

NAVY LIGHT LIFT PERFORMANCE WORK STATEMENT

1.0 SCOPE. This Performance Work Statement (PWS) is for Contractor Logistics Support (CLS) for the Navy Light Lift (NLL) program. The NLL program includes 12 UC-35 US Marine Corps (USMC) aircraft located at five permanent sites and seven RC/EC/C-26 Navy aircraft located at three permanent sites. Six of the 12 UC-35 aircraft are modified with Aircraft Survivability Equipment (ASE). CLS includes maintenance, repair, engineering and technical services, aircraft upgrade and modifications, and integrated logistics support services to the NLL program. The Contractor shall provide all maintenance and material support in accordance with the Original Equipment Manufacturer (OEM) Maintenance Manual and a Progressive Federal Aviation Administration (FAA) approved maintenance plan for the UC-35C/D aircraft and the RC/EC/C-26D aircraft. The Contractor shall furnish all required documentation, material, equipment, property, facilities, and vehicles not provided as Government Furnished Property (GFP) to perform this contract.

1.1 BACKGROUND. Currently the NLL aircraft are operating at the following home base locations (Base Site Operations (BSO)):

Home Base Location	Aircraft T/M/S	QTY
VMR JRB Belle Chasse, Louisiana	UC-35C	2
VMR Andrews, Maryland	UC-35D	3
MCAS Futenma, Okinawa Japan	UC-35D	3
MCAS Miramar, California	UC-35D	2
MCAS Cherry Point, North Carolina	UC-35D	2
PMRF Barking Sands, Hawaii	RC/EC-26D	3
NAS Sigonella, Italy	C-26D	2
NSA Naples, Italy	C-26D	2

The UC-35D forward deploys to both Continental United States (CONUS) and Out-of-Continental United States (OCONUS) operational sites. Currently, two UC-35D are on long-term deployments to Qatar in support of Operation New Dawn. There may be a need to activate supplementary NLL sites and to deactivate support sites.

1.2 SYSTEM DESCRIPTION. The UC-35C/D is a commercial, FAA type-certified Cessna Model 560 Ultra and Encore aircraft. The UC-35C/D's mission is to provide time-sensitive movement of personnel and cargo, as well as limited medical evacuation. The RC/EC/C-26D is a commercial, FAA type-certified Fairchild Metro 23, SA227. The RC/EC/C-26D's mission is to provide time-sensitive movement of personnel and cargo, as well as limited medical evacuation. The RC-26 aircraft located at PMRF Barking Sands, Hawaii perform range control missions .

2.0 APPLICABLE DOCUMENTS. The Contractor shall comply with the following documents to the extent necessary to maintain airworthiness certification.

2.1 Federal Aviation Administration (FAA) / Federal Aviation Regulations (FAR)

- 2.1.1 FAR Part 21, Certification Procedures for Products and Parts.
- 2.1.2 FAR Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration.
- 2.1.3 FAR Part 91, Owner's Inspection Program

- 2.1.4 FAR Part 135, Air Taxi and Commuters Operating Requirements.
- 2.1.5 FAR Part 145, Repair Station Requirements
- 2.1.6 European Aviation Safety Agency (EASA) Part 145 certified Repair Station (to be used as an acceptable equivalent to 14 CFR Part 145)

2.2 Department of Defense Instructions

- 2.2.1 COMNAVAIRFORINST 4790.2J, Naval Aviation Maintenance Plan
- 2.2.2 OPNAVINST 3710.7T, NATOPS General Flight and Operations Instructions
- 2.2.3 OPNAVINST 3750.6R, The Naval Aviation Safety Program
- 2.2.4 OPNAVINST 8023.23, Navy Personnel Ammunition and Explosives Handling Qualification and Certification Program
- 2.2.5 NAVAIR Manual 01-1A-509
- 2.2.6 DoD Joint Travel Regulations (JTR) Volume 2, Civilian Employees
- 2.2.7 DOD 4145.26-M DOD Contractor's Safety Manual for Ammunition and Explosives
- 2.2.8 NATOPS MANUAL NAVAIR 01-C35CAA-1 dated 01 September 2006
- 2.2.9 NATOPS MANUAL A1-C26DA-NFM-000 dated 30 May 2008
- 2.2.10 MCO 8023.3B Personnel Qualification and Certification Program for Class V Ammunition and Explosives

2.3 Non-Government standards and other publications.

- 2.3.1 International Standard ISO 9001:2000
- 2.3.2 National Aerospace Standard 411
- 2.3.3 Cessna Maintenance Publications
- 2.3.4 M7 Aerospace Maintenance Publications

3.0 GENERAL REQUIREMENTS (Applicable to all CLINs)

3.1 CERTIFICATIONS. Any entity performing depot level maintenance shall have and maintain one of the following certificates:

- FAA FAR Part 145 Airframe Class 3 or 4 Repair Station Air Agency Certificate;
- FAA FAR Part 145 Limited Rating Certificate for any model of Cessna 560 and Fairchild Model SA227, or similar aircraft; or
- FAA FAR Part 135 Flight Operations Air Carrier Certificate for any model Cessna 560 and Fairchild Model SA227, or similar aircraft.
- European Aviation Safety Agency (EASA) Part 145 certified Repair Station (to be used as an acceptable equivalent to 14 CFR Part 145) [P00003]

A "similar" aircraft is one that is at a minimum a twin-engine turboprop aircraft and twin turboprop aircraft.

FAR Part 135 Operations Manual. The Contractor shall perform on-site maintenance and flight support of the UC-35C/D and RC/EC/C-26D in accordance with Federal Aviation Regulation Part 135 with a Part 91 Progressive Inspection Program under one of the provisions of:

- Federal Aviation Regulation 91.409(f)(1) through 91.409(f)(4)
- Federal Aviation Regulation Part 43 Maintenance Program

- Federal Aviation Regulation Part 135 Operations Manual

If the Contractor does not hold a Federal Aviation Regulation Part 135 Air Operators Certificate for the Cessna 560 and Fairchild SA227, the Contractor must develop an Operation Manual that meets the intent of Federal Aviation Regulation Part 135 for a Cessna Model 560 Ultra and Encore aircraft and Fairchild Metro 23 SA227. The manual shall be submitted in accordance with CDRL A017.

3.2 MEETINGS AND COMMUNICATIONS

3.2.1 Teleconferences. The Contractor shall provide, through weekly teleconference or user conferences, feedback to the operators and PMA207 on negative trends and mitigation.

3.2.2 Post-Award Conference. The Contractor shall conduct a post award meeting to include contracts and management with Government participation, no later than 30 Days After Contract (DAC) award at the Contractor's facility. The Contractor, in conjunction with the Government, shall develop a Government-approved agenda five working days prior to the meeting.

3.2.3 Program Management Reviews. The Contractor shall schedule and conduct Program Management Reviews on a semi annual basis, or at the request of the Program Management Office (PMA207). Anticipate one review to be held at Program Office site or other operating site and the other will be at the Contractor facility. Travel in support of PMR will be covered under BSO. The Contractor shall demonstrate progress to date to include contract and schedule compliance, personnel status, subcontract status, data management, financial status, engineering status, interface activities with other Contractors and technical performance at each management review.

3.3 OBsolete EQUIPMENT, PARTS AND MATERIAL. The Contractor shall identify obsolete aircraft equipment, parts, and material and suitable substitutes so procurement can be processed in a timely manner.

3.4 FLIGHT WORTHINESS RESPONSIBILITY. The Contractor is ultimately responsible for ensuring flight worthiness for the UC-35C/D and the RC/EC/C-26 aircraft.

3.5 OPERATIONS SECURITY PROGRAM. The Contractor shall maintain an operations security program as required by DD Form 254. The Contractor shall provide the plan in accordance with CDRL A016.

3.6 MAINTENANCE RECORD KEEPING. The Contractor shall maintain the following records and forms at the BSOs. Records and forms maintained by the Contractor in support of this contract shall be turned over to the Government as directed.

3.6.1 Naval Aircraft Flight Record, OPNAV Form 3710/4. This form will be completed in its entirety by the pilot and turned in to the Contractor. The Contractor shall verify the flight data and forward the form to each site ACOR for both the UC-35C/D and the RC/EC/C-26 aircraft.

3.6.2 Aircraft Inspection and Acceptance Record, OPNAV Form 4790/141. The Contractor shall complete the "Safe for Flight" certification portion of the form. After the pilot signs this document, the Contractor shall provide this form to each site ACOR for retention for the RC/EC/C-26 aircraft only. This form is signed by the person who performs the daily preflight inspection indicating the aircraft is safe for flight. The Contractor shall provide a yearly certification for the UC-35C/D to show the aircraft has been maintained in accordance with OEM and FAA requirements and is airworthy

3.6.3 Visual Information Display System/Maintenance Action Form (VIDS/MAF), OPNAV Form 4790/60

3.6.3.1 The Contractor shall use this five-part form to record all aircraft discrepancies, inspections, TD compliance, and maintenance actions. All five parts must be legible. The respective party, either Government or Contractor, shall record all discrepancies on the form. The pilot will describe the problem in the discrepancy block and check the appropriate status of the aircraft. The Contractor shall annotate the "FCF REQUIRED" block on the VIDS/MAF when maintenance actions require Functional Check Flight as identified in the Flight or Maintenance Manuals. The Contractor personnel shall complete the VIDS/MAF, including man-hours expended, except for Subsystem Capability Impact Reporting (SCIR) data in accordance with COMNAVAIRFORINST 4790.2 series. The form will be provided to and retained by each site ACOR for the RC/EC/C-26 aircraft only.

3.6.3.2 The Contractor shall complete VIDS/MAF Parts 1, 2, and 5 for discrepancy correction and record keeping for the RC/EC/C-26 aircraft only.

3.6.3.3 The Contractor shall keep VIDS/MAF Part 4 in a chronological file called the Aircraft Discrepancy Book (ADB) for each aircraft. The Contractor shall ensure that the ADB contains VIDS/MAF Part 4 of all discrepancies from the last ten previous flights plus any uncorrected discrepancies. The Contractor shall present VIDS/MAF Part 4 to the pilot prior to each flight. These files will be retained with the aircraft logbook for the RC/EC/C-26 aircraft only.

3.6.3.4 The Contractor shall forward VIDS/MAF Part 3 to each site ACOR for the RC/EC/C-26 aircraft only.

3.6.5 LOGBOOKS

3.6.5.1 Aircraft Logbooks. The RC/EC/C-26 and UC-35C/D uses FAA logbooks. Completed logbooks will be provided to each site ACOR for retention for both the RC/EC/C-26 and UC-35C/D aircraft. Maintenance records for the UC-35 will be generated through CESCO and maintained in the logbook.

3.6.5.2 Engine and Propeller Logbooks. FAA-approved commercial logbooks are used in lieu of Navy logbooks for the UC-35C/D engine (JT15D/PW535A) and the RC/EC/C-26D engine (TPE331-12UAR) and the McCauley Propeller. The Contractor shall maintain the appropriate forms at each BSO for each engine. **[Rev P00004]**

3.6.6 CESCO MANTENANCE TRANSACTION RECORDS. The Contractor shall maintain CESCO maintenance program for all UC-35 aircraft.

3.6.7 MANAGEMENT INFORMATION SYSTEM, DATA COLLECTION, DOCUMENTATION AND REPORTING REQUIREMENTS FOR RC/EC/C-26 AIRCRAFT. The Contractor shall establish and maintain a real-time computerized management information system (MIS) that shall provide centralized maintenance management information. The Contractor shall develop and maintain this data for the life of the contract. The Government shall have "read only" access to this MIS through a web site via the Internet. The Government shall also have the ability to print data from the MIS. The maintenance information gathered in the MIS is Government property. The Contractor shall provide digital data contained in its maintenance information system in Microsoft Office compatible format to the follow-on Contractor. The Contractor shall initiate and keep current all logs, records, and technical data identified in this PWS, including Service-provided and FAA forms (e.g., Supplemental Type Certificate, Major Repair and Alteration). All logs, maintenance records and technical data shall be available at each of the sites and available for Government review upon request.

3.7 QUALITY ASSURANCE PROGRAM. The Quality Assurance Program shall be part of the Contractor's or subcontractor's FAR Part145 or 135 operation. The Contractor shall document its Quality Assurance Program in a Quality Assurance Plan. The Quality Assurance Plan shall be tailored to the NLL Program. The Quality Assurance Plan shall be reported in accordance with CDRL A003. The objectives of the Quality Assurance Program are as follows:

3.7.1 ISO 9001:2000. Implement and maintain a quality system that satisfies the intent of International Standard ISO 9001:2000 Quality Management Systems Requirements in support of a FAR 135-Type Operations, with preference for 9001:2000/2008 certification. The Government may perform any necessary inspections, verifications and evaluations to ascertain conformance to ISO 9001 requirements and the adequacy of the Quality Assurance Program.

3.7.2 Customer Liaison Program. The Contractor shall develop and execute a Navy tailored Customer Liaison Program that includes the following elements:

- Aircraft acceptance
- Post maintenance check-flight briefing procedures
- Customer familiarization and indoctrination with rework specifications and the extent of depot level maintenance
- Customer Satisfaction. The Contractor shall develop a procedure to gather and evaluate information concerning customer satisfaction after the aircraft has returned to the user activity. The

Contractor shall provide the customer feedback evaluation in accordance with CDRL A004.

3.7.3 Trend Analysis. The Contractor shall gather, sort, tabulate, and perform trend analysis of source maintenance data. This data shall reference, but not limited to, field service reports, Functional Check Flight (FCF) reports, incident reports, Quality Deficiency Reports (QDR), and mishap reports. The Contractor shall identify any Mean Time Between Failure (MTBF) trends on parts and material having a probable negative impact on aircraft operations or availability. If a Time Before Overhaul item fails prior to the expiration of the manufacturer's recommended TBO, the Contractor shall report these items to the ACOR and Program Office in accordance with CDRL A001.

3.7.4 FOREIGN OBJECT DAMAGE AND TOOL CONTROL

3.7.4.1 Foreign Object Damage. The Contractor shall implement a FOD Prevention Program that satisfies the objectives established by the "FOD Prevention Industry Guideline, Rev. B, January 1996."

3.7.4.2 Tool Control. The Contractor shall ensure that each mechanic maintains responsibility for common hand tools. The Contractor shall maintain an inventory of tools owned by each mechanic. The Contractor shall require an individual who discovers that a tool is missing to immediately report the incident to his or her supervisor. If the tool is deemed lost, the Contractor shall initiate an immediate search. If the tool is not found, the Contractor shall notify the ACOR and Program Office (PMA-207) and the aircraft shall be inspected thoroughly to the depth necessary to ensure that the lost tool is not in any aircraft on which the tool was used prior to that aircraft being released for flight by the ACOR. Such an occurrence shall be documented in the aircraft's logbook and associated records.

3.8 PROPERTY AND PARTS MANAGEMENT

3.8.1 Property Management System. The Contractor shall possess and maintain a Property Management System in accordance with Federal Aviation Regulation Part 145 or 135 certification guidelines and FAR Part 45. Such a system shall be used to maintain property control, procurement, packaging and packing, transportation, and quality assurance (including receiving inspection and positive control of all defective not suitable for flight items) for all parts and material used in support of UC-35C/D and RC/EC/C-26D aircraft. The Contractor shall provide an inventory in accordance with CDRL A005.

3.8.2 Federal Aviation Administration Approved Parts and Material. All FAA-certified parts and materials that require procurement, refurbishment or repair shall be obtained from FAA-approved vendors. All refurbished parts and material shall be refurbished in accordance with FAA standards and shall possess a FAA 8130 tag. Refurbished or repaired parts that do not have an 8130 tag shall not be installed on a Government aircraft.

3.9 ENVIRONMENTAL PROTECTION. The Contractor shall comply with all applicable local, state, federal, and foreign government environmental laws and regulations. The

Contractor shall maintain a Hazardous Material Handling and Reduction Program in accordance with National Aerospace Standard 411.

3.10 AIRCRAFT COMPONENT CONFIGURATION MANAGEMENT. The Contractor shall track and control configuration status of the UC-35C/D and RC/EC/C-26D aircraft. The Contractor shall not perform any aircraft configuration modification without approval from the Procuring Contracting Officer (PCO) or the Administrative Contracting Officer (ACO). The Contractor shall report all changes in aircraft configuration status to the Program Office and the UC-35C/D Model Manager and RC/EC/C-26D Model Manager in accordance with CDRL A006.

3.11 CORROSION CONTROL. The Contractor shall implement an integrated Corrosion Control Program at all sites. The Contractor shall use Cessna and Pratt & Whitney-Corrosion Manuals and the Pratt & Whitney Engine Cleaning and Magnesium Corrosion Treatment Manual for the UC-35C/D aircraft and NAVAIR Manual 01-1A-509 or commercial equivalent for guidance for the RC/EC-C-26 aircraft.

3.12 REPORTS

3.12.1 The Contractor shall submit an Aircraft Daily Status Report in accordance with CDRL A007.

3.12.2 The Contractor shall submit a Contract Funds Status Report (CFSR) in accordance with CDRL A008. The Contractor shall show the current period and all prior periods separately-

3.12.3 The Contractor shall calculate the Mission Capability (MC) rate per aircraft according to the provisions of Reduced Payments Clause H-1. The Contractor shall obtain ACOR concurrence/non-concurrence per aircraft for the MC rate. The MC rate, flight hours and engine hours shall be reported according to CDRL A010.

3.12.4 The Contractor shall submit a Time Before Overhaul Report in accordance with CDRL A013.

3.12.5 The Contractor shall submit a Monthly Aircraft Status report in accordance with CDRL A015.

3.13 NAVY LIGHT LIFT PROGRAM PERFORMANCE REQUIREMENT. Upon commencement of site operations, the Contractor shall maintain a minimum monthly aircraft MC rate of 85 percent per aircraft for normal operating sites and short-term deployments. The Contractor shall maintain a minimum monthly aircraft MC rate of 90 percent per aircraft for long-term deployments to temporary OCONUS operational sites, including Operation New Dawn. The Government shall assess reduced payments when the Contractor fails to meet the 85 percent for normal operating sites and short-term deployments and 90 percent MC rates per aircraft for long-term deployments, including Operation New Dawn, in accordance with the H-1 Clause, Reduced Payments.

3.13.1 CALCULATION OF MISSION CAPABLE RATE. The following describes readiness requirements and the calculation of MC rate:

Example Supporting MC Rate:

Reporting Period (RP) of 720 hours
NMC time is 56 hours
NRT is 120 hours.
MC Rate is 90.7

- 1) Reporting Period (RP) (number days per month X 24 hours per day):
 $720 = 30 \times 24$.
- 2) Reporting Time (RT): $RT = RP - NRT$ ($600 = 720 - 120$)
- 3) NMC Time: $NMC = NMCM + NMCS = 56$
- 4) MC Time: $MC = RT - NMC$ ($544 = 600 - 56$)
- 5) MC Rate: $MC \text{ Rate } (\%) = MC \text{ Time} / RT \times 100 = 544 / 600 \times 100 = 90.7\%$

3.13.1.1 MISSION CAPABLE. MC describes the material condition of an aircraft indicating that it is safe for flight and can perform at least one and potentially all of its designated missions. MC is further defined as the sum of Full Mission Capable (FMC) and Partial Mission Capable (PMC) hours. An aircraft shall remain in FMC/PMC status unless the removal and replacement of panels and equipment to conduct an inspection cannot be completed within a two-hour period.

3.13.1.2 FULL MISSION CAPABLE. FMC describes the material condition of an aircraft indicating it is capable of safe flight and performs all of the prescribed missions required by the aircraft in accordance with Attachment 5, Minimum Equipment List (MEL).

3.13.1.3 PARTIAL MISSION CAPABLE. PMC describes the material condition of an aircraft indicating that it can perform at least one, but not all, of its missions in accordance with Attachment 5, MEL. Recording of PMC time starts when it is first known that a discrepancy exists. In cases where the discrepancy is caused by an in-flight malfunction, the time starts at the termination of the flight. PMC time ends when the required maintenance has been completed.

3.13.1.4 NOT MISSION CAPABLE. Not Mission Capable (NMC) describes the material condition of an aircraft indicating that it is not capable of performing any one of its missions or when a maintenance action required causes the aircraft to be non-airworthy. An aircraft shall be reported "Not Mission Capable" during all periods of time when it is not available for a mission because of scheduled or unscheduled maintenance. The NMC time starts when the contractor is notified of an inoperable condition. The NMC time ends when the aircraft is ready for preflight inspection or test flight and the contractor notifies the ACOR.

- Scheduled maintenance time for reporting purposes includes inspections (routine, phase, calendar, engine, special, etc.) when the combination of inspection requirements is such that it requires placing the aircraft in an inoperable condition. It does not include time spent performing daily, preflight, turnaround, or post-flight

inspections or corrosion inspections when the requirements do not require placing the aircraft in a non-operable condition.

- If an aircraft is determined to be NMC as the result of the preflight inspection or test flight and the cause is attributable to the original material condition fault, NMC time shall continue from the original time of discovery provided the preflight inspection or test flight is performed within 24 hours after notification was provided to the ACOR by the Contractor. However, if the preflight inspection or test flight is not performed within 24 hours, MC time shall apply for the time when the Contractor notified the ACOR the aircraft was ready for preflight inspection or test flight.
- When inspection requirements do not require a major disassembly of the aircraft and do not affect the mission capability, the aircraft is considered mission capable during the entire portion of the inspection phase. However, if the panels and equipment are removed to conduct area inspections and cannot be replaced within a two-hour time frame, then the entire inspection is considered to have impacted mission capability and shall be documented as NMC. The two-hour rule applies to scheduled maintenance only.
- Should a new discrepancy be found during the preflight or test flight, the NMC time will start when the ACOR notifies the Contractor of the inoperable condition.
- If the aircraft is not located at the Base Site Operations (BSO) or if the aircraft is located at the BSO and Contractor personnel are not available, NMC time will start when the ACOR notifies the Contractor of the inoperable condition or, in either case, not later than one hour after time of discovery/flight termination.

3.13.1.5 REPORTING TIME. A condition status of an aircraft that is in a reporting status for the purpose of calculating Reduced Payments. The aircraft can be either MC or NMC. Reporting Time (RT) is the total time that an aircraft is MC and NMC ($MC+NMC=RT$).

3.13.1.6 NON-REPORTING TIME. The condition status of an aircraft that is not in a reporting status for the purpose of calculating Reduced Payments. Non-reporting time (NRT) shall be deducted from the total hours in the month when computing MC rates. The following are examples of NRT:

- Time required to modify the aircraft
- Time to perform crash damage repairs that were not caused by the Contractor
- Time to replace time/cycle limited components (if within contract limits)
- Time to perform special inspections when directed by the Navy

- Time waiting FCF after the first 24 hours has elapsed since notifying the ACOR.
- Time waiting off-site unscheduled maintenance. Any aircraft down time directly attributed to the inability to obtain approval for off-site recoveries, or any other conditional effort will be considered beyond the control of the Contractor and the aircraft will be placed in non-reporting status until such approval to proceed is granted by the Government. The Contractor will not be assessed any reduced payments in this case.
- Aircraft involved in Service-directed efforts.
- Time aircraft are involved in Navy directed test programs.
- Time waiting for parts that have been turned over to the Government for delivery to the BSO.
- Time to perform FAA one-time special inspections.
- Engine troubleshooting in accordance with the following
 - The Contractor has a maximum of 12 hours of NRT to troubleshoot, repair or determine that the engine is beyond the capability to repair on-site. If the engine must be replaced, the Contractor has a maximum of 96 hours after engine delivery to have the aircraft ready for FCF.
 - In cases of unanticipated engine replacement requirements, time awaiting engine delivery from the engine subcontractor is limited to 72 hours for CONUS bases and 144 hours for OCONUS bases.
 - NRT for aircraft undergoing scheduled replacement of time/cycle limited components is as follows:
 - Complete engine (each) - Not to exceed 4 consecutive calendar days.
 - Complete propeller (each) - Not to exceed 1 calendar day.
- Time in accordance with the following table

NRT TABLE FOR UC-35C/D AIRCRAFT (Rev P00004, 14)

Inspection	Description	Estimated NRT (Hrs)
Phase 1	Nose, Cockpit, Windows and Interior	33.5
Phase 2/5A	Landing Gear, Engines and Empennage	60.0
Phase 3/5B	Tailcone, Wings, Door and AOA Test	24.0
Phase 4/5C	Powerplant, Sys Ops Checks on Post Run	30.0
Phase 1	Nose, Cockpit, Windows and Interior	33.5
Phase 2/5D	Landing Gear, Engines and Empennage	62.0
Phase 3/5E	Tailcone, Fuel System and Pneumatic Checks	24.0
Phase 4/5F	Powerplant, Hyd Filters, Compass Swing	32.5
Phase 1	Nose, Cockpit, Windows and Interior	33.5
Phase 2/5G	Landing Gear, Engines and Empennage	56.0
Phase 3/5H	Tailcone, Empennage Flight Controls, Nacelles	24.0
Phase4/5I	Powerplant, Cockpit Instruments and O2 Sys	32.0
Phase 1	Nose, Cockpit, Windows and Interior	33.5
Phase 2/5J	Landing Gear, Wing Fuel Bays and Empennage	105.0
Phase 3/5K	Tailcone, Pressurization Sys and Seats	27.0

Phase 4/5L	Powerplants, Flight Control Cables, Interior	162.0
Phase 6	Aircraft Wash and Corrosion Inspection	10.0
Phase 8 (UC-35C)	Portable Fire Bottles and Wing De-Ice Boot	2.0
Phase 8 (UC-35D)	Portable Fire Bottles and Weight Check	1.0
Phase 9 (UC-35C)	JT15D Engine Oil Change (Both Engines)	5.5
Phase 11	Emergency Power Supply	3.5
Phase 14 (UC-35C)	Main Spar Carry Thru Assembly	56.0
Phase 14 (UC-35D)	Main Spar Carry Thru Assembly	22.0
Phase 15	Vertical Stabilizer X-Ray Inspection	13.0
Phase 16	Engine Support Structures	10.0
Phase 17	Cabin Structure	60.0
Phase 18	Emergency Equipment and Cabin O2 Masks	19.0
Phase 20	FAR 91.411, FAR 91.413 and RVSM	14.5
Phase 21	Underwater Locator Beacon	1.5
Phase 22	O2 and N2 Bottle Hydrostatic Inspection	16.0
Phase 23	Engine Fire Bottles Hydrostatic Inspection	6.5
Phase 25	JT15D Engine Hot Section (Per Engine)	88.0
Phase 25	PW535A Engine Hot Section (Per Engine)	88.0
Phase 28	NiCad Battery Recondition/Inspection	8.0
Phase 30	Air Cycle Machine Oil Change	2.0
Phase 32	Aileron Drive Bracket Inspection	15.5
Phase 33	Aileron Yoke Inspection	15.5
Phase 34	Aft Pressure Bulkhead Web Inspection	30.0
Phase 39	Cargo Door and Door Frame Inspection	5.5
Phase 47	Portable Fire Bottle Hydrostatic Inspection	1.5
Phase 48	Portable Fire Bottle Discharge and Refill	1.5
Phase 49	Skin Seam Inspection (NDT) and Windows	8.0
Phase 50	Main Carry-Thru to Wing Spar Lugs	28.5
Phase 52	PW535A Engine Oil Change	5.5
Phase 53	Co-Pilots Side Window Prism Check	3.0
Phase 54 (UC-35D)	PW535 Engine Minor Inspection	18.5
Phase 55	Lead Acid Battery Inspection	6.0
Phase MA	Honeywell Control and Anti-Ice	4.5
Phase MC	Emergency Exit Door Frame	1.5
Phase MD	Fuselage Exterior Skin	9.0
Phase ME	Fwd and Aft Pressure Bulkheads	54.0
Phase MF	Cabin Door Frame	3.5
Phase MG	Nose Landing Gear Fork	2.5
Phase MI	Cabin and Cockpit Windows	27.5
Phase MJ	Cabin Lower Skin Longitudinal Splice	3.5
Phase MK	Aft Pressure Bulkhead Attach Angles	56.5
Phase ML (P00014)	Vapor Cycle Cooling System Hour Meter Check	1.0

**NRT TABLE FOR RC/EC/C-26D AIRCRAFT
 (Extracted from OEM Maintenance Manual)**

C-26D INSPECTION	NRT (hrs)
Phase 1 - Wings, SVC CHK	8
Phase 2 - Nose, Cargo, Tail, Props, SVC CHK	14
Phase 3 - Passenger Door, Landing Gear, SVC CHK	24
Phase 4 - Wings, Props, SVC CHK	16
Phase 5 - Cockpit, Cabin, Cargo, Tail, SVC CHK	20
Phase 6 - Passenger Door, Landing Gear, Props, SVC CHK	16
Engines every 150 hours - Routine/Detailed	4/14

3.13.1.7 NOT MISSION CAPABLE MISSION EQUIPMENT LIST. The aircraft will be considered NMC for the purposes of determining MC rates if discrepancies existing against any of the systems listed for the UC-35 and C-26D series aircraft are not corrected within the specified criteria of the Attachment 5, Navy Light Lift Minimum Essential List.

After the stated time period expires, the aircraft will be carried as NMC even though the local commander may elect to fly the aircraft (if other grounding criterion does not exist). If the Government elects to fly an aircraft against which reduced payment under this provision is being assessed, the Contractor shall be exempt from reduced payment for that aircraft for the duration of the flight.

4.0 GOVERNMENT PROVIDED MATERIAL/SERVICES

4.1 GOVERNMENT PROVIDED MATERIAL/SERVICES. In addition to the property and services in Appendix A and Attachment 4A and 4B, the Government will provide the following:

4.1.1 Material. The Government will provide fuel, line fire extinguishers, oxygen and nitrogen at the BSO and deployment sites. The Government will provide Continuous Alcohol Water Injection (CAWI) for the RC/EC/C-26D aircraft at the BSO and deployment sites.

4.1.2 Support Equipment. The Government will provide SE in accordance with Attachment 4. The Contractor is responsible for any additional SE not provided by the Government for maintenance. Any misuse/ abuse of SE shall be reported in accordance with OPNAV Form 4790/108.

4.1.3 Reserved

4.1.4 Crash Damage Aircraft Recovery. The Government will provide the services required to recover crash-damaged aircraft. The Contractor may assist

in aircraft recovery efforts, if cleared by the Government mishap board and ordered by the PCO.

4.1.5 Aircraft Servicing. The Government will provide servicing of aircraft on cross-country flights that have landed at commercial or military airfields other than the assigned BSO. Servicing includes fueling, oiling, oxygen and required inspections.

4.1.6 Hazardous Waste Storage. The Government will provide storage space and disposal services for all hazardous waste generated at the BSO. The Contractor will comply with established base procedures.

4.1.7 Battery Disposal. The Contractor shall perform all battery maintenance in accordance with FAA and OEM procedures and base regulations regarding safety and hazardous waste.

4.1.8 Government Furnished On-Site Support. The Government will provide the following services/logistics support items:

- Physical security, fire protection and law enforcement.
- Instructions for briefings regarding on-site security measures. All Contractor personnel shall attend security briefings conducted by the security officer at the site upon arrival and debriefings before departure from the site. These briefings shall be administered in accordance with local directives at the site and existing U.S. Government security manuals and regulations.
- Uncleared Contractor or subcontractor personnel may be granted unescorted entry to restricted areas in performance of services described in the PWS only when a free zone is established, at the discretion of the Base Communication Officer or his/her designated representative, and subject to additional restrictions as he/she may levy.
- Property and services described in Appendix A, Government Furnished Property and Services and Attachment 4A and 4B.

4.1.9 Beyond Economical Repair Components. Government owned components whose repair costs would exceed 80% of their replacement cost are considered to be Beyond Economical Repair (BER). The Contractor shall identify BER components and develop replacement recommendations based upon inventory objectives, availability, and procurement lead-time. The results shall be presented to the PMA/PCO via the ACO for review and disposition instructions (replace, repair, scrap, etc.).

4.1.10 Beyond Economical Repair Support Equipment. The Contractor shall replace all GFE valued below \$1,000 that is no longer repairable. The Government will replace GFE valued above \$1,000 that has been determined to be BER by the ACOR and the Contractor, when authorized by the PMA/PCO,

unless the damage/loss was due to Contractor negligence as determined under FAR 52.245-1.

5.0 CONTRACTOR PROVIDED SERVICES

5.1 TRANSITION PHASE IN (CLIN 0001 – 0008). The Phase-In transition period is defined at a minimum, as the first 60 days of contract performance. The Follow-On Contractor (the Contractor awarded this CLS contract) shall ensure a smooth transition prior to full-scale performance by accomplishing the following:

5.1.1 Phase In Inventory. Within the transition period, the Follow-On Contractor shall conduct an inventory with the Incumbent Contractors and ACOR or Program Office Representative. The Contractor shall inventory all Government property to include but not limited to spare parts, SE, publications, computers and furniture and provide the inventory in accordance with CDRL A005.

5.1.2 Access/Site Visits. The Follow-On Contractor will be allowed access to all primary operating sites. Arrangements for this access shall be made through the PCO, ACO or the NLL IPT Lead. Designated Follow-On Contractor personnel will be permitted access to observe all operations such as work flow, priorities, scheduling, equipment handling/processing, parts storage, safety and security. Familiarization visits shall not interfere with the activities of the Incumbent Contractors' personnel or squadron operations.

5.1.3 Support of Operation New Dawn. The Contractor shall establish an ordnance program in accordance with Appendix E, to ensure that qualified personnel are available for deployed UC-35D ASE-equipped aircraft and ordnance per PWS paragraph 5.7 on the first day of full performance.

5.2 TRANSITION PHASE-OUT (CLIN 0401 – 0408). The Phase-Out transition period is defined as, a minimum of, the last 60 days of contract performance. The Incumbent Contractor (now the Contractor that was awarded this CLS contract) shall accomplish the following:

5.2.1 Transition Support. During the -transition period, the Incumbent Contractor shall provide the assistance and support required to ensure the orderly transition of all logistics support and transitional planning necessary to commence uninterrupted store room operation by the Follow-On Contractor (the Follow-On Contractor is TBD and would be a Contractor selected upon the end of this CLS contract).

5.2.2 Transition Plan. The Incumbent Contractor, in conjunction with the Follow-On Contractor, shall provide a joint comprehensive transition plan implementing a critical path schedule for risk mitigation of the transition period. The transition plan shall be submitted in accordance with CDRL A009.

5.2.3 Phase Out Inventory. At the end of the period of performance, the Incumbent Contractor and the ACOR or Program Office Representative shall conduct an inventory of each primary operating site, to include all Government property, including spare expendable/repairable parts, support equipment and

office equipment. The Incumbent Contractor shall return all Government property and Government furnished data in its custody to the Government representative. Except for office equipment, the Incumbent Contractor shall ensure all Government property in a Ready For Issue condition. The Incumbent Contractor shall provide an inventory in accordance with CDRL A005.

5.2.4 Operations. During the transition period, the Incumbent Contractor shall be fully responsible for continued operations in accordance with the PWS. If there is a modification program in work, the Incumbent Contractor shall continue with the modifications until all scheduled aircraft have been completed and accepted by the Government, or as directed by the PCO/ACO.

5.2.5 Material Accountability. During the transition period, the Incumbent Contractor shall continue to manage and maintain accountability of material ordered and in shipment until delivered and accepted by the Government in accordance with the transition plan.

5.3 BASE SITE OPERATIONS (CLINs 0X09 – 0X16). The Contractor shall provide personnel required to support aircraft missions. Each site ACOR is the key individual who has the responsibility to ensure that the Contractor is providing the supplies and services for which the Navy has contracted.

5.3.1 Manning and Scheduling. The Contractor shall provide manning to support a flexible work schedule in support of the flight operations. Flight operations consist of scheduled and unscheduled flights. Scheduled flights could include flights at any time 24/7. (Exception: see 5.3.2 Holiday Scheduling). Each site ACOR will provide a scheduled flight schedule to the Contractor personnel normally by 1630 hours (local time) the day before operations. For unscheduled flights the ACOR will provide the contractor four hours notice. The support personnel shall man the BSO two hours prior to each scheduled and unscheduled departure, and be available one hour prior to the aircraft planned return time. The Contractor shall provide a point of contact for notification of unscheduled flights to the site ACOR.

5.3.1.1 Key Management Personnel. Management personnel shall meet or exceed the requirements specified below. The Contractor shall notify the PCO in advance of management changes.

5.3.1.1.1 Program Manager. The PM shall have at least 10 years aircraft maintenance management of aircraft program or project management experience consisting of at least 5 years experience directly managing aircraft maintenance operations. The PM shall also possess a combination of management ability and leadership qualities, and be customer-oriented. The PM shall have knowledge of and be familiar with the requirements of this PWS.

5.3.1.1.2 Maintenance Manager. This position serves as the focal point in the Contractor's Program Office for all maintenance activities. The Maintenance Manager shall have at least 15 years aircraft maintenance experience, at least 10 years of which shall

be in managing multiple-site aircraft maintenance including complex aircraft modifications.

5.3.1.1.3 Quality Assurance Manager. This position serves as the focal point in the Contractor's Program Office for all quality assurance activities. The Quality Assurance Manager shall have at least 10 years experience, of which 8 shall be in maintaining complex, turbine powered, fixed-wing aircraft to include complex airframe modifications and 5 of the 8 must be with UC-35, RC/EC/C-26, or similar aircraft. The individual shall be familiar with Navy Maintenance Management Processes and have worked other similar programs. Individual shall be familiar with the scope of this PWS and possess a Federal Aviation Administration Airframe and Powerplant License (FAA A&P) and current Inspection Authorization (IA). Individual shall have at least 5 years experience as a quality assurance supervisor in a FAA FAR Part 145 Repair Station and 3 years FAR Part 91, 135 and/or 145 shops/facility management experience.

5.3.1.2 Workforce Requirements

5.3.1.2.1 Site Lead Mechanic. Each site shall have a Lead Mechanic. Site Lead Mechanics shall have at least 5 years of aircraft maintenance experience to include complex aircraft modifications. The Site Lead Mechanic shall possess a valid FAA Airframe & Powerplant (A&P) license, ability to direct a workforce in the performance of aircraft maintenance, repair and modification, and be capable of performing duties as the Contractor's on-site liaison with the Government.

5.3.1.2.2 Aircraft Mechanic. All aircraft mechanics shall possess a valid FAA A&P license and shall receive Contractor-approved and/or provide familiarization training on the UC-35C/D and RC/EC/C-26 series aircraft within 90 days of hire.

5.3.1.2.3 Security Clearance. Contractor personnel shall meet Security Clearance requirements as stated in DD Form 254. Contract base site personnel supporting the UC-35 program are required to have, at a minimum, an Interim Security Clearance before reporting to BSO.

5.3.1.2.4 Passports and VISAs. The Contractor shall ensure that all personnel who are required to travel in the performance of this contract possess a current and valid passport and have appropriate VISAs for each foreign country in which operations are conducted.

5.3.1.2.5 Medical Examination and Vaccination. The Contractor is responsible for all medical examinations and vaccinations for all deployments.

5.3.1.2.6 Distinctive Attire and Safety Apparel. Contractor personnel directly associated with aircraft maintenance shall wear distinctive attire with the Contractor's name or emblem that clearly identifies the Contractor and allows for easy identification from a distance. The Contractor shall be responsible for the requirements of, and ensuring the use of, safety shoes and all safety apparel and equipment by Contractor personnel as required by NOSH, OSHA, and other Government regulations.

5.3.1.2.7 Contractor Flying in Government Aircraft. Contractor personnel are authorized to fly in Government aircraft when such flights are in the best interest of the Government. It is the responsibility of the Contractor to ensure that the requirements of the Military Service are met in order to fly in Government aircraft.

5.3.2 Holiday Scheduling. Flight operations and maintenance will not normally be required on holidays recognized by the U.S. Government. The Government will, whenever possible, provide 48-hours advance notice for scheduled flights on holidays and four hours for unscheduled flights.

5.3.3 Base Site Operations (CLINs 0X09-0X16). The Contractor shall maintain the UC-35C/D and the RC/EC/C-26 in accordance with this PWS.

The Navy UC-35C/D aircraft are under a FAA FAR Part 91 Progressive Inspection Program harmonized with Chapter 5 of the Cessna OEM 560 Maintenance Instruction. The UC-35D Aircraft Survivability Equipment (ASE), i.e., AN/AAR-57(V) and AN/ALE-47 systems, shall be maintained in accordance with Appendix E. Maintenance or repair may be accomplished by the BSO, an Original Equipment Manufacturer authorized Service Center, or an FAA-certified 145 repair station.

The RC/EC/C-26 aircraft are under a FAA FAR Part 91 Progressive Inspection Program harmonized with Chapter 5 of the OEM SA227 Maintenance Instruction. The RC-26 and EC-26 special mission equipment, to include the RANSAC AN/APS-140 (V)5 Radar and Radome, shall be maintained in accordance with Naval Air Warfare Center Aircraft Division (NAWC-AD), Naval Air Warfare Center Weapons Division (NAWC-WD) and Naval Air Systems Command maintenance, modification and manufacturing standards as promulgated in Navy approved technical drawings and technical data. Maintenance or repair may be accomplished by the BSO, an Original Equipment Manufacturer authorized Service Center, or an FAA-certified 145 repair station.

In event of an emergency repair requirement at a non-BSO site, the Contractor shall provide required labor and vendor services to accomplish maintenance, repair, and related aircraft support services to the airframe, avionics, engine, and components to return the aircraft to service. Emergency repair services may occur on-site at the FBO or other locations worldwide. Travel related expenses for non-BSO emergency repair will be reimbursed under CLIN 0X69.

5.3.3.1 Engine Changes. Contractor shall remove and install engines and rental engines, including installing Quick Engine Change (QEC) parts when this work is required to be performed on site.

5.3.3.2 Government Furnished Equipment Maintenance. The contractor shall maintain all Government property listed in Appendix A and Attachment 4A and 4B.

5.3.3.3 Aircraft Launch. The Contractor shall ensure that the aircraft is ready for launch one hour before the scheduled departure time.

5.3.3.4 Aircraft Recovery. The Contractor shall perform the following aircraft recovery procedures upon mission completion 24/7. Aircraft recovery includes debriefing the aircrew at the aircraft, performing a basic post-flight inspection, and cleaning and servicing the aircraft prior to the next mission. The Contractor shall perform aircraft interior cleaning including cleaning the windows, vacuuming the carpets, emptying the trash, servicing the coffee bar, checking / inspecting the lavatories, removing debris from the instrument and circuit breaker panels and removing stains from the aircraft interior. All stains, grease, oil marks, and foreign debris must be removed from exterior aircraft surfaces. The general condition of the aircraft interior and exterior shall be assessed using Appendix B Aircraft Cleaning Checklist and Appendix C-1 (UC-35) and C-2 for the C-26 Interior Appearance Standards.

5.3.3.5 Functional Check Flights. The Contractor shall perform pre-flight briefings to the aircrew advising of all major work accomplished that may impact the flight characteristics of the aircraft prior to the FCF. The Contractor must document the FCF pre-flight briefing in the aircraft records.

5.3.3.6 Software. The Contractor shall purchase and install periodic software updates into all avionics system equipment and all Flight Management System (FMS) training devices per site. These updates shall be recorded in accordance with CDRL A006.

5.3.3.7 Export Compliance. The Contractor shall provide international movement of parts/materials in accordance with all applicable International and U.S. customs regulations. The Contractor shall obtain all necessary export and import licenses and authorizations required by U.S. law and regulations, including the International Traffic in Arms Regulation and the Export Administration Regulation. The Contractor shall seek and obtain such licenses or authorizations in time to comply with the Contract delivery requirements.

5.3.3.8 Cannibalization. The Contractor shall obtain ACOR or Program Office approval prior to any aircraft cannibalization actions.

5.3.3.9 Aircraft Appearance Standards. The Contractor shall maintain the aircraft to the appearance standards contained in Appendix B, Appendix C-1 (UC-35), and C-2 (C-26) Interior Appearance Standards.

The Contractor shall recommend to the PCO if refurbishment is required. Refurbishment shall be performed at the direction of the PCO in accordance with H-5 Over and Above Work Request Procedures (JUNE 2012) (P00010).

5.3.3.10 Maintenance on Aircraft Survivability Equipment. The UC-35D aircraft are equipped with ASE. The ASE system is comprised of the AN/AAR-57 Common Missile Warning System (CMWS) and the AN/ALE-47 Countermeasures Dispensing Set (CMDS). The Contractor shall be responsible for the maintenance of the ASE. During deployments that require the ASE to be operational, the Contractor shall be responsible for the safe handling, loading and unloading of ASE ordnance in accordance with Appendix E.

5.3.3.11 Engine Wash. The Contractor shall conduct desalination and performance recovery washes in accordance with OEM Maintenance Manual requirements, to include P&WC ATA 70-00-00 for the PW 535A. Wash schedules shall be increased as necessary when environmental conditions dictate. Maximum use of preventive measures shall be taken to maintain engine performance at optimum performance levels.

5.3.3.12 Deployments.

5.3.3.12.1 Short Term Deployment (P00014)

A short-term deployment is defined as any deployment not to exceed 30 days. The labor for short-term deployments is included in the FFP under CLINs 0X09-0X16. For all short-term deployments the flight hour rate from the aircraft's BSO will be used (CLINs 0X17-0X24). Travel and Per Diem for short-term deployments, except for Long-Term Deployments and Operation New Dawn, will be funded under CLIN 0X69.

The Contractor shall perform all of the functions accomplished under this contract at the Base Site Operations (BSO) during short-term deployment operations. The Contractor shall also prepare contingency plans, in concert with the Government, to support current or any future United States Government short-term deployment operations.

The Contractor shall provide manning to support a flexible work schedule in support of the flight operations. Flight operations consist of schedule and unscheduled flights. Scheduled flights could include flights at any time 24/7. (Exception: see 5.3.2 Holiday Scheduling). Site ACOR will provide a scheduled flight schedule to the Contractor personnel normally by 1630 hours (local time) the day before operations. For unscheduled flights the ACOR will provide the contractor four hours notice. The support personnel shall man the deployed site two hours prior to each scheduled and unscheduled departure, and be available one hour prior to the aircraft planned return time. The Contractor shall provide a point of contact for notification of unscheduled flights to the site ACOR.

Deployment area environmental conditions and mission requirements may require additional maintenance actions due to a harsh environment; but in no instance will safety of flight be compromised.

5.3.3.12.2 Long Term Deployment (P00014)

A long-term deployment is defined as any deployment more in excess of 30 days. The labor for long-term deployments is included in the FFP under CLINs 0X09-0X16. For all long-term deployments the flight hour rate from the aircraft's BSO will be used (CLINs 0X17-0X24).

The Contractor shall perform all of the functions accomplished under this contract at the Base Site Operations (BSO) during long-term deployment operations. The Contractor shall also prepare contingency plans, in concert with the Government to support current and any future United States Government long-term deployment operations.

The Contractor shall provide all additional labor in excess of that required under the FFP CLINs (0X09-0X16), including overtime and shift differential pay, material, travel, and per diem, and shipment of any equipment to include Government Furnished Equipment (GFE) to support any long-term deployment. Labor and material funded under CLINs 0X09-0X24 shall not be charged to CLIN 0X48. For planning purposes, it is estimated that the UC-35 aircraft will average 100 hours per month while on long-term deployment.

The Contractor shall provide manning to support a flexible work schedule in support of the flight operations. Flight operations consist of schedule and unscheduled flights. Scheduled flights could include flights at any time 24/7. (Exception: see 5.3.2 Holiday Scheduling). Site ACOR will provide a scheduled flight schedule to the Contractor personnel normally by 1630 hours (local time) the day before operations. For unscheduled flights the ACOR will provide the contractor four hours notice. The support personnel shall man the deployed site two hours prior to each scheduled and unscheduled departure, and be available one hour prior to the aircraft planned return time. The Contractor shall provide a point of contact for notification of unscheduled flights to the site ACOR.

Deployment area environmental conditions and mission requirements may require additional maintenance actions due to a harsh environment; but in no instance will safety of flight be compromised.

5.3.3.13 Flight Manual and Technical Publications Libraries. The Contractor shall establish and maintain a technical library necessary to support the UC-35 and C-26 aircraft and sub-component line maintenance at its Program Office and maintain the existing technical libraries at the Navy Program Office and each home site to document the configuration status of the aircraft to support the contract effort. The Contractor shall ensure currency of the Flight Manual and Technical Publications libraries monthly or when changes become available.

The libraries shall contain as a minimum:

- Aircraft Operational Manuals (OM)
- Aircraft Flight Manuals (AFM)
- Aircraft Checklists
- Airframe Maintenance Manuals,
- Avionics, Systems, Engine, and Propeller Manuals for installed equipment, components and support equipment (SE)
- Navy Technical Directives (TDs)
- OEM Service Bulletins (SBs)
- OEM Service Letters (SLs)

The cost of the annual subscriptions for the Aircraft Operational Manuals, Aircraft Flight Manuals, Aircraft Checklists, Airframe Maintenance Manuals, Avionics Manuals, Systems Manuals, Engine Manuals, and Propeller Manuals shall be funded under CLIN 0X52. The Contractor shall provide copies for applicable TMS sites and the Program Office in accordance with Section F.

5.3.3.14 Aircraft Servicing. The Contractor shall service the aircraft as required IAW manufacturers' instructions, to include, but not limited to: de-icing, fluids, fueling, de-fueling, oiling, nitrogen, oxygen, cleaning (to include toilets), and inspections (daily, pre-flight, post-flight, and turn-around). The Contractor is responsible for aircraft towing, directing, parking, securing, and technical assistance to flight crews.

5.4 FLIGHT OPERATIONS MATERIAL REQUIREMENTS (CLINs 0X17 – 0X24).

The Contractor shall provide aircraft and SE consumable supplies to support flight operations at the BSOs and all deployed locations associated with flight operations and emergency repairs of the UC-35C/D and RC/EC/C-26 airframe, avionics, engine, ASE (UC-35C/D), and survival equipment. The Contractor shall provide cleaning supplies to perform aircraft cleaning and washing as needed. The Contractor shall provide packing and shipping of all equipment, parts, and material required to support all maintenance associated with flight operations. The Contractor shall report parts and material usage in accordance with CDRL A011.

5.5 DEPOT-LEVEL MAINTENANCE (CLINs 0X25 – 0X34 & 0X53 – 0X57).

When the Contractor sends the aircraft or its components to a commercial facility for repair or overhaul, the Contractor shall be liable for the aircraft and/or components. The Contractor is solely responsible for all oversight of the subcontractor's/vendor's facilities it uses for accomplishment of this work. The Contractor shall have internal procedures established for oversight of these facilities with records, files and data available for Government review. It is not the Government's preference to ferry OCONUS aircraft back to a CONUS location for any strip and paint/depot level maintenance. The Contractor shall be responsible for aircraft security while depot maintenance is being performed by the Prime and/or subcontractor for CONUS and OCONUS aircraft. The Contractor shall remove ITAR regulated items from the aircraft and to store them at its base site while depot level maintenance is performed on the aircraft at OCONUS

locations. The Contractor shall report all depot-level configuration changes in the aircraft configuration status report in accordance with CDRL A012.

5.5.1 Strip and Paint (CLINS 0X53 – 0X57). The Contractor shall strip and paint the UC-35C/D and RC/EC/C-26D aircraft every five years in accordance with the Appendix D-1 and D-1A UC-35C/D Paint Specification and Appendix D-2 and D-3 for the RC/EC/C-26D Paint Specification. When paint-scoring methods reflect that 60 percent or more of the aircraft exterior surface has deteriorated, e.g., oxidized, peeled, cracked, or flaked, the Contractor may be required to paint the aircraft out of cycle when directed by the PCO. When an aircraft requires strip and paint, the Contractor shall perform an in-depth corrosion inspection, treatment and repair of all defective areas.

Strip and paint facilities shall meet the requirement of PWS paragraph 1.0 except for facilities in Hawaii. Unscheduled depot level maintenance repairs identified during the strip and paint task at a non-FAA FAR Part 145 Hawaii facility shall be performed by a Field Team from an FAA FAR Part 145 Repair Station.

Sectionalized/touch-up painting of the aircraft is considered part of normal maintenance and is required if 10 percent of the paint on any one area such as nacelles, doors, panels, stabilizers, or empennage is deteriorated.

5.5.2 Engine Overhaul (CLINS 0X25 – 0X28). (P00012)

The Contractor shall inspect and overhaul engines according to:

- a) Pratt & Whitney SB 7003 for UC-35C JT15D engines.
- b) Pratt & Whitney PW535A Maintenance Manual Part No.3044952 for UC-35D PW535 engines.
- c) Allied Signal SB TPE331-72-0476 for the RC/EC/C-26 TPE-331-12 engines.

All NLL aircraft shall utilize a 2500/5000 Hot Section Inspection (HSI)/Overhaul Interval.

The Contractor shall provide a technical tear down analysis and specification sheet in accordance with CDRL A014 for each engine.

The Contractor shall include in the firm-fixed price the cost of consumables that are always replaced during overhaul and hot section inspections according to the OEM technical manuals and the cost associated with the preparation of the configuration control documentation. The Contractor shall include in the firm-fixed unit price, each component and part required by the OEM technical manuals to be replaced during overhaul and the cost of the rental engine (including all packaging, handling, storage and transportation) to cover the scheduled overhaul event.

5.5.3 Engine Hot Section Inspection (CLINS 0X29 – 0X32). (P00012)

The Contractor shall perform engine hot section inspections according to:

- a) Pratt & Whitney SB 7003 for UC-35C JT15D engines.
- b) Pratt & Whitney PW535A Maintenance Manual Part No. 3044952 for UC-35D PW535A engines.
- c) Allied Signal SB TPE331-72-0476 for the RC/EC/C-26 TPE331-12 engines.

5.5.4 Propeller Overhaul (CLIN 0X33). The Contractor shall inspect and overhaul propellers according to the requirements as defined in McCauley SB 137Q.

5.5.5 Propeller Blade Replacement (CLINS 0X34). The Contractor shall provide parts and labor to replace propeller blades in accordance with McCauley SB 176B.

5.5.6 Engine Repair. The Contractor shall conduct unscheduled engine repair when required by applicable technical manuals or the direction of the PCO/ACO. Engine repairs will be ordered in accordance with H-5 Over and Above Work Request Procedures (JUNE 2012) (P00010).

5.5.7 Emergency Repair: The Contractor shall conduct emergency repairs resulting from unscheduled maintenance events to include the following:

- (1) Hard Landings
- (2) Encounters with severe turbulence
- (3) Lightning strikes and other acts of nature
- (4) Bird strikes
- (5) Sudden stoppage of the engines
- (6) Operating limits in excess of the aircraft tolerance/parameters
- (7) Repair for any type of damage not a direct result of any Contractor action, caused by crash or collision with another object during flight or on the ground, or as a direct result of enemy hostile action or vandalism. [P00004]

5.5.8 Accident/Incident Reports: The Contractor shall prepare Accident/Incident Reports IAW CDRL A018. This report will provide immediate notification and information concerning any accident/incident. Report shall be incident/aircraft specific. [P00004]

5.5.9 Elective improvements: At the direction of the PCO, the Contractor shall perform elective improvements, detailed within the associated Delivery Order, to include, but not limited to, the following:

- a) The purchase and installation of avionics equipment, safety enhancements, and airframe modifications.
- b) Performance of engine or powerplant modifications.
- c) Conduct other maintenance operations to include modifications and/or alterations. [P00004]

5.6 OVER AND ABOVE MAINTENANCE (CLINS 0X58 – 0X67 and 0X70). The Contractor shall provide labor and materials associated with all maintenance actions not included in CLINs 0X09-0X16, 0X17-0X24, 0X25-0X37, and 0X53-0X57. Over and Above Maintenance will be performed in accordance with H-5 Over and Above Work Request Procedures (JUNE 2012) (P00010). Travel expenses will be in accordance with CLIN 0X69.

5.7 DEPLOYMENT IN SUPPORT OF OPERATION NEW DAWN (CLIN 0X68). The Contractor shall provide all additional labor, material, travel, and per diem to support Operation New Dawn. Labor and material funded in CLINs 0X09-0X24 should not be charged to this CLIN. One or more UC-35D aircraft equipped with ASE are currently required to support Operation New Dawn. To meet this requirement, UC-35D aircraft home-based in CONUS are on long-term deployment to Qatar. These aircraft rotate to and from Qatar for approximately seven-month deployments from their home-base, with one or more aircraft always in Qatar. Each aircraft rotating to and from Qatar will be accompanied with an aircraft maintainer. Flights supporting Operation New Dawn will have the ASE system operational and armed. For planning purposes, it is estimated that each UC-35D aircraft will average 100 flight hours per month while deployed.

The Contractor shall provide manning to support a flexible work schedule in support of the flight operations. Flight operations consist of scheduled and unscheduled flights. Scheduled flights could include flights at any time 24/7. Site ACOR will provide a scheduled flight schedule to the Contractor personnel normally by 1630 hours (local time) the day before operations. For unscheduled flights the ACOR will provide the contractor four hours notice. The support personnel shall man the deployed site two hours prior to each scheduled and unscheduled departure, and be available one hour prior to the aircraft planned return time. The Contractor shall provide a point of contact for notification of unscheduled flights to the site ACOR.

5.8 MAINTENANCE, ENGINEERING AND TECHNICAL SERVICES

5.8.1 Rental Engine (CLINS 0X38 – 0X42). The Contractor shall provide FAA-certified airworthy JT15D, PW535A and TPE-331-12 engine rental units with up-to-date commercial logbooks for engine repairs not associated with CLINs 0X25-0X28. Such rental engines shall have sufficient flight hours remaining to meet turn-around time of removed engines and the next scheduled aircraft phase inspection. All labor associated with removal, installation, and maintenance of rental engines is covered under CLINs 0X09-0X16.

5.8.2 Original Equipment Manufacturer Engineering and Technical Services (CLINS 0X49 – 0X50). The Government does not maintain OEM data or drawings. It is the Contractor's responsibility to obtain OEM proprietary data and drawings when required for engineering support. The Contractor shall provide OEM Engineering and Technical Services to support the UC-35 and C-26 aircraft, avionics, engines, aircraft equipment, survival equipment, ASE (UC-35D), and mission essential equipment repair and maintenance services. Data requirements will be identified at the time of tasking. Examples of support include, but are not limited to:

- Safety-of-Flight inspections
- Mishap reporting and engineering investigations
- Engineering support services to accomplish significant structural repairs, develop special inspection criteria, conduct discrepancy evaluations, develop TDs, and other services
- Engineering research, studies, and analyses