

**MASTER PERFORMANCE WORK STATEMENT**

**FOR**

**COMBAT AIR FORCES**

**CONTRACTED AIR SUPPORT (CAF CAS)**

*Version 2*

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## SECTION A DESCRIPTION OF SERVICES

**1. SCOPE AND COMPLIANCE.** The objective of the Combat Air Forces (CAF) Contracted Air Support (CAS) program is to obtain non-personal services to provide realistic advanced adversary air threats from industry Adversary Air (ADAIR) sources to support pilot combat readiness training and Contracted Close Air Support (CCAS) sorties in order to facilitate Joint Terminal Attack Controller (JTAC) training. Contractor ADAIR and CCAS services are needed to support both CONUS and OCONUS operations within the Air Force and DoD. CAF CAS contractors shall support multiple customers/locations across the CAF and shall provide complete CAS services including, but not limited to: aircraft; aircraft systems support; pilots; aircraft maintenance; support equipment; program, quality and contract management to meet Performance Work Statement (PWS) requirements. For the purpose of this PWS, the term “CAF” refers to the “Combat Air Forces” for all DoD branches, unless cited directly in context to a single DoD branch.

**1.1. Task Orders.** Contractors awarded Task Orders shall provide complete CAF CAS services to meet Task Order PWS requirements. Operating Location (OL) Task Order locations may expand in the future to support additional CAF CAS requirements. Contractor operations may be located on or off-base as required to best support the OLs.

1.1.1. Due to the flying hour quantity, cyclical nature, exercise support, or increased required level of support, some CAF CAS requirements are best suited to be met through a Contractor Temporary Duty (TDY) capability versus a continual presence.

1.1.2. Scheduled Flying versus Aircraft Committed to the Schedule. Contractor provided aircraft shall be of sufficient quantity to support the scheduled typical, maximum, and surge turn patterns. These turn patterns will be managed locally by each using OL via the OL Government Flight Representative (GFR), in coordination with the Program Management Office (PMO), to close out each OL’s annual flying sorties by the end of that Task Order’s period of performance. The Contractor shall assume and program for attrition (operations, weather, and maintenance) in the pricing structures to ensure the scheduled front lines are covered, regardless of number of Contractor aircraft committed to the schedule.

1.1.3. Task Orders include temporary deployable support (normally 2 events annually). This support is absorbed into the total flying program. Cost of TDY support will be on Fixed Price Economic Price Adjustment – Actual Costs basis.

1.1.4. Additional TDYs may be requested by the Government. These requests for TDY support will be addressed individually.

**1.2. Compliance Documents.** Appendix C, *Publications and Forms*, lists all compliance guidance. When referenced as advisory guidance, the document may be further refined in this PWS, be levied via Flight Operations Procedures/Ground Operations Procedures (FOP/GOP) approval, may regulate the way the Government operates, or with whom the Contractor must integrate. The Contractor shall utilize and adhere to these documents, updates or revisions

thereto, in satisfying the performance requirements of this PWS. The applicable version of each document provided is current as of the effective date of the solicitation.

**1.3. Service Guidance.** DCMA INST 8210.1C, Change 1 (AFI 10-220), *Contractor's Flight and Ground Operations*, references to Air Force Material Command (AFMC) Supplements are waived for this contract. Wherever referenced, Air Force Instructions (AFIs) automatically include any MAJCOM and Wing/Group supplement and, except where specifically stated in this PWS, Contractors shall follow applicable MAJCOM and Wing/Group supplements for the host OL. Where specifically stated, Contractors shall follow PWS prescribed supplements listed if servicing a different MAJCOM. When deployed to a site utilizing differing MAJCOM supplements, utilize the most restrictive guidance unless specifically approved by the GFR. This PWS, as an umbrella CAS contract, utilizes AFIs as the primary service guidance reference. On task orders servicing other DoD branches, AFI's referenced in this PWS will be replaced by equivalent instructions from that branch. Section F of the applicable task order may provide details of interchangeable service guidance documents.

**1.4. Public Aircraft Operations.** The Contractor shall provide Contractor-Owned Contractor-Operated (COCO) aircraft for this contract. The flight operations required by this contract have been determined to be Public Aircraft Operations (PAO) and shall be conducted under the DoD Technical Airworthiness Authority (TAA). The aircraft flight and ground operations shall be conducted using Federal Aviation Administration (FAA) approved data, to include specifications, drawings, procedures, manuals, and limitations. Operations requiring deviation from the FAA approved technical data, procedures, and limitations shall be specifically approved by the appropriate DoD TAA. During the period of the contract, the appropriate DoD TAA or the Delegated Technical Authority (DTA) reserves the right to inspect aircraft and operations records to verify compliance.

**1.5. Airworthiness Assessment.** The Contractor shall support the DoD airworthiness assessments and shall provide an Aircraft Airworthiness Data Package (AADP), IAW AWB-340, *USAF Airworthiness Requirements for Contractor Owned, Contractor Operated (COCO) Aircraft*, to the Contracting Officer (CO) for all aircraft being utilized for this contract. The AADP shall be submitted in English. Contractors shall submit an Airworthiness Plan for aircraft modifications and enhancements in a timely manner to ensure no break in services throughout the life of the contract.

**1.6. FAA Airworthiness Certificates.** All aircraft utilized in support of this contract shall possess either a Standard or Special FAA-issued Airworthiness Certificate. Special Airworthiness (AW) certificates may include additional operational limitations beyond those documented in the technical data, which may impose requirements or limits on the operation and maintenance of the aircraft.

**1.7. Precedence between PWS and 14 CFR.** For clarity, all references to the Federal Aviation Regulation in this PWS will be by reference to Title 14 CFR and abbreviated with the acronym "14 CFR." All references to the Federal Acquisition Regulation will be abbreviated with the acronym "FAR". When the requirements of this PWS exceed the minimum

requirements of 14 CFR, this PWS takes precedence. Definitions contained in 14 CFR, Part 1 apply to all situations and conditions related to flight operations, aircraft maintenance, and flight crew certifications and qualifications, except as noted or defined otherwise herein.

**1.8. Aircraft Modifications.** The Contractor shall operate and maintain their aircraft using approved FAA data and procedures. The Contractor shall install required modifications using 14 CFR type certification procedures or other FAA-approved methods. Contractor aircraft which do not conform to an approved type design, but require modifications, shall use the DoD airworthiness process and obtain approval from the appropriate DoD TAA.

**1.9. Technology Validation (ADAIR only).** The Contractor shall validate installation and working function of technology advancements required for the contract. Determination if Government validation is required will be made on a case-by-case basis following direct Government Program Office (GPO)/Contractor discussion on the technology in question. This validation will be conducted using the following dual track process using both a third party and a Contractor/Government Avionics Validation Flight Evaluation (CAVFE).

1.9.1. The Contractor shall validate technological solutions through a Government-approved third party. Third party validation shall culminate in a Contractor produced Third Party Validation Report IAW CDRL 14 for each system of technology enhancement on the contract.

1.9.2. OL CAVFE. The Contractor shall conduct a flight evaluation against Government assets for each Contractor owned aircraft and technological advancement following initial fielding of the technology. CAVFE:

1.9.2.1. Shall be at the request of the Government. Government reserves the right to request additional CAVFEs by DoD Mission Design Series (MDS) as required.

1.9.2.2. Shall be against a 4th Gen or 5th Gen DoD asset as a minimum, as applicable by awarded task orders.

1.9.2.3. Shall be conducted in the primary mode expected for employment (or as directed by a Systems Program Office (SPO) on the Contractor aircraft.

1.9.2.4. Shall be reviewable by the OL GFR and host OL's Weapons Officer.

1.9.2.5. Shall include a minimum of one engagement by Contractor aircraft per installed technology ensuring accuracy of scan, track and target capabilities against 4th Gen and 5th Gen assets as applicable.

1.9.2.6. Will normally be conducted in support of a line CAF ADAIR support sortie, but may be tasked as a dedicated effort when needed.

1.9.2.7. May be informed by and include any item of interest from any DoD SPO.

**1.10. Spectrum Management.** Contractors are responsible for obtaining Radio Frequency (RF) spectrum support for all commercial Spectrum Dependent Systems (SDS) through the Federal Communications Commission (FCC). All approved FCC licenses shall be coordinated



through DoD Area Frequency Coordinators and presented to the host OL installation frequency manager NLT 10 business days prior to transmitting. For SDS, FCC identification numbers/copy of FCC licenses shall accompany coordination requests. If any military SDS equipment is used by the Contractor, the Contractor is responsible for ensuring the SDS equipment has been spectrum certified through the National Telecommunication and Information Administration (NTIA) and radio frequency licenses shall be obtained prior to operation. If military Identification, Friend, or Foe (IFF) (Secondary Surveillance Radar) equipment is installed on any Contractor aircraft, the Contractor shall ensure the IFF systems (Interrogator and Transponder) have spectrum certification including Air Traffic Control Radar Beacon System, Identification Friend of Foe, Mark XII/Mark XIIA, Systems (AIMS) platform certification, and are licensed prior to placing into operational use. The Contractor is required to obtain appropriate national level authorization prior to conducting any electronic attack tests, training, or operational exercise activities. For CCAS operations, the Government may provide the Contractor with Primary, Secondary, and Tertiary operating frequencies as well as LINK 16 fills and gateway access when the Contractor is conducting operations on a range and in a Military Operations Area (MOA).

## **2. PROGRAM MANAGEMENT AND ADMINISTRATION**

**2.1. Government Program/Contract Management.** The Acquisition Management and Integration Center (AMIC) Government Program Office (GPO) is the Government's manager of the CAF CAS program and is office of primary responsibility for the PWS and Task Orders.

2.1.1. The OL GFR and Government Ground Representative (GGR) is the first management tier for supported OL personnel to communicate significant issues and new requirements.

2.1.2. The CAF CAS Program Manager (PM) is the MAJCOM level management tier for supported OL personnel to communicate significant issues and new requirements.

2.1.3. The AMIC Contracting Officer (CO) has the authority to enter into, administer, terminate contracts, or direct the Contractor. The AMIC CO is the only person with legal authority to bind the Government and direct the Contractor unless specifically delegated.

2.1.4. ACC/A3T is the CAF requirement owner and as such determines CAF ADAIR service priorities and operating locations (OLs). ACC/A3T adjudicates MAJCOM requirements with other participating MAJCOMs. Commander, Naval Air Forces (CNAF) is the U.S. Navy's requirement owner and determines Navy ADAIR service priorities and OLs.

2.1.5. The host OL Operations Groups (OGs) are OL-level requirement owners who identify their CAF ADAIR requirement needs to ACC/A3T, via their respective MAJCOM A3T offices. The host OL Air Support Operations Groups (ASOGs) are OL-level requirement owners who identify their CAF CCAS requirement needs to ACC/A3J.

2.1.6. AFICC KC (OL-ACC) is the GFR approving authority responsible for appointing OL GFRs, as nominated by the host OLs. GFRs and GGRs maintain surveillance of flight and

ground operations and perform duties prescribed by DCMA INST 8210.1C, Change 1 (AFI 10-220) and IAW AMIC CAF CAS Program Management Plan (PMP).

2.1.7. Each CAF ADAIR OL will provide a GFR and GGR (and alternates, as appropriate) to surveil flight and ground operations, including supported temporary duty locations. CCAS OLs may regionalize GFR and GGR support. GFRs and GGRs must be DAU/DCMA-trained and surveil the Contractor using the criteria outlined in the PWS, DCMA INST 8210.1C, Change 1 (AFI 10-220), and the approved Quality Management System (QMS). As the GFR/GGR main responsibility is to maintain surveillance focused on safe operations, permanent GFR/GGRs will be attached to and operate as part of the host Wing Safety Office, with dual responsibilities to the GPO and host Wing Commander.

**2.2. Contractor Program/Contract Management.** The Contractor shall provide a focal point and primary interface to include a point of contact and an alternate for all contract coordination. The Contractor shall provide all contract administration required to fulfill contract requirements and address all contractual issues and correspondence with the CO. The Contractor shall:

2.2.1. Provide comprehensive management of their respective OL's efforts and interact with AMIC and host Wing personnel to ensure mission success. Contractor management shall aggressively pursue timely responsiveness to CO, GFR/GGR, and GPO requests by responding within 3 work hours of Government request. The Contractor shall be responsible for the actions of any Sub-Contractors and ensure Sub-Contractors understand and comply with the provisions herein.

2.2.2. Provide all electronic data exchanged between the Government and the Contractor in a format compatible with existing Government-preferred software (currently Microsoft Office software Version 10 or higher). The Government will consider any cost-effective proposals submitted by the Contractor detailing alternative or supplemental methods of data exchange. The Contractor shall also provide non-proprietary format internet e-mail communications accounts to receive and coordinate mission information, tasking(s), and general administrative matters.

2.2.3. Ensure all aircraft provided for this contract meet Air Force Airworthiness requirements, policies and procedures as outlined in the Task Order specific Service guidance (i.e. USAF AWB-340).

2.2.3.1. Submit an AADP for all Contractor-provided aircraft for initial performance, IAW CDRL 02 (Aircraft Airworthiness Data Package). The Contractor shall provide an AADP for each aircraft utilized for this contract.

2.2.4. Provide sufficient aircraft which meet Task Order PWS requirements. Projected annual/monthly/daily sortie requirements and required turn patterns are outlined within Section F, Task Order Description of Services.

2.2.5. Submit for Government review and approval, specific written procedures for overarching general FOP and GOP IAW CDRL 03 (Flight Operations/Ground Operations

Procedures). Core FOP and GOP will be approved at the GPO. Local FOP and GOP will be approved by the OL GFR. All FOP/GOP will be submitted for review via the GPO for coordination with the OL GFR/GGR. The Contractor shall not begin flight or ground operations until the combined Core and Local FOP/GOP are approved in writing by the GPO and GFR respectively. Adhere to submitted and approved Contractor FOP and GOP in accordance with DCMA INST 8210.1C, Change 1 (AFI 10-220). Content of the FOP and GOP shall adhere to all applicable portions and subparagraphs of PWS, Section A, Para 3.0., "Operations and Maintenance."

2.2.6. (ADAIR only) Provide pilots to operate and perform advanced tactically-relevant missions including threat presentations for air-to-air (A-A) tracking, threat presentation, targeting, and offensive and defensive operations, to include associated equipment systems that interface with various platforms and ground force personnel. Simulate advanced threat aircraft capabilities and tactics in an A-A environment. Deploy aircraft, equipment, and personnel required to support training as directed by the Government.

2.2.7. (CCAS Only) Provide pilots to operate and perform tactically-relevant missions including sorties that shall allow permissive and non-permissive Type 1, Type 2, and Type 3 controls to include day (live and dry) and night (dry) operations. Typical CAS delivery profiles include low and high angle strafe, level, loft, pop-up, and dive deliveries. Live CAS deliveries include high and low angle strafe (with a minimum of 7.62mm and up to 30mm) as well as level, loft, pop-up, and diving delivery of BDU-33's or Mk-76's. During mission accomplishment, Contractor shall perform close air support, armed escort, armed reconnaissance, and non-traditional intelligence, surveillance, and reconnaissance as briefed and required to support required JTAC training objectives.

2.2.8. Actively participate in Government-directed meetings/briefings at both the Program Management and Wing levels; such as Program Management Reviews, Wing Flight and Ground Safety, Wing Scheduling, and operational briefs and debriefs. The Site Manager or alternate shall participate in local organization planning meetings not listed here when requested. Proactively engage the Government via the OL GFR/GGR (or GPO).

2.2.9. Develop, document, implement, maintain, and continuously improve a comprehensive higher-level QMS ensuring compliance with all requirements of this PWS. The Contractor shall comply with the most current version of either ISO 9001, AS9100, or AS9110. The Contractor's QMS shall be captured in a Quality Manual IAW CDRL 04, including an embedded Risk Management Plan, and presented for Government review and acceptance. The Contractor shall provide a monthly summary report IAW CDRL 06 (Monthly Report), showing Contractor status in meeting both internal and external metrics. The Contractor's QMS shall include content in the PWS Section A, para 3.5.

2.2.10. Provide aircraft maintenance operations to maintain Contractor aircraft and subsystems necessary to support requirements.

2.2.11. Allow GFR/GGR/GPO/CO access to all work areas and data, provide support, and do not interfere with the GFR/GGR and other designated personnel in the performance of

their official duties. Allow unescorted access to appropriately cleared personnel assigned to evaluate functions or execute Wing oversight duties (i.e., Wing Safety, Civil Engineering, Security Forces, etc.) within controlled and restricted areas.

2.2.12. Meet Environmental, Safety and Occupational Health (ESOH) program statutory and regulatory requirements. Ensure Operational Risk Management (ORM) is institutionalized within all Contractor workplaces.

2.2.13. Provide a Risk Management Plan for Government acceptance as part of CDRL 04 (Quality Manual).

2.2.14. Establish and maintain a property control system for all GFE, per CDRL 07 (Property Control Plan), IAW FAR 45.5. This system shall be reviewed and, if satisfactory, approved in writing by the Government Property Administrator or representative.

2.2.15. Provide all equipment, personnel, materials, and tools as required to meet PWS except those equipment, materials, and services identified as Government provided in Section C, Government Furnished Property and Services or identified within the specific TO.

2.2.16. Establish a Crashed, Damaged, or Disabled Aircraft Recovery (CDDAR) program.

2.2.17. Establish a mishap prevention program, mishap response plan, and mishap notification procedures.

2.2.18. Control and supervise all employees of the Contractor; and ensure compliance to the PWS for all employees providing service through sub-contracting and teaming arrangements. The Contractor, through its personnel and administrative control, shall perform the tasks herein, as prescribed in the applicable Task Order PWS, mandatory directives, technical manuals, technical orders, or other technical data contained in or referenced by the contract. The Contractor and its employees shall not supervise, direct or control the activities of Government personnel or the employees of any other Contractor. The Government will not exercise any supervision or control over the Contractor's employees in their performance of contractual services under this contract. The Contractor is accountable to the Government for the actions of its personnel.

2.2.19. Provide a program to document all qualifications and certifications of personnel.

2.2.20. Provide for travel to and operate from TDY locations. TDYs shall be specified and performed as required by individual Task Order. Provide sufficient qualified personnel, tools, and other support equipment items/materials as requested and approved by the GPO. TDY support requests shall be communicated from the requirement owner and processed through the GPO. The Contractor shall be allowed a minimum of one normal duty day of no/very limited local contract flying immediately preceding and following TDY. The Contractor shall be responsible for making arrangements for all airfare, car rental, lodging, and subsistence required. All Contractor travel required by the Government shall be

approved by the CO or CO appointed designee in advance. The GPO can approve Contractor travel below \$25,000. The CO or appointed designee must approve Contractor travel greater than \$25,000. Contractor Maintenance Recovery Team (MRT) reimbursements are only authorized for Contractor aircraft recovery operations incidental to contracted OL support or Government-directed operations.

2.2.20.1. The Contractor shall arrange employee travel and shipping, provide an initial estimate to the GPO. Ensure travel expenses are reasonable and IAW the Joint Travel Regulation (JTR). All travel cost estimates will be assigned a unique tracking number by the Contractor. If the actual amount exceeds the projected estimate by 10% or more, the Contractor shall submit a revised estimate the day the discrepancy is discovered and receive Government approval prior to committing expenses. The Contractor shall provide detailed explanation and justification for the additional amount. Receipts shall be attached in Wide Area Workflow (WAWF) identifying actual costs.

2.2.20.2. Commercial air travel is authorized for Contractor personnel traveling between their normal work location and the location of Government-directed TDYs, meetings, and conferences. Transportation costs may be based on actual costs incurred, vehicle mileage, or a combination thereof at the discretion of the GPO/CO. The Contractor is not authorized reimbursement for first-class airfare and shall use economy/discount airfares. Costs incurred for lodging, meals, and incidental expenses will be reimbursed to the extent they are reasonable for the travel location. The Contractor is not authorized reimbursement for deluxe accommodations.

2.2.20.3. Rental Fees. The Contractor is authorized vehicle rental fees and associated costs for not more than one midsize vehicle per minimum two employees, per location, during each reimbursable travel event. Any deviation from this type of vehicle shall require prior approval by the CO/GPO before the Contractor incurs any costs. The Contractor shall take advantage of reduced weekly rental rates to the maximum extent possible.

2.2.21. The Contractor shall report ALL Contractor labor hours (including Subcontractor labor hours) utilized for performance of services under this contract via the DoD Enterprise Contractor Manpower Reporting Application (ECMRA) <https://www.ecmra.mil>. The Contractor is required to complete all data fields.

2.2.21.1. Reporting inputs shall be for labor executed during the period of performance for each Government fiscal year (FY), which runs 1 October through 30 September. While inputs may be reported any time during the FY, all data shall be reported no later than 31 October of each calendar year. Contractors may direct questions to the ECMRA help desk.

2.2.21.2. Uses and Safeguarding of Information: Information from the secure web site is considered to be proprietary in nature when the contract number and Contractor identity are associated with the direct labor hours and direct labor funds. At no time

shall any data be released to the public with the Contractor's name and contract number/TO number associated with the data.

2.2.21.3. Ensure data for service requirements are input via the ECMRA link. User manuals for Government personnel and Contractors are available on the ECMRA website, <https://www.ecmra.mil>.

2.2.22. Associate Contractors Agreements (ACA). Negotiate with associate Contractors to develop appropriate Associate Contractor Agreements (ACAs) towards the integrated support, cooperation, exchange, and sharing of information essential to successful performance of the individual efforts. Submit completed ACA(s) to the CO NLT 90-days after TO award.

2.2.22.1. These agreements shall not restrict the Government's rights established pursuant to this or any other contract. The Contractor shall not duplicate contracted functions intended by the Air Force to be provided by an associate Contractor pursuant to the terms of their contract. The agreements shall include the basis for sharing information, data, technical knowledge, expertise, and/or resources essential to the integration of the CAF CAS contract which shall ensure the greatest degree of cooperation for the development of the program to meet the terms of the contract.

2.2.22.2. Liability for the improper disclosure of any proprietary data contained in or referenced by any agreement shall rest with the parties to the agreement, not the Government.

2.2.23. Report on Small Business Subcontracting Goals. The Contractor shall report how they have performed compared to their goals every six months via the Electronic Subcontract Reporting System (eSRS).

### **3. OPERATIONS AND MAINTENANCE**

#### **3.1. ADAIR Operations.** Contractors shall:

3.1.1. Provide advanced ADAIR sorties to meet Task Order PWS requirements. Projected annual/monthly/daily sortie requirements and required turn patterns are outlined within Section F, Task Order Description of Services.

3.1.2. Provide sufficient Air Combat Maneuvering Instrumentation (ACMI) capabilities to support scheduled front lines at each OL, where GFE P5CTS pods are not provided. ACMI capabilities shall:

3.1.2.1. Integrate and be real-time interoperable with existing USAF P5CTS pods carried on Government and coalition aircraft as required on specific ranges.

3.1.2.2. Integrate and be real-time interoperable with USAF P5CTS ground system (AN/GSQ-T105) to ensure real-time Range Training Officer (RTO) monitoring where currently fielded. Where no existing USAF AN/GSQ-T105 system is utilized, there is no requirement for the Contractor to provide a ground RTO system capability.

3.1.2.3. Contractor shall also provide all necessary support functions (upload/download/storage/maintenance/data processing) required to support their technical solution.

3.1.3. Integrate as part of the sponsoring unit per this PWS. Participate in mission briefs and debriefs.

3.1.4. Provide Contractor's Local FOP and GOP for GFR approval. Contractor FOP and GOP shall be embedded as part of the larger QMS. Contractor Threat Replication Standards (CRTS) will be provided as a separate FOP Addendum, with classification level, to be stored in an approved container.

**3.2. CCAS Operations.** Contractors shall:

3.2.1. Provide advanced CCAS sorties to meet Task Order PWS requirements. Projected annual/monthly/daily sortie requirements and required turn patterns are outlined within Section F, Task Order Description of Services.

3.2.2. Integrate as part of the sponsoring unit per this PWS. Participate in mission briefs and debriefs.

3.2.3. Not operate in an air-to-air opposed environment.

3.2.4. Provide Contractor FOP and GOP to the GFR for approval.

**3.3. Contractor Flight Operations Procedures (FOP).** The Contractor shall operate their aircraft IAW 14 CFR. Ensure adherence to Government approved Contractor Flight Operations Procedures IAW DCMA INST 8210.1C, Change 1 (AFI 10-220) as applied in this PWS. Unless specifically addressed in this PWS, all other paragraphs of DCMA INST 8210.1C, Change 1 (AFI 10-220) Chapter 4 do not apply. Where conflicts, uncertainty, or a need to modify this baseline at the local level exists, Contractors shall coordinate via GFRs with the GPO for adjudication with ACC/A3T. Contractor Flight Operations shall:

3.3.1. Maintain a Letter of X's, by task order, identifying all the qualifications and certifications for every pilot employed. Update the Letter of X's monthly and provide to the GFR at each serviced OL via CDRL 06 (Monthly Report) or an interval as approved by the GFR or GPO i.e., quarterly.

3.3.2. Establish an Aviation Risk Management program IAW AFI 90-802, *Risk Management*, principles that is integrated with local instructions and procedures for both supported and deployed OLs.

3.3.3. (ADAIR Only) Develop and maintain, as an attachment to the FOP, a Contractor specific CTRS IAW CDRL 12 (Contractor Threat Replication Standards).

3.3.4. Plan and execute ADAIR in scenario as directed by the serviced OL's Blue 1, or designated Instructor Pilot (IP), for each scheduled line; or CCAS procedures in scenario as provided by the Joint Terminal Attack Controller (JTAC) Instructor or mission lead.

3.3.5. Ensure all pilots attend mission brief with the applicable Blue 1 or JTAC Instructor/ Mission Lead unless specifically cleared off utilizing alternate coordination methods. At a

minimum, ensure applicable “General Briefing Guide” items (Attachment 3, 11-2F-16V3 or equivalent guidance) are covered to ensure safe mutual operations.

3.3.6. Ensure aircrew duty and rest limitations IAW DCMA INST 8210.1C, Change 1 (AFI 10-220), paragraph 4.1.13.

3.3.7. Be conducted IAW AFI 11-202 Volume 3, *General Flight Rules*; AFI 11-214, *Air Operations Rules and Procedures*; AFTTP 3-3, *Air Force Tactics, Techniques, and Procedures*; AFTTP 3-1, *Air Force Tactics, Techniques, and Procedures*; Joint Publication 3-09.3, *Close Air Support*; AFTTP(I) 3-2.6, *Multi-Service Procedures for the Joint Application of Firepower*; and all applicable local and FAA directives.

3.3.8. Respond to and follow Air Traffic Control vectors from approved facilities per FAA and AFI guidelines.

3.3.9. Be conducted under positive tactical control. Pilots are responsible to respond to tactical vectors and instructions by the applicable controlling authority (Ground Controller Intercept (GCI), Baron Controllers, Range Control Officer, JTAC, etc.). If positive control is unavailable, mission flights shall remain autonomous, and adhere to the briefed presentations and Special Instructions (SPINS).

3.3.10. ADAIR profiles may include Beyond Visual Range (BVR) engagements, dissimilar air combat maneuvers, offensive & defensive within visual range maneuvers, multi-ship tactics, or operational test support as defined in the applicable Task Order. Presentations may be flown as singles, elements, flights, mixed flights, or force packages. All aircraft shall have the capability to remain within the confines of the working airspace, and in some limited cases be capable of maintaining navigational awareness in a GPS denied environment (Task Order specific).

3.3.11. CCAS profiles may include Close Air Support Mission Profiles (CMP) IAW ACC Ready JTAC Program, Ready Tasking Message, single-ship/two-ship CAS employment/tactics, CAS Execution Template IAW JFIRE, simulated weapons delivery, live weapons delivery, CAS Tactics, Techniques and Procedures in accordance with mission design series (MDS) instructions and manuals using both Latitude/Longitude (Lat/Long) and Military Grid Reference System (MGRS). Scenarios may include single or multiple OLS for the TACP/JTAC.

3.3.12. Operate aircraft from designated locations only. If on-base, the Government will provide suitable parking for all Contractor aircraft. Parking will be coordinated with the applicable Airfield Management, Maintenance Group and/or other Government authorities (Civil authorities where applicable). Aircraft approved under this contract are not subject to landing fees at DoD controlled airfields.

3.3.13. (CCAS Only) Establish procedures for live fire, laser, and gunnery operations IAW AFI 11-214, AFI 11-202, and MDS equivalent service guidance.



3.3.14. Establish aircrew and Contractor response to airborne and ground emergencies IAW DCMA INST 8210.1C, Change 1 (AFI 10-220), para 4.4.11.

3.3.15. (ADAIR Only) Participate in flight debriefs at the discretion of the blue flight leads IAW Section F, and may include items such as Air-to-Air or Air-to-Ground shot/bomb times and outcome, deviations from briefed/planned lines, tally-times, situational awareness, detections, deviations from AFI 11-214, or other information pertinent to the sortie and student desired learning objectives. These debriefs may be conducted face-to-face by the designated contract flight representative as prescribed in Section F. If appropriate for the venue, the Contractor shall also participate in those mass debriefs associated with the venue (example: air-to-air validation for RED FLAG). Complete “CAF CAS Blue 1 and Mission Lead Contractor Evaluation” (Primary on SharePoint: <https://forms.osi.apps.mil/Pages/ResponsePage.aspx?id=jbExg4ct70ijX6yIGOv5tFiwIKyU6stAnwTBZ3QiKZVUQ0dKRkVURExGVkRHTjRCMVZMQjVGNEIGViQIQCN0PQcu>; Backup: Appendix N) concurrent to the debrief and provide to the OL GFR IAW CDRL 11 (Blue 1 and JTAC Mission Lead Contractor Evaluation).

3.3.16. (CCAS Only) Participate in Close Air Support debriefs at the discretion of the JTAC Instructor/Evaluator or mission lead IAW Section F, and may include all details of the Close Air Support Execution Template to include routing/safety of flight, Close Air Support check-in, abort code, situation update, sensor taskings, gameplan, ground commander’s intent, 9-line brief, remarks/restrictions, readbacks, target correlation, target talk-on (enhanced target description, mark, video datalink), attack, effects assessed, battle damage assessment, type of control used, final clearance instructions, threat mitigation, time-on-target, time-to-target, friendly location, airspace, and threats. These debriefs may be conducted face-to-face by the designated contract flight representative as prescribed in Section F. Complete “CAF CAS Blue 1 and Mission Lead Contractor Evaluation” (Primary on SharePoint: <https://forms.osi.apps.mil/Pages/ResponsePage.aspx?id=jbExg4ct70ijX6yIGOv5tFiwIKyU6stAnwTBZ3QiKZVUMU83MUpGM0k3NDk0Q1dOR1IUUjBKR0FNQiQIQCN0PWcu>; Backup: Appendix N) concurrent to the debrief and provide to the OL GFR per CDRL 11 (Blue 1 and JTAC Mission Lead Contractor Evaluation).

3.3.17. Per DCMA INST 8210.1C, Change 1 (AFI 10-220), para 4.1.15.2, utilize electronic flight bags (EFBs) IAW FAA standards and guidance. USAF produced publications, instructions, and technical orders may be loaded and utilized on Contractor EFBs where applicable per Contractor FOP. Contractor EFB’s with photo and video recording capability must be configured in manner to prevent photo/video recording in flight and approved by the GPO or GFR prior to usage.

3.3.18. Per DCMA INST 8210.1C, Change 1 (AFI 10-220), para 4.4.6, Arm/De-arm IAW published Original Equipment Manufacturer (OEM) technical order guidance. End of runway checks are not required on this PWS. However, if end of runway checks are

required corporately or due to local operating constraints, conduct these IAW locally produced procedures.

3.3.19. Establish procedures for bed down at temporary duty locations.

3.3.20. On a daily basis or on a GFR-approved interval when flights are scheduled or flown, provide the following on the DD Form 3062, *Request for Flight Approval*, (or a GFR-approved alternate method) to the GFR no later than the commencement of flying operations the following duty day:

3.3.20.1. Block 13 – Number of flights (individual sorties).

3.3.20.2. Block 14 – Hours flown (in tenths of hours).

3.3.20.3. Block 15 – Brief statements as to flight results (use continuation sheets if needed):

3.3.20.3.1. Trouble encountered during flight

3.3.20.3.2. Weather (only if impacting the sortie)

3.3.20.3.3. Conditions preventing completion of flight (include both external drivers as well as Contractor limitations/issues)

3.3.20.3.4. All mission cancellations with reason

3.3.20.3.5. Provide all data by affected formation/position

3.3.20.3.6. If mission(s) were satisfactorily accomplished (in the Contractor's opinion) then provide "IAW PWS" by formation/position.

3.3.20.3.7. If spare aircraft are required due to ground-abort of scheduled aircraft, include configuration all aircraft actually flown as spare(s).

3.3.21. All pilots shall:

3.3.21.1. Meet the minimum hiring standards identified in Section E.

3.3.21.2. Be current, qualified, and proficient for assigned missions.

3.3.21.3. Be a Subject Matter Expert (SME) on ADAIR or CCAS execution, as applicable.

3.3.21.4. (ADAIR Only) Be intimately knowledgeable with and capable of complying real-time with AFTTP 3-1, to include ATRG and CTRS, AFTTP Shot and Kill Procedures, Brevity, and an understanding of Range Training Officer (RTO) and non-RTO procedures.

3.3.21.5. (CCAS Only) Be intimately knowledgeable with and capable of complying real-time with Joint Publication 3-09.3, AFTTP (I) 3-2.6, AFTTP 3-1, and AFTTP3-2.5, *Multi-Service Brevity Codes*.

- 3.3.21.6. Be intimately knowledgeable with and capable of complying real-time with AFI 11-214 (*Air Operations Rules and Procedures*), and AFI 11-202 Volume 3 (*General Flight Rules*), and all applicable parts of 14 CFR parts 60 through 109.
- 3.3.21.7. Be familiar with AFI 11-202, Volume 1, *Aircrew Training*; Volume 2, *Aircrew Standardization/Evaluation Program*, and associated AFI 11-2MDS comparable Volumes.
- 3.3.21.8. Be intimately knowledgeable with and capable of complying real-time with local aviation operations instructions as identified in Section F (applicable at the Task Order level).
- 3.3.21.9. Be intimately knowledgeable with and capable of complying real-time with locally produced standards, exercise directives, administration standards, developed scenarios, air tasking orders (or mission type orders), range instructions, standard operating procedures (SOPs) and published special instructions (SPINS) applicable to each OL (applicable at the Task Order level).
- 3.3.21.10. Execute IAW briefed mission responsibilities, IDIQ and Task Order contract requirements.
- 3.3.21.11. Have and maintain a current security clearance to the level for the mission performed. Minimum of SECRET//NOFORN level required. This does not preclude initial contract performance, brief, and debrief at the UNCLASSIFIED level. SECRET Special Access Program may be required for pilots at a later date as determined by the Government. Specific security requirements may vary by serviced OL and may be further defined in each Section F.
- 3.3.21.12. Have a minimum of 10 takeoffs, 10 landings, and 20 hours in the type and model aircraft being operated to provide direct, unsupervised, CAF CAS support.
- 3.3.22. Pilot Training. Contractor FOP shall provide a training program addressing the following minimums from AFI 11-202 Vol 1 and comparable AFI 11-2MDS Vol 1 programs. These programs may be further tailored on execution to individual pilot experience, with approval from servicing GFR.
- 3.3.22.1. Initial Qualification Training (IQT):
- 3.3.22.1.1. Baseline a program for conversion from DoD specific aircraft to Contractor owned aircraft. Program shall account for various experience levels, qualifications, and tactical flying recency of hired pilots.
- 3.3.22.1.2. Provide a program that permits IQT with existing manpower and assets without reducing services provided to the task order. The Contractor's IQT sorties shall not take place on Government installations however this prohibition may be waived (in writing) by the GPO. The Contractor's waived IQT sorties are at the Contractor's expense and shall be flown under Civil Aircraft Operations (CAO) with no GFR flight approval required.

3.3.22.1.3. Contractor approval via DD Form 2627 is not required prior to entering personnel into IQT.

3.3.22.2. Mission Qualification Training (MQT):

3.3.22.2.1. Baseline a program to bring an aircraft qualified pilot to contract mission ready.

3.3.22.2.2. This contract requires previously qualified flight leads. However, Contractor shall provide a flight lead upgrade program that is integrated into the MQT program to ensure no break in services provided on the task order due to aircraft conversion training.

3.3.22.2.3. MQT may be conducted concurrent to contract performance at the serviced OL. Provide a program that ensures full integration with task order performance while ensuring individual blue syllabus requirements are met.

3.3.22.2.4. GFR approval via DD Form 2627 is required prior to any MQT sorties flown concurrent to providing direct support to the Government. Submission of resume and DD Form 1821 concurrent to the DD Form 2627 is not required, but the OL GFR may request to view the Contractor's training history and background documentation if desired. Complete MQT with GFR approval on the DD Form 2628.

3.3.22.3. Mission Commander:

3.3.22.3.1. Contractor may present previous mission commander trained individuals to be nominated to GFR as mission commanders.

3.3.22.3.2. Contractor shall present a program for a Mission Commander upgrade if not previously qualified.

3.3.22.3.3. Upgrade sorties may be conducted on contract performance sorties, but shall ensure no break in services provided on the task order due to upgrade.

3.3.22.4. Ground Training. AFI 11-2MDS Vol 1, Ready Aircrew Program (RAP) Tasking Message (RTM) comparable ground and simulator training/currency items are identified in the currency section of this PWS. All other AFI 11-2MDS RTM Ground and Simulator training items are not required (e.g., Local Area Survival, Water Survival, Instrument Refresher Course, etc.). AFI 11-404 Centrifuge requirements are not applicable.

3.3.23. Pilot Currency. Contractor FOP shall provide a program for pilot currency and re-currency/re-qualification (both air and ground) requirements that mirror intent of AFI 11-202, Volume 1, and a comparable MDS, Volume 1. The currency and re-currency/re-qualification program should take into account the experience and flying rate/type of its workforce.

3.3.23.1. Pilot currency shall address the minimum currencies in Table A3.1a. (ADAIR) or Table A3.1b. (CCAS).

3.3.23.2. Ground Training/Currency. The AFI 11-2MDS Vol 1 RTM comparable ground training/currency items identified in Table A3.2a. (ADAIR) or A3.2b. (CCAS) are required.

3.3.24. Pilot Proficiency “Lookback”. Contractor FOP shall provide a program for pilot proficiency (lookback) requirements that mirror intent of AFI 11-202, Volume 1, and a comparable MDS, Vol 1 RTM.

Table A3.1a.

CAF ADAIR Pilot Currencies					
EVENT	To Update Fly:	DAYS	Affects: (Low-End or High-End)	To Regain Currency:	NOTES:
DEMANDING SORTIE*	Sortie	30	High-End	ACBT, Demanding	1, 4, 5
LANDING	Landing	45	No	Landing	2, 4
NIGHT LANDING	Day or night Landing	30	Both	Day landing	2, 4
AIR COMBAT TRAINING (ACBT)*	ACBT Sortie	90	Both	Non-Demanding ACBT	1, 3, 4
LOW ALTITUDE TRAINING (LOWAT)*	LOWAT Event	90	Both	LOWAT Event	3, 4, 6, 7
PRECISION APPROACH	Event (Aircraft or simulator)	45	Both	Event	11, 4
NVG*	Event	180	Both	Events Profile	3, 9

Notes:

- All events must be updated in the Contractor's assigned aircraft, unless specifically stated otherwise.

- \* See Definitions in Appendix M

1. See Appendix M for demanding/non-demanding sortie definitions. In addition, Low End pilots will fly in a supervised status (with contract Flt Ld-supervisor or IP in the aircraft or formation) any time a non-demanding sortie is required.

2. Re-currency supervision level will be the contract instructor, in the aircraft or chase, qualified and current in the event. Landing in other DoD/civil aircraft does not update landing currency.

3. Supervision will be the contract Flt Ld-supervisor or instructor, qualified/current in the event.

4. Currency may be updated with performing the event in any fighter type aircraft flown while in DoD service, by Contractor servicing any DoD contract, or Contractor produced in-house training line.

5. Demanding Sortie currency is required for supporting High-End Venues. To regain currency, contract pilot must first have ACBT currency, then a demanding sortie in a low-end environment prior to flying in a high-end environment.

6. LOWAT – Event is defined as performing realistic, mission oriented air-to-air operations while in a LOWAT certified low altitude block (at or below 1000 ft. AGL over land). Event includes skills necessary to seek out, and engage offensively, an aerial target at low altitude. This event also includes low altitude navigation, tactical formation, defensive maneuvering to avoid or negate threats. LOWAT currency is not required if supporting an operating location that cannot or does not maintain a LOWAT currency below 1,000' AGL. However, LOWAT must be regained if tasked to deploy to a location where it will be required.

7. Currency is required in the pilots low altitude category for operations below 1000 feet. Loss of currency requires pilots to operate above 1000' AGL. Re-currency requires satisfactory performance in the following events: vertical awareness training, hard turns, tactical formation, and defensive maneuvering.

9. A Contractor managed NVG academic review is required prior to the re-currency sortie. NVG events provide for re-currency will be 2-ship basic formation and light drills, tactical turns and maneuvers, and a minimum of one, 1 V 1 intercept. On a case-by-case basis with OL GFR approval, these events may be conducted Contractor-on-Contractor on a Government ADAIR support sortie provided it is conducted and radio debriefed prior to supporting DoD assets. . Currency may be maintained by flying NVG event in DoD assets. "N/A" if NVG's are not used.

11. If non-current in precision approaches, increase the pilot weather minimum by one category. If day VFR, the supervision level is a pilot, current and qualified in the event; all other times required the contract supervisor or IP. Currency may be updated in a simulator if available with OL GFR approval.

8. & 10. Removed

**Table A3.1b.**

CCAS Pilot Currencies					
EVENT	To Update Fly:	DAYS	Affects: (Low-End or High-End)	To Regain Currency:	NOTES:
DEMANDING MISSION	Any mission	30	High-End	Non-demanding	1, 4, 5
LANDING	Landing	45	No	Landing	2, 4
NIGHT SORTIE	Any	30	Both	Night sortie/profile	2, 4, 9
LOW ALTITUDE TRAINING (LOWAT)	Low ALT Event	90	Both	Low ALT Event	3, 4, 6, 7
LOW A/G	LOW A/G Event	90	Both	LOW A/G Event	2, 12
PRECISION APPROACH	Event (Aircraft or simulator)	45	Both	Event	11, 4
WEAPONS DELIVERY	Event	120	Both	Event	2
NVG	Event	180	Both	Events Profile	3, 9
<p>Notes:</p> <ul style="list-style-type: none"> <li>- All events must be updated in the Contractor's assigned aircraft, unless specifically stated otherwise</li> <li>- * See Definitions in Appendix M</li> <li>1. See Appendix M for demanding/non-demanding sortie definitions. In addition, Low End pilots will fly in a supervised status (with contract supervisor or IP in the aircraft or formation) any time a non-demanding sortie is required.</li> <li>2. Re-currency supervision level will be the contract instructor, in the aircraft or chase, qualified and current in the event. Landing in other DoD/civil aircraft does not update landing currency.</li> <li>3. Supervision will be the contract supervisor or instructor, qualified and current in the event.</li> <li>4. Currency may be updated with performing the event in any CAS aircraft flown while in DoD service, by Contractor servicing any DoD contract, or Contractor produced in-house training line.</li> <li>5. Demanding Sortie currency is required for supporting High-End Venues. To regain currency, contract pilot must fly first have a non-demanding sortie prior to flying in a high-end environment. CAS is classified as a demanding mission.</li> <li>6. LOWAT – Event is defined as performing realistic, mission oriented air-to-ground operations while in a LOWAT certified low altitude block (at or below 1000 ft. AGL over land). Event includes skills necessary to seek out, and engage offensively, a ground target at low altitude. This event also includes low altitude navigation, tactical formation, defensive maneuvering to avoid or negate threats. LOWAT currency is not required if supporting an operating location that cannot or does not maintain a LOWAT currency below 1,000' AGL. However, LOWAT must be regained if tasked to deploy to a location where it will be required.</li> <li>7. Currency is required in the pilots low altitude category for operations below 1000 feet. Loss of currency requires pilots to operate above 1000' AGL. Re-currency requires satisfactory performance in the following events: vertical awareness training, hard turns, tactical formation, and defensive maneuvering.</li> <li>8. Removed</li> <li>9. A Contractor managed NVG academic review is required prior to the recurrency sortie. Currency is regained by accomplishing 2-ship basic formation work / light drills, tactical maneuvers, and Dry CAS above 2,000 feet AGL or MSA (whichever is higher). The first half of the sortie will consist of a single BSA delivery prior to CAS. The second half will be at the discretion of the supervisor or instructor. Currency may be maintained by flying NVG event in DoD assets.</li> <li>10. Deleted</li> <li>11. If non-current in precision approaches, increase the pilot weather minimum by one category. If day VFR, the supervision level is a pilot, current and qualified in the event; all other times required the contract supervisor or IP. Currency may be updated in a simulator if available with OL GFR approval</li> <li>12. Regain currency by accomplishing Dry CAS above 2,000 feet AGL or MSA whichever is higher with an initial BSA delivery prior to commencing CAS.</li> </ul>					

**Table A3.2a.**

<b>CAF ADAIR GROUND AND SIMULATOR TRAINING and CURRENCY</b>			
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>
Situational Emergency Procedures Training (SEPT)	1 per month (Notes 1 and 2)	AFI 11-2MDS Comparable	Yes
Critical Action Procedures (CAPs) / Boldface	Prior to first flight each month	AFI 11-202 V2 ACCSUP 1	Yes
Weapons & Tactics Academics	12 months	AFI 11-2MDS V1 (Note 3)	No
Flying Safety Training	3 months	AFI 91-202	No
<p>Note:</p> <ol style="list-style-type: none"> <li>1. At least 4 SEPTs annually must be conducted with a Contractor IP or flight supervisor.</li> <li>2. The monthly SEPT should be accomplished in any training device (if available) but may be accomplished via tabletop otherwise.</li> <li>3. Training is Contractor developed and internal to the Contractor. Training should be developed with inputs from serviced OL weapons and intelligence officers, and applicable from the OL's own weapons &amp; tactics and intelligence training programs. Academics will be focused on adversary threat updates and replications pertinent to the contract platforms and technologies flown.</li> </ol>			



**Table A3.2b.**

<b>CCAS GROUND AND SIMULATOR TRAINING and CURRENCY</b>			
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>
Situational Emergency Procedures Training (SEPT)	1 per month (Notes 1 and 2)	AFI 11-2MDS Comparable	Yes
Critical Action Procedures (CAPs) / Boldface	Prior to first flight each month	AFI 11-202 V2 ACCSUP 1	Yes
Weapons & Tactics Academics	12 months	AFI 11-2MDS V1 (Note 3)	No
Flying Safety Training	3 months	AFI 91-202	No
<p>Note:</p> <p>1. At least 4 SEPTs annually must be conducted with a Contractor IP or flight supervisor.</p> <p>2. The monthly SEPT should be accomplished in any training device (if available) but may be accomplished via tabletop otherwise.</p> <p>3. Training is Contractor developed and internal to the Contractor. Training should be developed with inputs from serviced OL weapons and intelligence officers, and applicable from the OL's own weapons &amp; tactics and intelligence training programs. Academics will be focused on CAS TTPs, CAS weapons, threat updates, JTAC equipment/TTPs, surface-to-air threats to CAS, JP 3.09-3, JFIRE, enemy orders of battle, communication brevity, Army systems, and systems pertinent to the contract platforms and technologies flown.</p>			

3.3.24.1. Minimum proficiency on this contract is considered at two thresholds. At a minimum, the Contractor program must address:

3.3.24.1.1. High End Proficiency. High end proficiency is needed to support:

3.3.24.1.1.1. ADAIR: any exercise/CAF LFE event, United States Air Force Weapons School (USAFWS) syllabus sortie, any Weapons Instructor Course (WIC) Spin-Up sortie complex OT&E test sortie.

3.3.24.1.1.2. CCAS: any exercise, Live Fire Exercise (LFX), Combined Live Fire Exercise (CALFX), GREEN FLAG, National Training Center, or JTAC Instructure Upgrade/WIC Spin-Up venue.

3.3.24.1.1.3. This is roughly equivalent to 11-2MDS definitions for a Combat Mission Ready maintaining proficiency in all of the primary missions tasked.

3.3.24.1.1.4. This is the minimum baseline for permanently assigned pilots providing continued contractual support.

3.3.24.1.1.5. A minimum of 5 sorties in the preceding month or 15 sorties in the preceding 3 months to maintain proficiency. Sorties must be conducted in a tactical environment to qualify. The tactical environment required is any air-to-air or air-to-surface mission set servicing any DoD contract or Contractor generated “in-house” training environment.

3.3.24.1.1.6. If unable to maintain High End Proficiency Lookback, the contract pilot automatically reverts to Low End Proficiency Lookback and may only fly in High End Venues under a monitored status until regaining High End Proficiency. Contractors shall tailor a monitoring program based on venue supported and experience levels of the individual pilot. Monitoring program will be approved via the OL GFR.

3.3.24.1.2. Low End Proficiency. Low end proficiency is needed to support:

3.3.24.1.2.1. (ADAIR) Any B-course syllabus sortie (including LFE), any operational unit upgrade sortie (MQT, FLUG, IPUG), GFR qualified WIC Spin-Up sortie (see para 3.3.24.4.2. below), any simple OT&E test sortie, and any non-exercise/continued training sortie.

3.3.24.1.2.2. (CCAS) Any FTU/JTACQC or IQT/MQT syllabus mission, operational unit CMR/JTAC-Instructor upgrade, and any continuation training mission.

3.3.24.1.2.3. This is roughly equivalent to 11-2MDS definition for a Basic Mission Capable pilot maintaining a “familiar” level of proficiency in all of the primary missions tasked.

3.3.24.1.2.4. This is the minimum baseline for non-permanently assigned pilots providing intermittent contractual support around other primary employment.

Low End designated pilots on the contract must be able to spin-up to High End proficiency as needed to support high-end events.

3.3.24.1.2.5. A minimum of 3 sorties in the preceding 60 days or 5 sorties in the preceding 90 days conducted in a tactical environment to maintain proficiency.

3.3.24.1.2.5.1. Sorties must be conducted in a tactical environment to qualify. The tactical environment required is any air-to-air or air-to-surface mission set servicing any DoD contract or Contractor generated “in-house” training environment; or

3.3.24.1.2.5.2. To regain proficiency, fly a low-end support sortie with an IP/Supervisor either in the rear-cockpit or formation provided a visual formation is maintained throughout the sortie.

3.3.24.2. (ADAIR) In both the High and Low end thresholds, minimum proficiency is defined as able to perform tasks at the minimum acceptable levels of speed, accuracy, and safety commensurate with performance in the prescribed environment. Minimum acceptable levels are defined as meeting: 90% accurate threat presentations, 90% accurate threat shot replications, and 90% accurate kill call standards as briefed and defined in AFTTP 3-1 and the ATRG (CTRS).

3.3.24.3. (CCAS) In both the High and Low end thresholds, minimum proficiency is defined as able to perform tasks at the minimum acceptable levels of speed, accuracy, and safety commensurate with JP 3-09.3 and restrictions established by the JTAC. Minimum acceptable levels are defined as meeting: 90% accurate talk-ons, 95% accurate weapons deliveries, 100% accurate awareness and adherence to Fires Support Coordination Measures, 100% accurate awareness and fires de-confliction of friendly locations.

3.3.24.4. The OL GFR is ultimately responsible for determining the proficiency level required based upon DoD training requirements and sortie environment, and will consider pilot proficiency prior to signing the DD Form 3062 (or GFR approved alternate method).

3.3.24.4.1. Since the DoD lacks sufficient guidance on what constitutes an LFE or “High End”, the following serves as a basic guideline on this contract: LFE or “High End” must include a designated Mission CC (qualified or upgrading), a minimum of 4 blue fighters (Government operated), 4 adversaries (combination of Government and Contractor operated) and 2 strikers (combination of Government or Contractor provided) assets with a certified Command and Control Platform, in an integrated air-to-air/surface-to-air threat scenario. Examples which meet this intent are: RED FLAG, Atlantic Trident, Razor Talon, or any commensurate Wing exercise designed to provide a high-end or spin-up training opportunity. Examples which do not meet this intent are: Recurring F-22 FLUG sorties involving 4 blue, 4 red, and 2 strikers w/ Baron Control.

3.3.24.4.2. GFR Qualified WIC-Spin-Up: WIC Spin-Up sorties will generally be considered a “High End” proficiency standard. However, OL GFRs may qualify individual WIC Spin-Up sorties to be flown with “Low End” proficiency based on expected level of difficulty and experience level and currency of the Contractor pilot.

3.3.25. Standardization/Evaluation (Stan/Eval). Contractor FOP shall provide a Stan/Eval program for ensuring contract pilots recurring evaluations are conducted IAW AFI 11-202 Vol 2 timelines. Stan/Eval program must address the following:

3.3.25.1. Evaluations:

3.3.25.1.1. Evaluations shall be conducted 100% by the Contractors as an internal process only. No Government evaluations will be conducted.

3.3.25.1.2. No-Notice evaluations are not required.

3.3.25.1.3. Recurring, local Government review of evaluation documentation beyond GFR approval of DD 2628 is not required. However, upon request, evaluation documentation must be submitted to the GFR as part of contract surveillance duties.

3.3.25.1.4. Aircraft Qualification and Instrument Evaluation may be combined. Aircraft Qualification and Instrument Evaluation may be merged to meet 14 CFR requirements concurrently. Mission Evaluation may be combined with the Aircraft Qualification and Instrument Evaluation with GFR approval on a case by case basis provided no loss of services provided to the Government. This should not be the standard. Required evaluations and events are as follows:

3.3.25.2. Aircraft Qualification “QUAL” Evaluation:

3.3.25.2.1. Sortie

3.3.25.2.2. Emergency Procedures Evaluation

3.3.25.2.3. Open book, closed book, Boldface/CAPS are not required.

3.3.25.3. Instrument “INSTM” Evaluation:

3.3.25.3.1. Sortie

3.3.25.3.2. Instrument Examination. 50 questions IAW AFMAN 11-210 modified as follows:

3.3.25.3.2.1. 15 questions – AFMAN 11-217 Vol 1-3 (from wing MQF)

3.3.25.3.2.2. 10 questions – AFI 11-202 Vol 3 (from wing MQF)

3.3.25.3.2.3. 10 questions – Flight Information Publications (From wing MQF)

3.3.25.3.2.4. 15 questions – aircraft specific (Contractor produced)

3.3.25.3.3. Instrument Refresher Course is not required.

3.3.25.4. Mission “MSN” Evaluation:

3.3.25.4.1. Sortie. Sortie must include as a minimum:

3.3.25.4.1.1. (ADAIR) One AFTTP adversary tactic presentation

3.3.25.4.1.2. (ADAIR) One successful AFTTP adversary shot replication.

3.3.25.4.1.3. (CCAS) One successful talk-on

3.3.25.4.1.4. (CCAS) One successful weapon delivery

3.3.25.4.2. (ADAIR) Threat Replication Exam (30 questions from a Contractor MQF). Consider classification level based on content:

3.3.25.4.2.1. 15 questions – Adversary Threat Replication Guide

3.3.25.4.2.2. 10 questions – AFTTP 3-1 Shot & Kill

3.3.25.4.2.3. 5 question – CTRS

3.3.25.4.3. (CCAS) CAS Replication Exam (30 questions from a Contractor MQF):

3.3.25.4.3.1. 25 questions – JP 3-09.3

3.3.25.4.3.2. 5 question – Airframe specific on CAS employment

3.3.25.5. Maintain a Contractor Master Question File (MQF):

3.3.25.5.1. 150 questions minimum

3.3.25.5.2. 50-75 questions on aircraft specific technical data

3.3.25.5.3. 50 questions on AFTTP 3-1 and ATRG

3.3.25.5.4. 25-50 question on CTRS (ADAIR) and JP 3-09.3 (CCAS)

3.3.25.5.5. Update the Contractor MQF annually ensuring 25% turnover of questions

3.3.25.6. Flight Crew Information File (FCIF). Contractor FOP shall provide a program to maintain a FCIF that integrates with established OL programs. The FCIF shall be structured IAW AFI 11-202 Volume 2, as supplemented by the serviced MAJCOM. The following items are minimum mandatory Volume II items (with applicable MAJCOM and Wing/Group supplements):

3.3.25.6.1. Approved Contractor Flight Operations Procedures (FOP)

3.3.25.6.2. AFI 11-202 Volume 2, Aircrew Standardization Evaluation Program

3.3.25.6.3. AFI 11-202 Volume 3, General Flight Rules

3.3.25.6.4. AFI 11-401, Aviation Management

3.3.25.6.5. AFI 11-205, Aircraft Cockpit and Formation Flight Signals

3.3.25.6.6. AFI 11-214, Air Operations Rules and Procedures

- 3.3.25.6.7. AFMAN 11-217 Volumes 1, 2, and 3
- 3.3.25.6.8. AFI 11-218, Aircraft Operations and Movement on the Ground
- 3.3.25.6.9. AFI 11-418, Operations Supervision
- 3.3.25.6.10. AFI 13-201, Airspace Management
- 3.3.25.6.11. AFI 91-202, The U.S. Air Force Mishap Prevention Program
- 3.3.25.6.12. Additional publications as required by the unit, approved by the OL GFR.
- 3.3.25.6.13. Address flight related Special Interest Items as issued by the serviced MAJCOM/Wing. GFRs will determine applicability if not adequately addressed by MAJCOM guidance.

3.3.26. Flight and Maintenance Scheduling. The Contractors FOP shall include a flight and maintenance scheduling program that encompasses the following:

- 3.3.26.1. Meets the sortie requirements identified for the task order in Section F. Minimum scheduled turn between “go’s” will be 3 hours, but may be adjusted with local GFR approval after GPO and Contractor site manager concurrence.
- 3.3.26.2. Integrates into existing OL scheduling functions, including an annual, monthly, weekly, and daily flying scheduling requirements.
- 3.3.26.3. Identifies the pilot in command for dual piloted/multi-place aircraft and flight leads for formation flights.
- 3.3.26.4. Once the weekly schedule is published, the flying requirement is firm. However, the Government may request additional taskings or changes up to a minimum of 24 hours from execution. The Contractor will use reasonable endeavors to achieve the Government's additional tasking requirements and inform the GFR if unable to accommodate the change. Additional tasking is defined as a new requirement, not previously scheduled during the weekly scheduling period.
- 3.3.26.5. During periods of intensive operations or major exercises, it is common for flight operations, with all aircraft involved, to exceed normal duty hours. When this type of flying schedule is anticipated to last one week or longer, the Government will give the Contractor at least 30 calendar days advance notice.
- 3.3.26.6. The OL schedule is considered firm when both the Wing Scheduler and GFR signs it. The Contractor’s flight schedule is firm with the GFR signature on the DD Form 3062 (or GFR approved alternate method).
- 3.3.26.7. When designated by the host OL for exercise support, combat scheduling may be used. In this case, real-time schedule changes will be coordinated between the Contractor, GFR, and OL/squadron scheduler; and approved by the GFR only as the Contractor is able to support.

3.3.26.8. Is integrated with local OL operated scheduling/training software (e.g. - Patriot Excalibur or Graduate Training Integration Management System).

3.3.26.9. Provides for Contractor management of the DD Form 3062 (or GFR approved alternate method):

3.3.26.9.1. On a daily basis or on a GFR-approved interval when flights are scheduled or flown, provide the following post-flight details on the DD Form 3062 (or GFR-approved alternate method) to the GFR no later than the commencement of flying operations the following duty day:

3.3.26.9.1.1. Block 13 – Number of flights (by individual sorties).

3.3.26.9.1.2. Block 14 – Hours flown (in tenths of hours by individual sortie).

3.3.26.9.1.3. Block 15, Remarks – Brief statements as to flight results per indicated on the form. Provide input on weather and trouble encountered only if the conditions impacted the sortie(s). For conditions preventing of flight, include both external drivers (example – weather or government cancellation) as well as Contractor limitations/issues. Provide all data by affected formation/position. If a spare aircraft is required due to ground-abort of schedule aircraft, include configuration of aircraft actually flown as spare. If mission(s) were satisfactorily accomplished (in the Contractor’s opinion) then provide “IAW PWS” by each formation/position.

3.3.27. Video and Photography. Contractor video and photography of Government aircraft and equipment is prohibited unless specifically authorized by the OL GFR and the owning Wing per AFI guidance. When authorized, the Contractor will adhere to the operational guidance for the conduct, authorized use, and release of photography/videography of the Wing owning the assets being photographed. All photography and video taken of Government aircraft and equipment is the property of the Government until released. Furthermore:

3.3.27.1. Contract pilot use of handheld photo or video recording devices while airborne is prohibited when that pilot is the only one with immediate access to the flight controls.

3.3.27.2. The contractors will coordinate with the OL GFR prior to taking video and photography of contractor owned aircraft on government installations. If airborne, the individual taking photo/videos must be designated and approved as non-crew personnel on the DD Form 3062 (or GFR approved alternate method).

3.3.27.3. OL GFR review and approval of all photography and video is required prior to release.

3.3.28. Configuration Control. The Contractor is prohibited from modifying its aircraft configuration (i.e., avionics, sensors, external stores) for contract performance without required USAF Airworthiness Office approval identified and managed IAW contractor

FOP/GOP. GPO approval is required prior to installation and flight of any modified configuration (e.g. avionics/sensors/external stores).

**3.4. Ground Operations Procedures (GOP).** The Contractor shall develop and adhere to Government-approved Contractor GOP, IAW DCMA INST 8210.1C, Change 1 (AFI 10-220). The Contractor shall maintain their aircraft fleet IAW applicable FAA regulations and standards.

3.4.1. The Contractor shall ensure only trained, qualified, and certified personnel perform aircraft maintenance/ground operations.

3.4.2. The Contractor shall identify and provide aircraft maintenance management leadership to serve as central interface between the Government and the Contractor.

3.4.3. For on-base operations, the Contractor personnel shall receive Government training on flight line vehicle operations, maintenance safety requirements, Foreign Object Damage (FOD) prevention and reporting, flight line security, aircraft tow procedures including runway crossing, and all other subjects deemed necessary by the Government to ensure safe flight line/ground operations.

3.4.4. The GOP shall also address the following programs:

3.4.4.1. Maintenance Operations Center (MOC). For on-base operations, the Contractor shall develop procedures to coordinate with the host OL's MOC to address safety, security, and integration of its maintenance operations with the host OL. These procedures shall address emergency action procedures for responding to disaster control and severe weather. The Contractor shall develop procedures to coordinate with the MOC for: delivery of chaff/flares, fuel/defuel, shared facility resources (wash rack, fuel cell, etc.), all aircraft engine runs and aircraft ground movements, prior to execution. The Contractor shall request support services (e.g., standby firefighting capability, snow removal, and control tower clearances) for aircraft movements. Contractor-owned aircraft and equipment status is not tracked by the Government or entered into Maintenance Information Systems (MIS) or Integrated Maintenance Database Systems (IMDS). If applicable, provide GFE pods status to the MOC.

3.4.4.2. Impoundment Procedures. The Contractor shall develop aircraft impoundment procedures covering incidents and accidents affecting airworthiness and designate their impoundment authorities in writing. The contractor shall coordinate with the USAF Airworthiness (AW) Office for review of their procedures to ensure compliance with applicable guidance. USAF AW Office approval of the procedures is not required. The contractor shall inform the USAF AW Office of all aircraft "return to service" decisions following applicable impoundments. The contractor shall notify the Government Program Office (GPO) and the operating location's GFR and GGR of impoundment decisions.



3.4.4.3. Tool and Equipment Management. The Contractor shall develop a program and implement procedures. This program shall meet the intent of preventing Foreign Object Damage (FOD) and providing effective control and accountability of assets.

3.4.4.4. Captive Air Training Missile (CATM). Safety pins/streamers for arming keys/safe-arm handles on CATMs may be removed for daily training/flying operations provided positive control and accountability is maintained for these items. CATM AIM-9M arming handles will be permanently removed for foreign or dropped object prevention. Any CATM used for exercises, Load Crew Training, and inspections should be configured to the maximum extent possible with all safety devices and components to mirror the parent tactical munitions.

3.4.4.5. Pods. Contractor personnel shall be trained and qualified in loading, unloading, and transportation of sensor pods, Electronic Attack/Electronic Countermeasure pods, and all other external devices, systems, and equipment furnished by the Government, or the Contractor, and installed on Contractor aircraft.

3.4.4.6. Maintenance Communications. For on-base operations, the Contractor shall integrate maintenance communications with the host OL's program. The Contractor may utilize Government-furnished (if provided as GFE) or Contractor-furnished communications devices, LMRs, and UHF/VHF communications to facilitate communications among aircraft and ground support personnel.

3.4.4.7. Foreign Object Damage (FOD) Prevention Program. The Contractor shall develop a FOD Prevention Program that complies with DCMA INST 8210.1C, Change 1 (AFI 10-220), section 5.3, *FOD and Tool Control*, along with all applicable local OL supplemental guidance. The Contractor's program shall be of sufficient coverage to ensure all personnel working in, on, around, or traveling through areas near aircraft, facilities, flight line, Aerospace Ground Equipment (AGE), engines (or components thereof), comply with FOD prevention procedures. For on-base Contractor operations, "FOD Boss" and sweepers are considered shared resources and will be made available to the Contractor for FOD prevention support.

3.4.4.8. Dropped Object Prevention (DOP) Program. The Contractor shall develop a DOP Program to account for any aircraft part, component, surface, or other item lost during aircrew operations (unless intentionally jettisoned) from engine start to engine shutdown. An inadvertent munition release is not considered a dropped object and shall be reported INW AFI 91-204, *Safety Investigations and Reports*. The Contractor shall report all DOP incidents to the GGR and GFR. The program shall be of sufficient coverage to investigate each dropped object incident to determine the root cause to ensure positive corrective actions.

3.4.4.9. Radar Warning Receiver (RWR)/Radar Threat Warning (RTHW) Testing. The Contractor shall develop a RWR/RTHW testing process, which ensures Contractor systems are operationally ready to meet contract requirements. The program may be

integrated with the host OL's non-contingency or contingency functional check programs and supported by Government or Contractor test equipment.

3.4.4.10. Crash Damaged or Disabled Aircraft Recovery (CDDAR) Program. For on-base operations, the Contractor shall develop a CDDAR program that is fully integrated into the host OL's CDDAR program. The Contractor shall provide technical expertise and facilitate the host OL's response and recovery capability of Contractor-owned aircraft, consistent with the following considerations: (1) urgency to open the runway for operational use; (2) prevention of secondary damage to the aircraft; and (3) preservation of evidence for mishap or accident investigations IAW AFI 91-202, *The US Air Force Mishap Prevention Program*, and AFI 91-204, National Transportation Safety Board (NTSB) guidelines, and any local OL guidance, as applicable. The Contractor shall ensure the host OL's CDDAR personnel receive familiarization training on Contractor aircraft and procedures prior to commencing local flying operations, at permanent and temporary duty OLs.

3.4.4.11. Egress/Cockpit Familiarization Training. For on-base operations, the Contractor shall develop an egress/cockpit familiarization training program to ensure all host OL's non-Egress emergency response personnel i.e., fire department, CDDAR, who might access Contractor aircraft cockpits, equipped with egress systems, receive initial and annual refresher training.

3.4.4.12. Aircraft Defensive Systems Program (Chaff and Flares). The Contractor shall develop an aircraft defensive systems program with sufficient coverage to provide procedures for the installation/removal of chaff and flares on the Contractor's aircraft. Contractor personnel shall load and unload all chaff and flares on Contractor aircraft. The procedures shall cover launch, recovery, chaff and flare-loaded aircraft parking, chaff and flares storage and transportation, and handling of partially ejected flares.

3.4.4.13. The Contractor shall implement policy to ensure Contractor personnel do not borrow/use non-contractual supplies, tools, equipment, services, etc., from the host OL without first coordinating with the Contractor's local management and the GGR for approval. The GGR shall be the sole approver and point of interface/coordination with the host OL's leadership.

3.4.4.14. The Contractor shall implement procedures for the security of its aircraft and assets, both on and off-base, to include aircraft diverting to unsecured locations. Procedures shall include promotion of security awareness for all personnel and storage of classified equipment and media.

3.4.4.15. The Contractor shall develop procedures for bed down at deployed locations.

**3.5. Contractor's Quality Management System.** Portions of the FARs and/or DCMA INST 8210.1C, Change 1 (AFI 10-220) applicable to PAO operations that do not meet the threshold of the Government's need to levy service level guidance for inclusion into the FOP and GOP,

but none-the-less are important to ensure safe and effective operations shall be captured external to the FOP and GOP in the larger QMS. The Contractor's QMS shall:

3.5.1. Integrate Environmental, Safety and Occupational Health (ESOH) and Environmental Protection Plan (EPP) program statutory and regulatory requirements per Section D, para 3.1 and 3.2. Ensure Operational Risk Management (ORM) is institutionalized within all Contractor workplaces.

3.5.2. Integrate the Risk Management Plan into the QMS.

3.5.2.1. Munitions (CCAS only). The Contractor shall develop a munitions program with sufficient coverage to provide procedures for the transporting, storage, loading/unloading, and management of munitions used to support the Contractor's aircraft operations. The program shall encompass armed aircraft launch/recovery, aircraft parking, personnel training, and weapons safety procedures. The Contractor shall ensure compliance with all Federal, State, and local guidance and laws.

3.5.3. Integrate the mishap prevention program into the QMS. Program must include an internally managed aviation safety structure, operational risk management; Bird/Wildlife Aircraft Strike Hazard (BASH) and Mid-Air Collision Avoidance (MACA) that is integrated with supported OL programs when on-base, procedures for handling safety privileged data, mishap and damage notifications procedures, and a mishap response plan. When operating on-base, program does not need to follow AFI 91-204 processes but should integrate with host OL via the GFR/GGR.

3.5.4. Integrate mishap notification procedures for all ground, weapons, and aviation related mishaps IAW CDRL 10 (Mishap Report). Government will follow AFI 91-204, *Safety Investigation and Hazard Reporting*, procedures for all accidents involving Government owned aircraft or property. Contractor procedures shall ensure adherence to these procedures and cooperation with Government investigative processes when directed by the GFR. Mishaps involving Contractor owned assets without damage to Government property must be reported to the GFR using Contractor established procedures that are not required to adhere to AFI 91-204 guidelines.

3.5.5. Integrate the mishap response plan with the QMS. Provide aircraft/system familiarization training, technical expertise, technical data, and aircraft-unique tools/special equipment to Government personnel and assist host OL recovery operations as necessary during actual emergency and training responses. Coordinate incident/mishap site cleanup with Base/Wing leadership and other base agencies and comply with applicable base support plans. Ensure preservation of evidence to include toxicology testing when directed by the GFR. Provide for site security if required to meet statutory requirements when not provided by DoD or local agencies. Provide a public affairs policy that is integrated with DoD programs for Contractor involved aircraft. Coordinate all necessary efforts until the GPO designates the cleanup issue resolved and effort complete. If located off-base, operating from a civilian airport, provide like training, technical expertise, technical data, etc., to the appropriate agencies/offices. The Contractor may also be required to provide

familiarization training to deployed location fire department and or crash recovery personnel at the deployed sites.

3.5.6. Integrate program documentation into the QMS. Program shall include all applicable FAA and DoD documentation for maintenance and flight training sufficient to support airworthiness approval, safety investigations, accident investigations, and program oversight. Program shall include internal processes necessary to ensure compliance with AFI 91-204 requirements for preservation of evidence in response to aircraft accidents and impoundments. Contractor documentation shall be retained for the duration of the contract and must be made available upon request by the GFR or GPO.

3.5.7. Integrate flight supervision and management functions into the QMS to include:

3.5.7.1. Identification of the Contractor's Requesting Official (CRO) and procedures to garner GFR approval prior to flight (normally by close of business the workday prior to scheduled flight).

3.5.7.2. Ensure minimum crew requirements are met prior to performing aviation services,

3.5.7.3. Identify pilot-in-command and/or formation lead assignments, procedures to remove pilot's crewmember status.

3.5.7.4. Manage Instructor Pilot and Flight Examiner qualifications, certifications, and evaluations IAW FAA guidance.

3.5.8. Establish minimum weather category requirements for aircrew.

3.5.9. Ensure sufficient training, maintenance, and operations of Night Vision Goggles (NVG) and any other applicable night vision systems. Program is not required to adhere to service level guidance but must be sufficient to ensure safe operations of expected flight parameters and tailored to the specific system and aircraft supported.

## SECTION B SERVICE SUMMARY

**1. SERVICE SUMMARY (SS) NARRATIVE.** This SS identifies critical success factors for the contract. The SS items are listed in Table B1.1.

**1.1. Purpose.** The SS lists performance objectives for the required services the Government will surveil.

**1.2. Components.** The SS states the performance objective (required service), and threshold (performance standard, accept and reject points (if applicable) in either a qualitative or quantitative fashion) for each critical success factor.

**1.3. Quality Assurance Surveillance Plan (QASP).** The SS will be used as the baseline to develop a Government QASP. The QASP will identify the audit methods and procedures the Government will use to evaluate the Contractor's performance.

**1.4. Right to Surveil.** The Government reserves the right to surveil all services and requirements called for in this PWS to determine whether the Contractor is meeting performance objectives and goals.

1.4.1. Non-conformance. Failure to fulfill any contract requirement is a nonconformance. The Contractor shall take immediate corrective action for any non-conformance either external or internal identified. Non-conformances are evaluated for risk, and then communicated to the Contractor in one of two forms:

1.4.2. Major Non-conformance. A non-conformance that adversely impacts (or has the potential to) mission, safety of personnel and/or equipment, security, environment, performance (quality), schedule (delivery), and/or cost. The CO will communicate major non-conformances to the Contractor using a Corrective Action Request (CAR) form with a suspense date for the Contractor's corrective action plan. As a minimum, the Contractor's action plan will address:

1.4.2.1. Action taken to fix the problem (correction)

1.4.2.2. Root cause analysis of the problem

1.4.2.3. Corrective action on the cause of the problem

1.4.2.4. Actions taken to prevent recurrence to include the follow-up plan (how and when)

1.4.2.5. Action(s) required by the Contractor's Quality Plan

1.4.2.6. All supporting evidence to support actions taken such as updated manuals, instructions, procedures, etc. Embed supporting evidence in this section to maintain a single point document unless size is restrictive or security policies prevent embedding. In these cases, provide location of the documents.

1.4.3. Minor Non-conformance. A minor non-conformance is a non-conformance, which by itself does not adversely impact mission, safety of personnel and/or equipment, performance (quality), schedule (delivery), or cost. Minor non-conformances are communicated through Notices; First Notices are issued for any identified minor nonconformance, Second Notices are issued for repeat minor non-conformances or failing to correct minor non-conformances within a reasonable amount of time. A formal corrective action plan is not required for Notice.

**Table B1.1**

<b>Service Summary</b>			
<b>Performance Objective (PWS/Appendix Reference)</b>	<b>Performance Standard</b>	<b>Performance Threshold</b>	<b>Validated By</b>
<p>1. Integrated Program Management: Provide and maintain comprehensive, pro-active, integrated program management that focuses on meeting or exceeding customer requirements and ensures compliance to all mandatory, statutory, and regulatory requirements through an effective QMS.</p> <p>Reference: PWS Section A, Paragraph 2.2</p>	<ol style="list-style-type: none"> <li>1. Meet or exceed customer requirements</li> <li>2. Establish unity of purpose and direction in achieving mission objectives</li> <li>3. Performing management reviews</li> <li>4. Taking action as a result of those reviews</li> <li>5. Analyzing data to make fact-based decisions</li> <li>6. Create organizational value by fostering a mutually beneficial relationship with the Government</li> <li>7. 100% compliance with approved FOP</li> <li>8. 100% compliance with approved GOP</li> <li>9. Data: CDRLs 100% on-time delivery, accurate, and complete</li> </ol>	<p>No major non-conformances are allowed</p>	<ol style="list-style-type: none"> <li>1. GPO via Commander’s Survey and interaction with OL GFR/GGR.</li> <li>2. OL GFR/GGR via Commander’s Survey and daily interaction</li> <li>3. Monitoring of Contractor’s QMS</li> <li>4. OL GFR/GGR and/or the GPO</li> <li>5. OL GFR/GGR and/or the GPO</li> <li>6. OL GFR/GGR and/or the GPO and unit commanders</li> <li>7. OL GFR</li> <li>8. OL GGR</li> <li>9. CDRL Recipient</li> </ol>
<p>2. Operations &amp; Maintenance: Provide acceptable flight mission effectiveness</p> <p>Reference: PWS Appendix N.</p> <p>(CCAS Only) Attempted weapons deliveries on correct target</p>	<ol style="list-style-type: none"> <li>1. Mission effectiveness <math>\geq</math> 95% as measured via “Blue 1 Contractor Evaluation” or “JTAC Mission Lead Evaluation” on SharePoint or Appendix N, and validated by GFR.</li> <li>2. 95% weapons deliveries made on correct target with</li> </ol>	<p>No major non-conformances are allowed.</p>	<ol style="list-style-type: none"> <li>1. OL GFR/GGR via Appendix N and direct observations</li> <li>2. OL GFR/GGR via Appendix N and direct observations</li> </ol>

	100% adherence to airspace/fires support control measures and 100% awareness and de-confliction of fires from friendly positions.		
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## 2. MEASUREMENT, ANALYSIS, AND IMPROVEMENT (MA&I)

**2.1. Quality Assurance.** According to the Inspection of Services clauses, the Government will evaluate the Contractor’s performance under this contract. The Government will use compliance and management audits to verify and validate Contractor performance to the PWS. The primary compliance audit surveillance tool is the GFR/GGR audit. Contract Performance Evaluation Teams (CPET), which are staffed with Government functional area expertise (and may include Contractor quality control and/or functional area expertise), may be used for compliance and management audits. The Government may decrease or increase the scope and frequency of contract performance evaluations based on the Contractor’s past performance, risk assessment, and level of confidence provided by contract performance. The criteria for decreasing or increasing Government quality assurance are defined as follows:

2.1.1. Evaluations. Government audits will be performed on a periodic basis. Performance, delivery, and cost are the risk-determining factors. At contract start the Government will schedule/perform audits based on the “normal” condition as stated below in Table B2.1. If Contractor performance to specified requirements is exceptional and provides sound confidence and a “low” risk level, then Government contract evaluations may be reduced in scope and frequency. If Contractor performance of specified requirements significantly reduces confidence and raises risk to the “high” level, then the Government may initiate a CPET to perform an in-depth systems audit on the contract requirement that is in violation of specified requirements.

**Table B2.1**

Government Evaluations		
DECREASE GOVERNMENT GFR/GGR	START GOVERNMENT GFR/GGR	INCREASE GOVERNMENT CPET
DECREASED--Failures are unlikely to present serious problems for users/customers, or performance data provides confidence in the capability of the system or key process to meet requirements, or minimal or no impact will occur in meeting performance,	NORMAL--Failures could result in a hazardous or unsafe condition, or adversely affect mission performance; proper performance of end items, subassemblies, or key processes are doubtful, or there is moderate process variance and the trend is adverse. Performance data casts doubt on the ability of the system or key process to consistently meet requirements, or not only is it probable the Contractor will	INCREASED--A failure or nonconformance is likely to result in a hazardous or unsafe condition for individuals using, maintaining, or depending on end item, subassembly, material, or process performance, and is not under control; likely to result in mission failure or prevent the proper performance of equipment or system, or the process is out of control or performance data casts significant doubt on the capability of the system or key process to



schedule, or cost objectives.	encounter delays in meeting the performance, schedule, or cost objectives, but if concerns are not addressed, the process may progress to high risk.	meet requirements, or a major disruption is highly probable and the likelihood is the Contractor will not meet the performance, schedule, or cost objectives.
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**SECTION C**  
**GOVERNMENT-FURNISHED PROPERTY AND SERVICE**  
**(APPLICABLE AT THE TASK ORDER LEVEL)**

**1. GENERAL INFORMATION.**

**1.1. On Base Support.** For Contractor operations located on-base, the Government (host base) will provide facilities some services, and may provide some equipment. At a minimum host-bases will provide:

1.1.1. Operations and Maintenance office(s) and work space

1.1.2. Hangar Space as available (non-interference)

1.1.3. If located off-base the Contractor is responsible to acquire and/or furnish all required facilities, materials, and equipment to meet CAF CAS aircraft generation OL requirements.

**1.2. Government Furnished Equipment (GFE).** If provided, GFE will be listed in Section F of the each OL's PWS. The Contractor shall ensure positive control and accurate accountability and be responsible for any damage directly caused by the Contractor, outside of normal wear and tear. Damage to equipment outside normal wear and tear shall be immediately identified to the resident GFR and GGR.

**1.3. Government Furnished Facilities (GFF).** For Contractor operations location on-base, the Government will provide facilities listed in Section F of each OL's PWS. The Contractor shall ensure positive security, general upkeep, and be responsible for any damage directly caused by the Contractor, outside of normal wear and tear. The Government retains the authority to modify or realign facilities and space provided to the Contractor based on current USAF guidelines for space utilization, mission, and personnel requirements. Government facilities will be inspected for compliance with OSHA requirements. Should a hazard be subsequently identified, the Government will correct OSHA hazards IAW site-wide safety and health priorities. A higher priority for correction will not be assigned to the facilities merely because of this contracting initiative. The Government does not warrant or guarantee the absence of possible hazards. Compliance with OSHA and other applicable laws and regulations for the protection of employees is exclusively the obligation of the Contractor. The Government will assume no liability or responsibility for the Contractor's compliance or non-compliance with such requirements, except for the aforementioned requirement to make corrections. The Contractor shall not make any Contractor-funded alterations/modifications to Government facilities. The Contractor shall return facilities to Government in the same condition received, fair wear and tear, and approved modifications excepted. Government facilities shall only be used for performance on this contract.

**1.4. Base Operations Flight Planning, Weather, and Services facilities.** The Government will provide access to Base Operations Flight Planning, Weather, and Services facilities, on a non-interference basis if available, and the use of those facilities in the performance of work.

**1.5. Government Provided Fuel.** The Government will provide aviation and ground fuels to the Contractor for all on-base operations and when feasible, off-base Contractor operations. All Contractor aircraft are required to carry sufficient usable fuel, considering all meteorological factors and mission requirements IAW applicable DoD and FAA regulations. Aviation fuel for Contractors operating on-base will be delivered to the Contractor's aircraft by DoD-provided fuel trucks while ground fuel for the Contractor's Aerospace Ground Equipment (AGE) and Special Purposes Vehicles (SPV) will be provided via Government gas station or organizational fuel tanks. Contractors operating from off-base locations will use commercial fuel sources.

1.5.1. For on-base operations, the Contractor shall submit a Fuel Purchase Authorization (FPA) and Identaplate request to the GPO for processing and approval by Defense Logistics Agency - Energy (DLA-E). The Contractor shall ensure required annual FPA renewals are submitted NLT 60 days before the current FPA expires.

1.5.2. The Contractor shall only use Government-provided/reimbursable aviation fuel to support contracted sorties, other Government directed/approved flights, and its aircraft maintenance operations.

1.5.3. Government-provided/reimbursable fuel shall only be used as authorized by the GPO, GGR, or GFR. The GPO is the ultimate authority for CAF CAS program fuel approvals. The Identaplate is used for aviation fuels transactions while the Vehicle Identification Link (VIL) key is used for on-base ground fuel transactions. VIL keys are issued by the base Fuels Flight.

1.5.4. The Contractor is required to submit monthly fuel log(s) and supporting documents to the GPO, with its invoice(s) for fuel purchase reimbursements. The GPO provides the *CAF CAS Program Fuel Log* for this purpose however, the Contractor may use its own product, providing the elements of the CAF CAS Program Fuel Log are incorporated. A separate fuel log is required for each fuel type i.e., Jet-A, gasoline, diesel. Fuel Logs and invoices are due no later than five business days after Contractor receives the DFAS invoice.

1.5.5. Transactions must be validated and the fuel log signed by Contractor and OL's GGR before forwarding to the GPO. Supporting documents include highlighted copies of the OL's Fuels Manager Query printout (on-base ops) or scanned fuel receipts (for off-base commercial fuel transactions).

1.5.6. Fuel charges for non-contract flights (i.e., Contractor pilot training) are not reimbursable. Identify non-reimbursable transactions in the fuel log's Comments column.

1.5.7. The cost of Government provided fuel used for non-contract flights must be offset by the Contractor paying for all refuelings for that aircraft, to include fuel for the next Government sortie.

1.5.8. Aviation fuel used incidental to air or ground aborts/cancellations is reimbursable. Ground fuel is reimbursable for the Contractor's AGE and SPVs only.

**1.6. Government Furnished Services.** The following Government services will be provided if Contractor operations are located on-base:

1.6.1. Utilities. The Government will furnish existing utilities to include electricity, water, sewer, heating, ventilation, air conditioning, and a source of compressed air (if required).

1.6.2. Telephone Services. The Government will provide telephone services (landlines) at each location on an as needed/justified basis and subject to Government approval. All Government provided telephone services are for approved business purposes only.

1.6.3. Refuse Collection. The Government will provide established refuse collection service at pre-established pickup locations. Details (receptacle type, volume to be accepted, days of pick-up, limitations on items disposed of) to be provided by the Government.

1.6.4. Base Civil Engineer (BCE) Services. The Government will provide maintenance and repair of real property facilities. The BCE is responsible for real property maintenance. The Government will provide fire prevention/protection, inspection, and maintenance of Government furnished fire extinguishers and systems, pest control, ground and facility maintenance, explosive ordnance disposal, and certification of barrier arresting systems.

1.6.5. Emergency Medical Service. The Government will provide emergency medical treatment and emergency patient transportation service for Contractor employees. The Contractor shall reimburse the Government for the cost of medical treatment and patient transportation service at the current inpatient or outpatient treatment rates, as appropriate.

1.6.6. Bioenvironmental Engineering (BE). The Government will provide BE services. These services will be limited to evaluation of Government furnished facilities, equipment, and materials as it relates to industrial hygiene and occupational health. These services include sound level measurement data on noise sources, ventilation system data (including specific parameters designed for airborne contaminant control), radio frequency (RF) measurement data (during testing for various emitters), and general lighting measurements.

1.6.7. Morale, Welfare, and Recreation (MWR) Facilities. For on-base OL's, the Contractor shall have access to all Category C activities (i.e., Clubs, Bowling Center) and other Government MWR facilities if space is available as determined by the installation (OL) commander. The Contractor or its employees shall pay all charges and/or user fees imposed at these facilities. MWR facilities do not include the Army and Air Force Exchange Service (AAFES) facilities or the Commissary.

1.6.8. Fire Fighting and Security Support. Provided by the host OL for on-base OLs. The Contractor shall ensure the local base fire department receives an indoctrination of the Contractor's aircraft supporting the OL. The DoD will respond and take control of crash sites for all on-base incidents involving Contractor aircraft. The DoD will respond to off-base Contractor aircraft incidents, when on-board GFE assets and sensitive information is involved, to ensure security. Contractor aircraft will not receive a DoD Priority Level (PL) rating; and, aircraft parking inside or outside of PL marking is at the host unit's discretion. Provided DoD security is limited to existing security patrols and responses for base security and flight line security of government assets.

1.6.9. Land Mobile Radio (LMR). The Government will provide an LMR “net” for LMR operations on-base. For GFE LMRs (if provided) the Government will notify the Contractor when upgrades/re-programming are required. It is the Contractor’s responsibility to transport LMRs to the appropriate facility for upgrade/re-programming. If CFE LMRs will be used by Contractor personnel, the OL’s Installation Spectrum Management Office will confirm ELMR system capacity/availability and provide Contractor with a listing of compatible radio types. All approved FCC licenses shall be coordinated through DoD Area Frequency Coordinators and presented to the host OL installation frequency manager approximately 90 business days prior to transmitting.

1.6.10. Electronic Mail (e-mail) Service/Local Area Network (LAN) Connectivity. For on-base OLs, the Government will provide e-mail and LAN connectivity for communication with Government personnel. The Contractor shall not access the Government LAN through any other means. This capability will interface with Government IT systems and allows electronic transfer of CDRL reporting and CO/GPO documentation and correspondence. Use of email/LAN connectivity shall be for authorized uses only. The Contractor shall be aware of and abide with all Government regulations concerning the authorized use of the Government's computer network including the restriction against using the network to recruit personnel.

1.6.11. The Government will provide for up to five (5) UNCLASSIFIED government computers for access to Government systems (predominantly flight planning, scheduling, and operations) needed to support contractor integration and operations.

1.6.12. Ramp/Runway Sweeper Services. The Contractor shall request aircraft parking ramp sweeper services through Base Operations or other appropriate base agency for on-base OLs.

1.6.13. Spectrum Management. Government will assist Contractors with spectrum clearances for technical enhancements through ACC/A6CF. Government assistance does not guarantee spectrum clearance, only assistance with processing of spectrum requests. Contractor is responsible for processing/completing of all required documents.

## SECTION D CONTRACTOR INTEGRATION

**1. EXPECTED CLASSIFIED PERFORMANCE.** The Contractor is be expected to execute airborne tactics that are SECRET//NOFORN. The Contractor may be required to access SECRET//NOFORN material pertinent to tactical execution. The Contractor may collect information that is SECRET//NOFORN and SECRET//SAR in the execution of the service. The Contractor may reproduce and transmit SECRET//NOFORN data pertinent to contract performance between itself and the Government. Select Contractor CAF CAS positions/functions (e.g. pilots and key personnel/processes) will be required to have SECRET//SAR access in execution of this contract.

**1.1. Security.** The Contractor shall comply with AFI 16-1406, *The Air Force Industrial Security Program*; and use this instruction with DoDM 5220.22-V2, *National Industrial Security Program Industrial Security Procedures For Government Activities*; DoDM 5220.22, *National Industrial Security Program: Procedures for Government Activities Relating to Foreign Ownership, Control, or Influence (FOCI): Volume 3*; DoDM 5200.01, V1-4, *DoD Information Security Program*. The Contractor shall also comply with the requirements set forth in the DD Form 254, *Contract Security Classification Specification*, attached to this contract. Other mandatory compliance publications are included in Appendix C. Contractors shall coordinate DD Form 254 and facility clearance requirements with appropriate security agencies beginning with submittal of their security plans IAW CDRL 15. Contractor shall possess or acquire prior to time of OL task order performance start a facility clearance equal to the highest classification of performance specified on the DD Form 254 and be entitled to COMSEC information without additional authorization (i.e. National Interest Determination (NID)). Therefore, all facility clearances must be granted IAW DoD 5220.22-M, and any security concerns must be mitigated prior to time of TO performance start. The Government will not sponsor facility clearances prior to IDIQ award.

1.1.1. Contractor security clearance levels must support operations at the DD-254 common SECRET//NOFORN level across the enterprise with specific SAP read-in requirements identified in Section F of the OL's PWS.

**1.2. Security Plan.** The Contractor shall develop a security plan that will include both on- and off-base procedures for handling of classified systems and information IAW CDRL 15 (Security Plan). The plan shall be sufficient to be applied across all OLs and sufficient to extend to deployed locations without further coordination. IDIQ participating companies shall coordinate this security plan with the appropriate security agency for development and implementation of the DD Form 254, sufficient to support operations at any DoD installation.

**1.3. Foreign Contractor Participation.** Foreign Contractor (companies or individuals) participation is prohibited under this solicitation/contract. The Federal Government reserves the right and has the obligation to impose any security method, safeguard, or restriction it believes necessary to ensure that unauthorized access to classified information is effectively

precluded and that performance of classified services is not adversely affected. The Contractor shall adhere to the following security guidelines for foreign maintenance and technology support:

1.3.1. Maintenance support (both hardware and software) for all contracted aircraft components and avionics capabilities will physically reside in the CONUS, Hawaii, or Alaska. No direct foreign national support is permitted on installed or uninstalled avionics capabilities, unless approved by the correct security agency, provided foreign national direct access to systems is monitored and/or restricted IAW DoD 5220.22-M, *National Industrial Security Program Operating Manual*, as supplemented, and AFI 16-1406.

1.3.2. Technologies supported by foreign entities may include support from these entities in the form of training and education of US Contractor personnel, and resupply of hardware components. Contractor owned or leased avionics components and test/diagnostic equipment with information collection and/or storage capabilities are generally prohibited from returning to foreign countries, or foreign entities, for maintenance support, regardless of the status of the components' volatile and non-volatile memory. Some depot level support in foreign countries may be permitted on some systems, on a case by case basis, by the Government contracting agency under direction of the appropriate security agency.

1.3.3. Foreign technology advisors may only be permitted for CONUS support, on a case-by-case limited basis, by the Government contracting agency under direction from the appropriate security agency.

1.3.4. Contractor aircraft are prohibited from autonomously or otherwise, communicating via any wireless transmission mode, to a centralized repair facility or maintenance depot, regardless of physical location.

**1.4. Visitor Group Security Agreement (VGSA).** The Contractor shall enter into a long-term visitor group security agreement with the host OL Servicing Security Activity (SSA). This agreement outlines how the Contractor integrates security requirements for contract operations with the Air Force to ensure effective and economical operation on the installation. The agreement should address:

1.4.1. For on-base locations, security support provided by the Air Force to the Contractor includes storage containers for classified information/material, use of base destruction facilities, classified reproduction facilities, use of base classified mail services, security badges, base visitor control, investigation of security incidents, base traffic regulations, the use of security forms, and conducting inspections required by DoDM 5220.22-V2 "National Industrial Security Program Industrial Security Procedures For Government Activities," and AFI 16-1406. For off-base locations, the Contractor is responsible for meeting applicable security requirements in DoD 5220.2 at the Contractor's expense.

1.4.1.1. Security support requiring joint Air Force and Contractor coordination includes packaging classified information, mailing and receiving classified materials, implementing emergency procedures for protection of classified information, security

checks, and internal security controls for protection of classified material and high-value pilferable property.

1.4.2. Clearance Requirement: The Contractor shall possess a facility clearance at the classification level of SECRET by OL Task Order performance start. The Government Defense Counterintelligence and Security Agency (DCSA) assumes costs and conducts security investigations for facility security clearances. The Contractor shall request security clearances for personnel requiring access to classified information within 15 calendar days after receiving a facility clearance or, if the Contractor is already cleared, within 15 calendar days after contract award. Security clearance paperwork is submitted through DCSA to the National Background Investigations Bureau (NBIB). Due to costs involved with security investigations, requests for Contractor security clearances shall be kept to an absolute minimum necessary to perform contract requirements. The Contractor shall ensure that sufficient personnel have the appropriate security clearance to accomplish all tasks specified in this PWS, by performance start date. The highest level of clearance required for performance of the contract is SECRET//NOFORN. Higher level of clearance may be required to support Contractor owned technologies, as determined by the appropriate classification authority, and this determination is made external to this effort, commensurate with the acquisition of Contractor owned technology. Following adjudication of Contractor proposed technologies and Contractor security plans against all intended operating locations, a higher facility clearance and DD-254 may be required as determined by classification authorities on DoD systems. Close coordination between IDIQ participants and appropriate security agencies will begin with submittal of Contractor security plan IAW CDRL 15 after IDIQ award.

**1.5. Notification.** The Contractor shall notify the Servicing Security Activity (SSA) and the host OL, through the Joint Personnel Adjudication System (JPAS), 30 calendar days prior to on-base contract performance start. The Contractor's name, contract number, along with the Contractor's Facility Security Officer's (FSO) name and contact number shall be included in the remarks section of the JPAS visit request.

**1.6. Temporary Duty (TDY) Notification.** When tasked to support a TDY location, the Contractor shall notify the gaining unit, through the JPAS, 14 calendar days prior to arrival at the TDY location.

**1.7. Security Assistant Appointment.** The Contractor shall appoint a Security Assistant for the on base Visitor Group. The Security Assistant may be a full time position or an additional duty position. The Security Assistant and sponsoring agency's Security Manager shall ensure all Contractor personnel are integrated into sponsoring agencies Information Protection Program and receive initial and recurring security education training IAW DoD 5200.01, *DoD Information Security Program Manual*, and AFI 16-1404, *Air Force Information Security Program*.

**1.8. Pass and Identification Items.** The Contractor shall ensure the pass and identification items required for contract performance are obtained for employees and non-Government-



owned vehicles. The Contractor shall retrieve all identification media, including vehicle passes from employees who depart for any reason before the contract expires; e.g., terminated for cause, retirement, etc.

**1.9. For Official Use Only (FOUO) and Controlled Unclassified Information (CUI).** The Contractor shall comply with For Official Use Only (FOUO) material marking handling, transmitting and safeguarding IAW DoD 5200.01-Volume 4, *Information Security Program: Controlled Unclassified Information (CUI)*. The Contractor shall comply with Freedom of Information Act (FOIA) requirements IAW DoD 5400.07, *FOIA Program*. This regulation sets policy and procedures for the disclosure of records to the public and for marking, handling, transmitting, and safeguarding FOUO material.

**1.10. Reporting Requirements.** Contractor personnel shall report to appropriate authorities, any information or circumstances, of which they are aware, may pose a threat to the security of DoD personnel, Contractor personnel, resources, and classified or unclassified defense information. Contractor employees shall be briefed by their immediate supervisor upon initial on-base assignment.

**1.11. Physical Security.** The Contractor shall be responsible for safeguarding all Government property and controlled documents provided for Contractor use. All Government facilities, equipment, and materials shall be secured at the end of each work period.

**1.12. Classified Material.** The Contractor shall control classified equipment and technical data. Classified equipment and information shall be secured in approved classified storage containers or controlled under Contractor observation at all times.

**1.13. Controlled/Restricted Areas.** The Contractor shall implement host OL procedures for entry to Air Force controlled/restricted areas where Contractor personnel will work. An AF Form 2586, V2, *Unescorted Entry Authorization Certificate*, must be completed and signed by the sponsoring agency's security manager before an AF Form 1199, *USAF Restricted Area Badge*, is issued.

**1.14. Key Control (On-Base).** Establish and implement control procedures to account for Government- issued keys. The Contractor shall not duplicate keys issued by the Government without prior approval from the CO. All keys issued and received shall be signed and annotated on AF Form 2427, *Lock and Key Control Register*, or equivalent form approved by the GPO. Immediately report to the GPO any occurrences of lost, stolen, or duplicated keys. The Contractor shall prohibit the use of Government-issued keys by any persons other than the Contractor's employees, except when authorized by the GPO.

**1.15. Key Replacement (On-Base).** In the event that Government-issued keys (other than master keys) are lost, stolen, or duplicated, the Contractor shall be required, when directed by the CO, to re-key or replace the affected lock or locks at the Contractor's expense. In the event that a Government-issued master key is lost or duplicated due to fault or negligence of the Contractor's employees, all locks and keys for that system shall be replaced at Contractor expense.

**1.16. Lock Combinations. (On-Base).** Establish procedures to ensure lock combinations are not revealed to unauthorized persons and ensure the procedures are implemented. Control access to all Government-provided lock combinations to preclude unauthorized entry. The Contractor is not authorized to record lock combinations without CO or GPO approval. Records with written combinations to authorized secure storage containers, secure storage rooms, or certified vaults, shall be marked and safeguarded at the same level as the highest level of classified material maintained inside the secure storage container(s). Combinations for locks and safes must be changed whenever an individual with knowledge of the combination is no longer authorized access. Comply with DoD 5200.01-R, *Information Security Program: Overview, Classification, and Declassification*, security requirements for changing combinations to storage containers used to maintain classified materials.

**1.17. Computer Security (COMPUSEC).** Ensure each Contractor employee obtain a favorable Tier 1 (T1) and complete Information Assurance Awareness Training prior to gaining access to “.mil” or “.smil” domains IAW AFMAN 17-1301, *Computer Security*. The Contractor shall comply with the DoD 5200.02-R, *Personnel Security Program*; and local host OL COMPUSEC requirements. Ensure employees complete any additional computer security training requirements mandated by the host OL.

**1.18. Information Security (INFOSEC).** Information, regardless of media, shall be controlled and maintained IAW AFI 16-1404, and DoD 5200.01-R, *Chapter 6*.

**1.19. Privacy Act and Records Management.** Comply with AFI 33-332, *Air Force Privacy and Civil Liberties Program* and AFI 33-322, *Records Management and Information Governance Program*, when collecting and maintaining information protected by the Privacy Act of 1974. Store, remove, or destroy official records only IAW Air Force Records Information Management System (AFRIMS), located on the internet via the AF Portal, and other approved methodologies provided by the Base Records Manager.

**1.20. Operations Security (OPSEC).** Comply with AFI 10-701, *Operations Security*, local plans and publications.

**1.21. Communications Security (COMSEC).** The Contractor shall conform operations to the policy and guidance within DoDI 8523.01, *Communications Security (COMSEC)*, and shall perform COMSEC Responsible Officer (CRO) duties IAW AFMAN 17-1302, *Communications Security (COMSEC) Operations*, and local COMSEC procedures while executing or supporting the CAF CAS program contract. Contractor personnel requiring access to classified COMSEC information shall meet the access requirements stated in AFMAN 17-1302. Contractor personnel shall comply with all local security measures and procedures (and other DoD COMSEC requirements, if applicable) established for accessing and handling COMSEC equipment or materials. Contractor COMSEC accounts are required for in-house COMSEC operations.

**1.22. Antiterrorism Training.** Within 30 calendar days after contract start, all Contractor personnel shall complete Antiterrorism Level I training, as required by DoDI 2000.16, *Antiterrorism (AT) Standards*. Newly hired Contractor personnel shall complete Antiterrorism

Level I Training within the first 30 calendar days of their employment. Refresher Antiterrorism Level I training shall be completed and documented annually thereafter.

**1.23. Contractor Consent to Background Checks.** The Contractor shall not employ personnel to perform under this contract if such personnel is deemed or identified as a potential threat to the health, safety, security, general well-being or operational mission of the installation and its population. The Contractor shall not employ personnel under this contract who have an outstanding criminal warrant as identified by Law Enforcement Agency Data System (LEADS) through the National Crime Information Center. LEADS checks verify if a person is wanted by local, state, or federal agencies. All Contractor personnel shall consent to LEADS background checks. Contractor personnel who do not consent to a LEADS check shall be denied access to the installation. Information required to conduct a LEADS check includes: full name, driver's license number, and/or social security number, date of birth, and completion of a background check questionnaire.

1.23.1. The Contractor shall ensure their employees have the proper credentials allowing them to work in the United States. Persons later found to be undocumented or illegal aliens will be remanded to the proper authorities. The Contractor shall not be entitled to any compensation for delays or expenses associated with complying with the provisions of this clause. Furthermore, nothing in this clause shall excuse the Contractor from proceeding with the contract as required.

**1.24. Access to Installation OL during Force Protection Conditions (FPCONs).** Gaining accessing to the installation OL shall be accomplished IAW the requirements outlined in the local Antiterrorism/Integrated Defense Plan(s). Contractors will also be assigned a mission essential designation IAW requirements contained in Antiterrorism/Integrated Defense Plan(s). The installation commander or unit commander requesting contract support will assign the mission essential designation.

**1.25. Property Protection. (On-Base).** Property protection for the Contractor's assigned facilities shall be the responsibility of the local facility manager and local Government Security Manager, or their authorized representative, IAW AFI 31-101, and command/local directives. Contractor personnel shall safeguard all Government-owned equipment and materials in his/her possession or use.

**1.26. Vault Access Badges.**

The GPO may initiate approval of various recurring classified area accesses for select Contractor functions/processes. These accesses will be managed on an as-needed basis in the conduct of the CAF CAS mission. The Contractor, host wing, and/or the GPO may initiate these requests; however, all requests for access shall first be sent to the GPO for processing and coordination.

**1.27. North Atlantic Treaty Organization (NATO) Information.**

The GPO may initiate approval of Contractor functions/processes for NATO information processing as given in AFI 16-1404, "Air Force Information Security Program," Chapter 9.

## **2. FACILITY MANAGEMENT/CONSERVATION OF UTILITIES**

**2.1. Building Custodian/Facility Manager (On-Base).** Appoint qualified building custodian/facility managers and manage assigned facilities IAW host-base instructions. Submit service calls and work requests (AF Form 332, *Base Civil Engineer Work Request*) for routine facility maintenance IAW host OL procedures for Contractor assigned facilities. Provide copies of the AF Form 332 to the Group/squadron facility managers. Develop and maintain a facility folder for each facility to include, as a minimum, a listing of all work requests and Civil Engineer (CE) service calls submitted. The listing shall include, as a minimum, the work request control number or job order number, date submitted, description of work and date completed. In the event the Contractor is co-located in a Government-occupied facility, the Contractor shall not assume facility management responsibilities. Notify the Government facility manager of all facility matters.

**2.2. Housekeeping, Grounds Keeping and Custodial Services (On-Base).** Maintain Contractor-occupied Government furnished facilities, work spaces, and other assigned areas in clean, safe, and sanitary condition IAW industry standards and/or host OL policy. Perform general custodial housekeeping of both the interior and exterior areas and grounds maintenance of all assigned facilities not covered by host OL contracts. The Contractor facilities, aircraft hangars, and work spaces shall present a professional image at all times. The Contractor shall establish energy conservation practices to ensure employees prevent waste of utilities.

**2.3. Environment Controls (On-Base).** Contractor employees shall not adjust controls for heating, ventilation, and air conditioning systems.

## **3. ENVIRONMENTAL SAFETY & OCCUPATIONAL HEALTH PROGRAM.**

**3.1. Environmental Safety & Occupational Health (ESOH) Plan (On-Base).** The contractor shall develop, implement, and maintain OL-specific ESOH Plan. Establish a safety program for employees compliant with OSHA (Public Law 91-596) and OSHA Standard 29 CFR 1910.200, *Hazard Communication*, including applicable DoD and Air Force Safety Guidelines, required to protect Government resources and the general public. Comply with AFOSH standards or Air Force safety program instructions only to the extent required to protect resources (facilities, equipment, and personnel) and the general public.

3.1.1. The Contractor shall comply with the applicable explosive safety provisions of AFMAN 91-201, *Explosive Safety Standards*.

3.1.2. The Contractor shall maintain Radio Frequency Radiation Safety Programs IAW AFOSHSTD 48-9, *Radio Frequency Radiation (RFR) Safety Program* and applicable OSHA requirements.

3.1.3. The Contractor shall conduct confined space training for personnel required to perform duties in aircraft confined spaces IAW applicable OSHA requirements and AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*.

**3.2. Environmental Safety & Occupational Health (ESOH) Plan (Off-Base).** The Contractor shall comply with OSHA (Public Law 91-596) and OSHA Standard 29 CFR 1910.200.

**3.3. Environmental Protection Plan (EPP) (On-Base).** Develop, implement, and maintain base-specific EPP. The Contractor shall be knowledgeable and comply with all applicable federal, state, and local environmental statutes, instructions, manuals, handbooks, regulations, guidance, policy letters, rules (including all changes and amendments), and all Presidential Executive Orders, in effect on the date of issuance. Comply with the highest level of environmental protection to resolve guidance disagreements. Grant host OL Civil Engineer Squadron (CES), Environmental Flight management personnel (and authorized Contractors) facility access to applicable areas to perform environmental monitoring and auditing. Immediately notify the host OL CES/CEI of any environmental regulator visits and requests for information. The Contractor shall be responsible for the actions of its Subcontractors and shall ensure Subcontractors understand and comply with the provisions herein.

3.3.1. Spill Prevention and Control. Comply with host OL/airfield/airport Spill Prevention Control and Countermeasure Plan or applicable programs. Immediately report all releases of hazardous materials, hazardous wastes, POL products, and other materials IAW the host OL or airfield/airport plans and directives. Reimburse the host OL CES Environmental Flight or airfield/airport for the cost of cleanup and disposal of a spill or release by the Contractor. The Contractor shall pay for sampling and analysis in support of the cleanup operation and any fines, administrative penalties, or investigative costs imposed by regulatory agencies in response to a spill or release by their operations.

3.3.2. Waste Management and Control. For on-base operations, comply with host OL CES Environmental Flight's policies and procedures for waste minimization to include reduce, re-use, and recycle. Ensure all personnel meet training requirements, prior to handling hazardous materials, IAW AFI 32-7042, *Waste Management*, AFI 32-7086, *Hazardous Materials Management*, and host OL directives. The Contractor shall be responsible for maintaining, controlling, and transporting hazardous wastes. The Contractor shall be knowledgeable and comply with applicable federal, state, and local laws, and permits. HAZMAT shall also be tracked utilizing the Government provided barcodes and TC Max or equivalent. All requirements for new items not on the HAZMAT approved list shall be routed to host OL Hazardous Material Management Office with an AF Form 3952, *Chemical/Hazardous Material Request/Authorization*, along with any supporting documentation to support approval for use on the installation IAW AFI 32-7086.

3.3.3. For on-base operations, obtain host OL Hazardous Material Management Office approval prior to purchase and use of any coded hazardous materials IAW AFI 32-7086. Report quantities of coded hazardous materials annually to the host OL to meet reporting requirements under the Emergency Planning and Community Right to Know Act (EPCRA).

3.3.4. Establish and maintain staging collection points for hazardous wastes generated under this contract IAW host OL Hazardous Waste Management Plan.

3.3.5. The Contractor shall be liable and responsible for non-compliance of ESOH provisions in this PWS. The Contractor shall be financially responsible for all fines, penalties, or judgments imposed by a federal, state, or local agency or court for environmental law violations or other damages resulting from, but not limited to, the use, treatment, storage, disposal, discharge, or release by their operations. The Contractor's responsibility under this provision shall continue even if such violations are discovered after the Contractor has vacated the assigned areas/facilities and the agreement has been terminated.

**3.4. Environmental Protection Plan (EPP) (Off-Base).** The Contractor shall be knowledgeable and comply with all applicable federal, state, and local environmental statutes, instructions, manuals, handbooks, regulations, guidance, policy letters, rules (including all changes and amendments), and all Presidential Executive Orders, in effect on the date of issuance. The Contractor shall be responsible for the actions of its Subcontractors and shall ensure Subcontractors understand and comply with the provisions herein.

#### **4. COMMUNICATIONS**

**4.1. Personal Electronic or Communication Devices. (On-Base).** Strictly adhere to host OL policy concerning use of personal electronics and communication devices (cell phones, portable music/video players, electronic games, etc.) on the flight line, hangars, and/or other industrial work areas. Photographic capable devices are not allowed in areas containing classified information (e.g. – operational facilities/vaults).

**4.2. Land Mobile Radio (LMR) Management (On-Base).** Manage LMRs IAW AFI 17-210, *Radio Management*, and host OL Communications Squadron's guidance.

#### **5. VEHICLES.**

**5.1. Vehicle Training Certification and Licensing (On-Base).** All Contractor personnel who operate Government-owned vehicles (if provided) or authorized Contractor-owned vehicles on Air Force flight lines and in/around hangars shall be properly trained, licensed, certified, and authorized IAW AFI 24-301, *Vehicle Operations* and AFI 13-213, *Airfield Driving*, and any applicable supplements. Contractor personnel's privately owned (personal) vehicles shall not be operated on the flight line or in/around hangars unless authorized by base airfield management.

#### **6. ACMI CAPABILITY MANAGEMENT**

##### **6.1. Contractor provided ACMI capabilities:**

6.1.1. Ensure Contractor owned pods are visually distinct from Government owned P5CTS systems.

6.1.2. Removable data cartridges on Contractor owned pods shall also be visually distinct from Government systems to ensure these cartridges are not inserted into Government P5CTS systems. These cartridges may also require visually distinct markings to identify differing security levels, as applicable.

6.1.3. The Contractor is responsible for all upload/download operations; and data download support requirements on these systems. Data shall be transferred to Government debriefing systems by non-returnable disposable media provided by the Contractor.

6.1.4. Contractor will ensure the AMCI equipment utilized for data transfer remains unclassified.

**6.2. Government provided P5CTS Pods.** At OLs where Government P5CTS pods are provided, the Contractor will be processed IAW standard USAF guidelines for coalition P5CTS pod integration. Support for upload/download and data transfer on these pods will be managed via existing DoD contracts, in coordination with ACC/A3A.

## **SECTION E GENERAL INFORMATION**

**1. TRANSITION.** The Contractor shall cooperate fully with incoming and outgoing Contractor personnel for assumption of and relinquishing contractual responsibilities. The Contractor shall submit a transition plan to assume or relinquish contractual responsibilities. The transition plan shall contain clear, detailed descriptions of how the Contractor will interface with Government and existing Contractor personnel, and what steps the Contractor will accomplish to assume responsibility for performance. The plan shall include the schedule for all necessary transition tasks including inventories of applicable GFE, personnel turnover, and transfer of documentation, supplies, facilities, and equipment.

**1.1. Phase-In.** The Contractor shall assume responsibility for operations on the Performance Start date. Phase-In is tied to Performance Start, not contract award, and will occur within the 3 calendar months immediately preceding Performance Start. Phase-in includes those items necessary to begin operations per Performance Start as defined in para 1.2 below, at each OL. Phase-In includes, but is not limited to:

1.1.1. Completion of all applicable portions of CDRLs as mentioned in this PWS.

1.1.2. Bed down of all required aircraft, maintenance support, equipment, and personnel.

1.1.3. Establishment of all Contractor Program and Contract Management function in para 2.2 required to support local operations.

1.1.4. Acceptance of Government furnished equipment and facilities; completion of any required support training for Government furnished services as identified in Section C; and completion of all items required to support local operations per Section D, Contractor Integration.

1.1.5. Completion of all locally mandated integration items (e.g. scheduling meetings, flight line driver's training, CAC card issue...etc.) required per local OL guidance indicated in Section D or F, or requested by the OL GFR/GGR during beddown.

1.1.6. Completion of any Local Area Orientation (LAO) academics, as coordinated by the OL GFR for OL integration per Section F. Determination on LAO sortie requirements is ultimately made on a case-by-case basis by the OL GFR considering the individual pilots experience and OL leadership's inputs, and will take place on the first performance day of the contract as an embedded part of the required flying hour program.

1.1.7. Any and all other Contractor identified actions required to support Performance Start.

**1.2. Performance Start.** Performance Start is the first day of the CLIN Period of Performance. Execution Start is defined as the commencement of aviation operations in support of Government training (contract ADAIR/CCAS flights only).

**1.3. Joint Inventories.**



1.3.1. Government Furnished Property. If provided, the Contractor and CO-appointed Government representative shall conduct a joint inventory of all GFP before performance start.

1.3.2. The Contractor shall sign receipts for all equipment provided by the Government. The CO shall be notified in writing of equipment missing or not in working order. The Contractor and the Government representative shall jointly determine the working order and condition of all equipment and document their findings on the inventory prior to performance start. Verify/sign inventory discrepancy documentation NLT 30 calendar days after performance start date. Submit all inventory and inspection reports to GPO and CO.

1.3.3. Existing Conditions. The Contractor shall identify substandard conditions by OL. The findings shall be documented and provided to the CO, NLT 90 days after performance start for approval. Corrective actions shall be reviewed and addressed separately. Correction of existing conditions, not identified to the CO in the report, shall be considered new conditions and shall be corrected under the FFP of the Contract or as directed by the CO.

**1.4. Importation/Modernization.** The Contractor shall support operations at the contracted flying rates with contracted capabilities. Any importation and/or modernization cannot affect the contracted flying program.

**1.5. Temporary Duty Transition.** The Contractor shall submit as part of the transition plan a detailed plan for supporting mobilization and integration into deployed operations supported on each task order.

**1.6. Phase-Out Plan.** The Contractor shall submit a Phase-Out Plan for contract completion tasks when directed by the CO. Incumbent Contractor personnel shall remain on-site and perform all duties during transition-out at the end of the contract period of performance. The specific requirements for the plan will be detailed in a CO letter, however the plan shall address the following items at a minimum:

1.6.1. Identification of all tasks required to complete contract transition.

1.6.2. A schedule which identifies the recommended sequencing and duration of transition tasks to include joint inventories of all assets involving Government and follow-on Contractor personnel. The Contractor shall also provide current copies of all required system and site specific plans to the Government.

1.6.3. Schedule for termination of operations to permit maintenance pack-out and departure of support equipment.

1.6.4. Return of Government furnished equipment and facilities; and completion of any required support agreements for Government furnished services as identified in Section C.

1.6.5. Completion, turn-in, or close-out of all locally mandated integration items (e.g. CAC returns, line badge returns) required per local OL guidance indicated in Section F.

1.6.6. Coordination process for scheduling handoff of Government support to follow-on Contractor.

## **2. PERSONNEL**

### **2.1. Program Manager.**

2.1.1. Program Manager Responsibility. The Contractor shall provide a Program Manager and an alternate who shall be responsible for the performance of all work required by this contract. Prior to performance start date and as changes occur, the Contractor shall provide, in writing to the GPO, telephone numbers of the Program Manager and alternate, for contact purposes, during and after normal work hours.

2.1.2. Program Manager Authority. The Program Manager and alternate shall have full authority to act on behalf of the Contractor on all matters relating to daily execution of this contract.

2.1.3. Minimum Program Manager Knowledge. The Program Manager shall have sufficient knowledge to understand, communicate, and manage the terms of this contract.

2.1.4. Minimum Program Manager Experience. The Program Manager shall have sufficient experience to successfully manage and administer the business and technical obligations of this contract.

2.1.5. The Program Manager may also serve as an OL's Site Manager.

### **2.2. Site Manager.**

2.2.1. Site Manager Responsibility. The Contractor shall provide a Site Manager and an alternate responsible for each Contractor-operated site. Site Managers are responsible for the performance of all work at that site. Prior to performance start date, the Contractor shall provide, in writing to the GPO, telephone numbers of the Site Manager and alternate for contact during and after work hours. The Contractor shall advise the CO, GPO, and local Maintenance Operations Center (or equivalent) of any pertinent changes as they occur.

2.2.2. Site Manager Authority. The Site Manager and alternate shall have full authority to act on behalf of the Contractor on all technical and managerial matters relating to daily operations.

2.2.3. Minimum Site Manager Knowledge. The Site Manager and alternate shall have a full range of knowledge associated with the mission requirements and technical requirements of this PWS.

2.2.4. Minimum Site Manager Experience. The Site Manager and alternate shall possess sufficient experience to manage the technical, administrative, and managerial requirements of this PWS.

**2.3. Pilots.** Pilots shall have the education, training, technical knowledge, and experience required for their assigned functions. Minimum pilot qualifications are as follows:

2.3.1. Shall be citizen of the United States. No foreign nationals permitted.

2.3.2. Military tactical flying experience in one of the following:

2.3.2.1. 500 hours total tactical aircraft time\* and current in Armed Forces Reserve or Guard status, or

2.3.2.2. DoD Retired or Separated with 1000 hours tactical aircraft time\*, or

2.3.2.3. DoD Retired or Separated with 1300 hours total time (PIC/IP/SEFE in F/A/T-fixed wing and/or rotary wing aircraft) with 300 hours tactical aircraft time\*, or

2.3.2.4. The GPO may waive hour requirement on a case by case basis with 300 tactical aircraft hours\* minimum.

\*Tactical aircraft time in support of ADAIR is defined as flight hours in any Government owned F-, A- designation, as well as T-38 ADAIR, T-38 IFF, and any international exchange fighter equivalent aircraft serving as Pilot in Command, Instructor Pilot, or Stan/Eval Flight Examiner.

Tactical aircraft time in support of CCAS is defined as flight hours in any Government owned fixed wing and/or rotary wing F-, A- designation that flies close air support and/or air-to-ground weapons delivery profiles, as well as T-38 ADAIR, T-38 IFF, and any international exchange fighter equivalent aircraft serving as Pilot in Command, Instructor Pilot, or Stan/Eval Flight Examiner.

2.3.3. Shall have tactical flying qualification within the preceding 5 years. This qualification can be with the US Military Department, a foreign DoD equivalent, or a US DoD Contractor providing ADAIR or Close-air-support on another DoD contract. The GPO may waive this qualification requirement on a case by case basis based on experience level of hiring candidate.

2.3.4. Previous qualified DoD flight lead (4-ship for ADAIR, 2-ship for CCAS) in F- or A-designated aircraft.

2.3.5. FAA Letter of Authorization (LOA) in proposed aircraft.

2.3.6. Current FAA Class II medical rating performed at the Contractor's expense.

2.3.7. FAA Instrument Rating. All pilots shall be IFR rated and shall hold a commercial pilot certificate for all sorties on this contract regardless of the weather or type of flight plan filed.

2.3.8. Weapons Systems Officer (WSO), and other DoD equivalents, may be considered for contract pilot positions only on a case-by-case basis and provided:

2.3.8.1. Minimum of 1300 hours as a qualified WSO in a Government owned F- or A-designated aircraft, and either a minimum of 800 hours as pilot in command under FAA commercial certificate or a minimum of 300 hours pilot in command of any Government owned F- or A- designated aircraft; and

2.3.8.2. Previously DoD Instructor WSO qualified, and Contractor trained flight lead (4-ship for ADAIR, 2-ship for CCAS) in F- or A- designated aircraft, and

2.3.8.3. Approved by the GPO.

2.3.9. No portion paragraph 2.4 eliminates the OL GFR's responsibility from denying contractor crewmember status or flight authorization on individual pilots, if conditions warrant.

## **2.4. Aircrew**

2.4.1. Aircrew includes pilots, co-pilots and other mission essential personnel aboard the aircraft during flight, as approved on the DD Form 2628.

2.4.2. Personnel assigned to operate Electronic Warfare equipment shall be proficient in friendly and enemy EA and Electronic Surveillance tactics and techniques.

2.4.3. The Government reserves the right to request additional Government personnel fly in Contractor platforms to meet niche capabilities in the future. Authorization for this is reserved for ACC/A3, coordinated in writing via the GPO. This authorization letter will include policy guidance for certification of Government aircrew in Contractor aircrafts, as well as the maintenance of training documentation.

## **2.5. Additional Personnel Requirements.**

2.5.1. Qualified Personnel. The Contractor shall employ qualified personnel to perform all required services IAW DCMA INST 8210.1C, Change 1 (AFI 10-220).

2.5.2. Control of Contractor Employees. The Contractor shall comply with the general intent and specific policies set forth in the PWS and in applicable MAJCOM and base instructions concerning employee conduct. The Contractor shall not employ persons on this contract if they have been identified to the Contractor by the CO as a potential threat to the health, safety, security, general well-being, or operational mission of the installation and its population.

2.5.3. Organizational Structure and Personnel Listing. The Contractor shall maintain a current listing of employees by OL. The Contractor shall appoint the following positions by OL:

2.5.3.1. Training Officer. The Contractor individual responsible for maintaining the Contractor training program and records for all personnel on the contract.

2.5.3.2. Standardization/Evaluation Officer. The Contractor individual responsible for managing the aircrew evaluations program and records for all personnel on the contract.

2.5.3.3. Safety Officer. The Contractor individual responsible for maintaining and executing the Contractor's aviation, ground, and weapons safety programs. This individual fulfills the DCMA INST 8210.1C, Change 1 (AFI 10-220) requirement for Aviation Safety Official (ASO).

2.5.3.4. Contracting Representative. The Contractor responsible for coordinating contract actions with the Government Contracting Officer.

2.5.3.5. Contractor's Requesting Official (CRO). The Contractor individual authorized to sign a "Request for Approval for Qualification Training," "Request for Approval of Contractor Crewmember," and "Request for Flight Approval."

2.5.3.6. Senior Maintenance Manager at each site. This individual is the focal point for maintenance operations at the OL.

2.5.4. Language. All employees shall be able to read, write, speak, and understand English.

2.5.5. Privately Owned Vehicle (POV) Compliance. The Contractor shall ensure all Contractor personnel comply with Air Force, MAJCOM, and applicable installation directives pertaining to operation of POVs at on-base OLs.

2.5.6. Employee Recall Plan. The Contractor shall develop and maintain a recall plan for on-base OLs which allows quick reaction to emergencies. The recall plan will be integrated with the base recall plan.

2.5.7. Weapons, Firearms, and Ammunition. Contractor employees are prohibited from possessing weapons, firearms, or ammunition on themselves or within their Contractor-owned vehicle or privately-owned vehicle while on any DoD installation.

2.5.8. Dress. The Contractors shall ensure all personnel are dressed in recognizable attire while servicing the contract. Personnel shall wear matching clothing with a recognizable emblem identifying their company and embroidered with last name on all upper external garments. Policies towards standardization of cold weather gear is at the discretion of the Contractor.

### **3. EMPLOYEE TRAINING.**

**3.1. Training Responsibility.** The Contractor shall provide all training necessary to meet requirements of the PWS, unless otherwise specified in this PWS or approved by the CO. Loss of production due to training requirements shall not relieve the Contractor of contract performance.

3.1.1. The Contractor shall determine the necessary competence for personnel performing work affecting the quality of service required.

### **3.2. Training Records.**

3.2.1. The Contractor shall maintain training and experience records on file for each employee during the period of this contract. These records shall be available for CO, GFR and GGR review at any time.

3.2.2. Training records shall be maintained using DCMA INST 8210.1C, Change 1 (AFI 10-220) prescribed forms and may include USAF (or other DoD) service forms (e.g. AF Form 8).

3.2.3. Training records shall include all applicable FAA certificates, licenses, and permits.

3.2.4. Contractors shall internally manage hired pilots for entry into applicable training programs. OL GFRs may request to view Contractors training records prior to signing DD Form 2628 to verify completion of Contractor program.

3.2.5. Contract pilots are prohibited from entering their flight data on this contract into ARMS. AFI 11-401 discussions of contract pilots flight time entered into ARMS is for those Contractors flying Government owned aircrafts, flying on Government maintained training programs.

#### **4. FAMILIARIZATION FLIGHTS.**

**4.1.** Government Contractors may be permitted familiarization flights in Government owned aircraft per AFI 11-401, when properly approved. However, Contractor familiarization sorties shall be conducted congruent to work required on behalf of the Government. There exists no requirement in this PWS for Contractor familiarization sorties. All requests for Contractor familiarization sorties shall be vetted through the GFR for an assessment and approval by the GPO to determine value added to the Government.

**4.2.** GFRs may fly in Contractor-owned aircraft while servicing this contract with written approval from the GPO.

**4.3.** The Contractor shall support all applicable training required (e.g. Egress and cockpit familiarization) required for GFRs to fly with the Contractor. This requirement is to permit regular sorties by the GFR for real-time surveillance of airborne operations where dual cockpit aircrafts are available. GFRs may also surveil Contractor operations by flying with the supported OL, where dual cockpit aircraft are available.

#### **5. CHARGEABLE FLIGHT OPERATIONS AND STANDARDS:**

**5.1.** The Government is not responsible for associated costs to train and evaluate Contractor pilots on sorties needed to support the contract, but do not provide direct support to the government (e.g. IQT sorties).

**5.2.** Sorties required for the Contractor to train new personnel or gain applicable aircraft ratings and or qualifications, may support larger company programs and are therefore considered non-chargeable.

**5.3.** Sorties supporting Contractor training that are integrated and provides CAF CAS program support and are transparent to the contracted sortie (e.g. instrument check ride on a return to base, or an embedded MQT sortie) are chargeable.

**5.4.** Contractor flown sorties not providing direct or indirect services to the contract are at Contractor expense. Example: Out-and-back to support an airshow or maintenance ferry flights.

**5.5. Average Sortie Duration (ASD):** Average sortie duration reportable on DD Form 3062 (or GFR approved alternate method) on this contract is defined in tenth-hour increments. ASD is measured from aircraft takeoff to aircraft land, plus 6 minutes for taxi.

**6. TEAMING.** Teaming is an arrangement in which a Prime Contractor participates as a Subcontractor/team member with another Prime or Subcontractor. A Contractor may, for example, compete to be the Prime for one team and a Subcontractor for another team. It is the Government's policy to recognize the integrity and validity of Contractor team arrangements and to not restrict the market, provided the arrangements are identified and company relationships are fully disclosed in an offer or, for arrangements entered into after submission of an offer, before the arrangement becomes effective. The Government will not normally require or encourage the dissolution of Contractor team arrangements.

## **7. ORGANIZATIONAL CONFLICT OF INTEREST.**

**7.1.** The Contractor shall maintain an Organizational Conflict of Interest (OCI) Plan to reduce the likelihood of an actual or perceived OCI. In order to prevent OCI under this contract or any orders issued under this contract, guidance in this clause will apply to eliminate:

7.1.1. Conflicting roles which might bias a Contractor's judgment or objectivity.

7.1.2. An unfair competitive advantage to a Contractor.

7.1.3. The appearance of an unfair competitive advantage.

7.1.4. Conduct of employee's dual employed with the Contractor and DoD.

**7.2.** Parties recognize Contractors will play a very visible and responsible role in fulfilling a broad spectrum of CAF CAS program requirements. In that capacity, Contractors may have access to information that is not available to the public, which:

7.2.1. May give a Contractor an unfair competitive advantage; and/or

7.2.2. Creates an appearance that a Contractor has an unfair competitive advantage, even if no such advantage actually exists.

**7.3.** To avoid, neutralize, or mitigate a potential conflict of interest, the Contractor shall not, during performance of the contract, engage (as a Prime Contractor, Subcontractor, supplier, or consultant) in any contract or TO that would design, develop, implement, operate, or sustain any system or deliverable that is based on a Contractor recommended solution provided under a TO without an OCI Plan in accordance with FAR Subpart 9.5, *Organizational and Consultant Conflicts of Interest*.

**7.4.** The Contractor agrees to accept, and pursue to completion, all tasks identified hereunder and to ensure that its parents, subsidiaries, and affiliates do not enter into contractual agreements as Prime Contractors or first tier Subcontractors which would create a conflict within the meaning of this clause, except as follows: If performance of a task could cause a conflict of interest within the meaning of this clause with a contract or subcontract held by the Contractor, its parent, subsidiaries or affiliates, which pre-existed the identification of the task

to the Contractor, the Contractor shall disclose the conflict of interest to the Contracting Officer. If the Contracting Officer confirms that the conflict exists, the parties will consider the alternatives available to eliminate the conflict and mutually resolve it considering the relative burdens created by the prospective solutions.

**7.5.** The Contractor agrees that organizations merely cooperating with the Contractor (e.g., providing information) to enable the Contractor or its agents to perform shall not be deemed as merely "participating" but shall be bound as though they are the "Contractor". This provision shall be incorporated in a manner to insure that such organizations, and their parents, subsidiaries, and affiliates, shall also be bound in all subcontracts, teaming arrangements, and other agreements calling for performance of any requirements under this contract.

**7.6.** If the Contractor discovers an actual or potential organizational conflict of interest not previously considered and adequately mitigated under this clause and the Government-approved OCI Plan, the Contractor shall make a prompt and full disclosure in writing to the Contracting Officer. This report shall include a description of the violation and the actions the Contractor has taken or proposes to take to mitigate and avoid repetition of the violation. The Contractor shall routinely monitor its proposed business development and shall discuss any real or perceived OCI issues with the Contracting Officer and affected customers to proactively resolve and/or mitigate those potential OCI issues. After full analysis, the Contracting Officer and the Contractor will agree on appropriate corrective action, if any, or the Contracting Officer will direct such action, subject to the terms of this contract.

**7.7.** OCI violations are a significant contract performance issue. Lack of adherence to the OCI Plan may have serious consequences that may include contract termination, suspension and debarment, or other appropriate remedies or administrative actions. This applies to all CAF CAS TOs.

**8. ON-RAMP PROCEDURES.** The Government reserves the right to reopen competition at any time during the term of the IDIQ ordering period. The Government intends to review the need for additional capabilities within the CAF CAS awardees (internal) and/or the need for additional CAF CAS Contractors and capabilities (external) throughout the CAF CAS contract ordering period. Any additions due to on-ramps will not impact the CAF CAS ceiling. The ordering period for new awardees will not exceed the overall maximum term of the original IDIQ contract, including options (i.e., will not extend past the dates established at initial award). Minimum guarantee is not duplicated to previously awarded IDIQ companies, with one exception: Should a company participating in Category D or E performance be subsequently awarded participation on Category A through C, minimum guarantee will pay out the difference between these categories upon completion of CDRL 15 (Security Plan) for Category A through C.

**8.1. Internal On-Ramp.** The Government will, throughout regular engagement with industry, determine if/when internal on-ramp is needed. Internal on-ramp will be utilized to enable IDIQ participating companies to expand operations into categories for which they were not awarded



at the IDIQ, and will generally be considered prior to considering an external on-ramp. The Government may conduct internal on-ramps as either solicited or unsolicited procedures.

8.1.1. **Unsolicited On-Ramp.** When providing an unsolicited proposal, the offeror shall adhere exactly to all instructions contained in the initial RFP. Offerors may provide unsolicited proposals whenever they choose. The Government will acknowledge receipt of the proposal and provide a written response within 30 calendar days if the proposal will be considered. The Government will consider evaluating a proposal when: a) competition levels in the proposed category warrant additional companies, b) the Government stands to benefit from the added competition either from increased capability or price implications in the category, and c) current or expected DoD requirements changes warrant IDIQ changes.

8.1.2. **Solicited On-Ramp.** The Government will consider initiating solicited on-ramp when: a) competition levels in the proposed category warrant additional companies, b) the Government stands to benefit from the added competition either from increased capability or price implications in the category, and c) current or expected DoD requirements changes warrant IDIQ changes. When issuing the solicitation, the Government will re-issue the RFP to only IDIQ MAC awardees. The Government reserves the right to amend the proposal instructions if, at the determination of the Government, the offeror or offerors have presented sufficient technical competence in Subfactors A and potentially B on existing contracts, to warrant on-ramping using only Subfactors C and D evaluation.

**8.2. External On-Ramp.** The Government will, through on-going market research to include regular engagement with industry to include those external to the IDIQ; and engagement with requirements owners on emerging requirements, determine if/when external on-ramp is needed. When an external on-ramp is used, the Government will advertise the reopening of the competition on FedBizOpps, and awardees shall meet the criteria established in this initial CAF CAS solicitation. The evaluation and selection of awardees for on-ramp will mirror or very closely resemble the evaluation and award criteria used for the CAF CAS initial contract awards. Any new awardees will compete with existing or remaining Contractors for TOs. Contractors already awarded IDIQ may opt to participate in an external on-ramp to compete for categories on which they were not previously awarded. In this case, those Contractors do not need to concurrently re-propose on categories for which they were previously awarded. If those same offerors are subsequently found not acceptable in those proposed categories, their current status on awarded categories will not be affected

**9. OFF-RAMP PROCEDURES.** The Government reserves the right to utilize off-ramps when it determines a Contractor's performance is less than Satisfactory or the Contractor is unable to provide adequate support. The Government will assess Contractor performance at both the IDIQ and TO levels using semi-annual Performance Assessment Reports (PAR) and annual ratings via the Contractor Performance Assessment Reporting System (CPARS). Contractors with less than Satisfactory performance may be removed from the IDIQ contract at any time. No Contractor will be removed from the contract without documented and validated less than Satisfactory performance (such as receipt of less than Satisfactory rating in any category on any CPAR) by a Contracting Officer. NOTE: Contractors who desire removal from the contract, for any reason not related to poor performance, shall provide detailed documentation supporting their removal is in the best interest of the Government, to the CAF CAS Program Management Office for consideration.

**10. INSURANCE.** The following types of insurance are required in accordance with the clause entitled, FAR 52.228-5, *Insurance-- Work on a Government Installation* and shall be maintained in the minimum amounts shown:

**10.1.** Comprehensive General Liability: \$500,000 per person and \$500,000 per accident for bodily injury.

**10.2.** Automobile Insurance: \$200,000 per person and \$500,000 per accident for bodily injury and \$500,000 per accident for property damage.

**10.3.** Standard Workman's Compensation and Employer's Liability Insurance (or, where maritime employment is involved, Longshoremen's and Harbor Worker's Compensation Insurance) in the minimum amount of \$100,000.

**10.4.** Aircraft public and passenger liability: \$500,000 per person and \$500,000 per occurrence for bodily injury, other than passenger liability; \$1,000,000 per occurrence for property damage. Passenger bodily injury liability limits of \$500,000 per passenger, multiplied by the number of seats or number of passengers, whichever is greater.

**11. INDEMNITY.** The Contractor shall be liable for, and shall indemnify and hold harmless the Government against, all actions or claims for loss of or damage to property or the injury or death of persons, resulting from the fault, negligence, or wrongful act or omission of the Contractor, its agents, or employees. Additionally, the Government's approval/acceptance of risk for aircraft airworthiness, based upon the information provided by the Contractor, does not release the Contractor from liability and duty to indemnify and hold harmless the Government.

**SECTION F**  
**OL AND TEMPORARY SUPPORT DESCRIPTION OF SERVICES**

**1. TASK ORDER SCOPE AND COMPLIANCE.** This section will contain Task Order and OL-specific information when populated for Fair Opportunity Proposal Request (FOPR). Section F is not applicable to the IDIQ.