel Responsibility for Facility Management
The Contractor shall provide custodial services for all Contractor operated facilities listed in Attachment 0008, Facilities Listing, including FRAM II Government offices co-located within the same Contractor operated facility. The Contractor shall have a Government approved Custodial Services checklist for each facility. Hangar and maintenance shop area floors are covered with a special corrosion resistant/anti-slip coating. The Contractor shall maintain the floors so that fluid and grease spills are cleaned as soon as they occur.

13.3. MAGRC Fuel Facility Operator / Organizational Maintenance
The Contractor shall prepare and maintain maintenance and supply records for all Government equipment and components at the MAGRC fuel facility. The Contractor shall immediately notify the Airfield COR of any maintenance downtime that may affect system operations along with the estimated time for the system to resume operations.

13.3.1. Operator Maintenance (OM)
The Contractor shall perform all Operator Maintenance (OM) on fueling equipment/ fueling system components located outside the fenced in area containing the MAGRC bulk fuel storage tanks, including the pantograph and components located on the refuel/rearm pads. The Logistics Readiness Center (LRC) is responsible for all equipment located inside the fenced in area containing the MAGRC bulk fuel storage tanks. All fueling equipment/ fueling system components deficiencies that exceed the OM level shall be reported to the BDE S4 COR. The Contractor shall document fuel issued to each aircraft during refuel operations at MAGRC IAW CDRL A046, Fuel Receipt and Issue reporting. These records will track fuel by aircraft and include a daily total issued, which will be provided to the BDE S4 COR.

14.0. Government Furnished Property/Equipment/Material (GFP)
The Contractor shall comply with all top-level documents listed in Attachment 0004, DSL. The Government will furnish the GFP specified in Attachment 0007, GFP. Any General Services Administration (GSA) vehicle provided as GFP will be maintained and dispatched through the Fort Rucker Transportation Motor Pool (TMP). All Contractor employees operating GSA vehicles shall possess a valid state drivers' license.

14.1. Property Management & Property Management System (PMS)
The Contractor shall establish and maintain a PMS and submit IAW CDRL A044, Property Management System. The Contractor shall develop and execute an inventory plan and deliver IAW CDRL A044, Property Management System. The Contractor shall conduct special inventories as directed by the KO. The Contractor shall prepare and submit a Life Cycle Management Plan IAW CDRL A045, Property Lifecycle Plan. The Contractor shall meet Army FMC rates for reportable ground vehicles and equipment and complete Readiness reporting IAW CDRL A001, Equipment Readiness Reporting. Any modification, alteration, or cannibalization of GFP is not authorized unless approved by the KO.

14.2. Fuel, Oil, and Petroleum Products
The Government will furnish all GFP required aviation and motor vehicle fuel, oil, and petroleum products. The Contractor shall monitor and account for the receipt and issue of fuel from the Government bulk fuel tanks assigned to the airfields and motor pools for use in GFP. The Contractor shall prepare and submit a Bulk Petroleum Accounting Summary List IAW CDRL A046, Fuel Receipt and Issue reporting.

14.3. Aircraft 2408-17 Inventory
The Contractor shall utilize the ACN to complete the initial and annual DA Form 2408-17 inventory. The Contractor shall assume property responsibility for Aircraft Basic Issue List Items.

15.0. Contractor Acquired Property (CAP), Supplies, Material, and Services
The Contractor shall ensure that all Flight Safety Critical Parts (FSC)/ CSI are approved by the KO prior to procurement or local purchase. The Contractor shall prepare a listing of all CAP and submit IAW CDRL A047, Contractor Acquired Property (CAP) Listing. The Contractor shall establish an Army Enterprise System Integration Program (AESIP) account through the Logistics Information Warehouse (LIW) https://liw.logsa.army.mil. The Contractor shall catalog all CAP procured under the FRAM II effort in the LIW system to account for the Army Accountable Property System of Record.

15.1. Local Purchase
The Government will provide material to the Contractor using the FSS. Any material that is required and not available through the FSS may be procured by the Contractor utilizing the established procedures in paragraph 15.1.1. The Contractor shall not local purchase UH-72A parts without written KO approval.

15.1.1. Material Request Process
The Contractor shall prepare and submit a material request package to the Property Administrator (PA), BDE S4 COR, and Logistics COR to include: the rationale for their request, the quotes received, their price analysis, and the requested amount for Government approval. The Contractor shall provide documentation for a minimum of three vendor quotes or sufficient justification to waive the three vendor quote requirement. The BDE S4 COR or Logistics COR may approve material requests less than $50,000.00. All requests greater than $50,000.00 require KO approval.

15.2. Cleaning Supplies
The Contractor shall provide all restroom and custodial supplies required to clean all Government furnished facilities used by the Contractor in the performance of this contract.

15.3. Personal Protective Equipment (PPE), Flight Clothing, and Medical Testing
The Contractor shall provide and maintain all required PPE for Contractor employees. The Contractor shall provide all protective clothing and equipment to support Contractor flight operations with the exception of Apache Aviator Integrated Helmet (AAIH) and survival vests/radios, which will be provided as GFP. All costs associated with employee medical and diagnostic testing are the Contractor's responsibility.

15.4. Contractor Vehicles
The Contractor shall provide all vehicles and equipment not provided as GFP. All Contractor vehicles shall be clearly marked with a unique identification number or other symbol. All Contractor vehicles operating on any portion of a Fort Rucker flight line will be clearly marked with a unique identification number to allow identification of individual vehicles from taxiing aircraft and the Air Traffic Control Tower. The Contractor shall be responsible for all costs and coordination related to the acquisition, storage, transportation, dispensing and disposal of motor vehicle fuels, oils, and petroleum products for Contractor owned vehicles.

15.5. Administrative/Office Supplies
The Contractor shall provide all Contractor administrative/office supplies and printing required by the Contractor. Packaging and shipping supplies for Government equipment/parts are provided by the Government.

16.0. Attachments
The following documents are referenced as attachments throughout this PWS. For consistency purposes, the numbering herein corresponds directly to the Section J – List of Attachments.

0002: Mission Performance Calculation
0003: Fleet Calculations
0004: Document Summary List (DSL)
0005: Installation Support Requirements
0006: DD 254, Contract Security Classification Specification

0007: Government-Furnished Property (GFP)
0008: Facilities Listing
0009: Government Oversight Team List