

U.S. Department of Homeland Security

U.S. Customs and Border Protection
Office of CBP Air and Marine



Performance-Based Statement of Work

for

P-3 Aircraft Maintenance

In Connection With Acquisition Plan # HSBP-07-03

April 2007 Update June 11, 2009

**P-3 AIRCRAFT MAINTENANCE
STATEMENT OF WORK (SOW)
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PERFORMANCE-BASED STATEMENT OF WORK P-3 AIRCRAFT MAINTENANCE AND LOGISTICS

C.1 GENERAL

C.1.1 This contract is in support of Department of Homeland Security, U.S. Customs and Border Protection (CBP), Office of CBP Air and Marine.

C.1.2 See http://www.cbp.gov/xp/cgov/border_security/air_marine/ for organization and mission statement. This contract encompasses P-3 aircraft maintenance and logistics support necessary to ensure that the Government has the numbers, types, and properly configured P-3 aircraft available where and when required to meet the Government aviation operational commitments. This requirement has been met as part of a single National Aviation Maintenance Contract for approximately 20 years. The CBP P-3 aircraft are being separated from this contract to enable dedicated support for this complex aging asset. The general nature of the required contract support has remained essentially the same; however, locations, equipment, and numbers of aircraft have varied. The Government aircraft are assigned on a permanent and temporary basis to P-3 Operations Centers located at military air bases, civilian air facilities and alternate sites in the United States and foreign locations. The aviation program also provides air support to other government and law enforcement agencies upon request.

C.2 OBJECTIVES

C.2.1. The Government aviation assets, consisting currently of 16 P-3 aircraft, are equipped with state-of-the-art, highly sophisticated sensor equipment i.e., Radar, Infrared, and Optical Detecting Systems designed to facilitate smuggling detection, interdiction, tracking, and other missions. The numbers of aircraft and numbers and locations of maintenance sites may dramatically increase or decrease during the life of this contract depending upon world events and border protection priorities. The number of flying hours will vary by aircraft, location, and mission requirement and may dramatically increase or decrease or surge in response to border protection priorities. See Appendix 1, Type Aircraft by Location/Projected Flight Hours/Site Hours of Operation.

C.2.2. The Contractor may be required to fly on Government aircraft for relocation, to conduct in-flight checks (test flights) and to conduct trouble-shooting that cannot be completed on the ground.

C.2.3. Contractor frequently may be required to perform official travel to temporary duty sites within and outside the United States.

C.2.4. The legacy mainframe application to be utilized by the Contractor is the Computerized Aircraft Reporting and Material Control (CARMAC) system. CARMAC includes a supply module and an aircraft maintenance module and is fully integrated with several other

applications. The CARMAC application architecture and technology may be updated or replaced by the Government prior to or during the contract performance period

C.2.5 Definitions and commonly used aviation abbreviations are included in Appendix 2.

C.3 GOVERNMENT FURNISHED PROPERTY/INFORMATION/EQUIPMENT

All Ground Support Equipment (GSE), utilities, initial furniture at contract start, test equipment, and special tools required for use on this contract at the P-3 Operations Centers will be Government furnished, to include access to CARMAC and its associated applications or alternative system via GFE computer hardware. All Depot Level facilities, equipment, tooling, and furnishings will be Contractor furnished to include space for an Authorized Government Representative (AGR). A list of GFP is in the Technical Library. The Government will also arrange for Contractor access to the DLA Federal Logistics Systems. Appendix 5 lists typical Government Furnished Property (GFP) reports. Furniture for Contractor spaces and Maintenance at the operating sites is provided by the Government.

C.4 CONTRACTOR FURNISHED PROPERTY/INFORMATION/EQUIPMENT

Contractor shall provide all personnel, common hand tools, management, office supplies, and all other supplies necessary to perform this contract. Contractor shall identify furniture requirements and notify the Government of the need to replace or augment the initial inventory.

C.5 SPECIFIC REQUIREMENTS

C.5.1.1 This performance-based statement of work consists of two major functional areas: Aircraft Maintenance Support Services from the Organizational Level through Depot Level and Aircraft Logistics Support Services. The following objectives are in support of the CBP mission goals to “Maintain an operationally effective and efficient fleet of aircraft insuring assets are operationally available and increase efficiencies of the logistics and maintenance program.”

C.5.1.2 Obtain timely and effective aircraft maintenance and logistics support to ensure operational and training requirements are met with airworthy, mission-capable aircraft.

C.5.1.3 Maximize launch rates and mission completion rates in an efficient and cost effective manner.

C.5.2 AIRCRAFT MAINTENANCE PROGRAM

C.5.2.1 OBJECTIVES

C.5.2.1.1 Obtain timely and cost effective maintenance support services in the United States and abroad to meet the Government operational and training requirements.

C.5.2.1.2 Optimizing locations for significant aircraft calendar and hourly inspections, aircraft major modifications, and major repairs; thereby, maximizing the efficiency and cost effectiveness of maintenance support.

C.5.2.2 MAINTENANCE LEVELS

The CBP P-3 aircraft are being operated and maintained as Public Use Aircraft as defined by Title 14 CFR 1.1. The P-3 aircraft maintenance program shall be established using an authoritatively approved plan (DOD or OEM) that encompasses line maintenance, scheduled and unscheduled maintenance, and forward deployed aircraft support. Heavy depot level maintenance services are also included in this contract that consist of but are not limited to Planned Depot Level Inspections (PDM), Special Structural Inspections (SSI), Enhanced Special Structural Inspections (ESSI), Aircraft Service Life Extension Program (ASLEP) installations, and subsequent USN special inspections adopted by CBP . There is but a finite number of special Depot Level tooling available for performing sustainment type work, shared with the United States Navy and other Government agencies. The successful bidder will either acquire the required special tooling/facilities to perform all Depot Level work or enter into a teaming partnership with another vendor. The Government encourages a teaming effort that would take advantage of multiple Depot Level facilities capable and equipped to perform these functions. The Government reserves the right to augment P-3 Depot level services under a separate contract. Performance measures for the Organizational Level effort will be tied to mission completion success and launch rates, not operational readiness figures. Depot Level performance measures will be tied to mutually agreed upon delivery schedules, milestones, and cost / material management.

C.5.2.3 FAA AND DOD REGULATIONS

Contractor shall maintain all Government aircraft in accordance with 14 CFR, Department of Defense (DoD) regulations and or OEM specifications as applicable.

C.5.2.4 CBP AIRCRAFT SERVICING

The Government requires timely and efficient aircraft servicing to successfully meet all mission requirements.

The Contractor shall provide for aircraft servicing of all aircraft to ensure they are ready to launch when required by the Government

C.5.2.5 AVIATION FUEL AND POL MANAGEMENT PROGRAM

An effective fuels and POL management program is essential to maintaining launch readiness and an effective safety and airworthiness program.

The Contractor shall develop and implement an aviation fuel and POL management program.

Although most Government aircraft fuel and POL requirements are provided by the Government through Government Host-Tenant agreements with the DoD installation, the Contractor shall ensure the Contractor's overall program complies with MIL-STD-1548B, "Into plane delivery of fuel and oil at commercial airports."

C.5.2.6 AVIONICS

C.5.2.6.1 The Contractor shall maintain all aircraft sensors, sensor equipment, sensor components, communications and navigation equipment, flight instruments and other installed electronic equipment in accordance with FAA requirements and the manufacturer's specifications.

C.5.2.6.2 The Government will assist the Contractor with avionics and other related services that are only available through DoD. Current Interagency Agreements are with:

- U.S. Navy AIMD Norfolk for APS-145 support
- U.S. Navy AIMD Jacksonville for engine/propeller support
- U.S. Navy Depot North Island for rotordome gearbox support
- USAF Depot Warner Robins for APG-63 support

C.5.2.6.3. The Radar, Camera and Navigation Systems currently installed on Government P-3 aircraft are shown in Appendix 3.

C.5.2.7 AIRFRAME, POWER PLANT AND PROPELLER SYSTEMS

The Contractor shall perform maintenance, in accordance with manufacturers' recommendations, specification, bulletins, letters, technical data and shall comply with all mandatory directives and regulations. Maintenance includes: trouble shooting, repair and replacement of unserviceable parts, calibration of test equipment, scheduled maintenance inspections, selected rework of engines, propellers and hot section inspections. The Contractor shall use OEM approved/authorized vendors for major components, repair, and overhaul for engines and propellers. A Government Memorandum of Understanding is in place with the U.S. Navy, I-level engine facility in Jacksonville, Florida and is available to the Contractor if desired.

C.5.2.8 CORROSION CONTROL PROGRAM

C.5.2.8.1 CBP P-3 assets are getting older in both relative and absolute terms. The current expected service life of these aircraft is much longer than anticipated. In order to perform assigned missions, CBP P-3s must be prepared to operate in all environments, some of which are among the most corrosive on Earth. CBP has unique corrosion-related issues. Coatings used on CBP P-3s are formulated to perform special functions, such as resistance to a highly concentrated salt water environment. Accordingly, the Government has a requirement for a comprehensive corrosion control and prevention that places strong emphasis on preserving the integrity of coated surfaces. For example, the Government anticipates that a corrosion control and prevention program will

include the use of the mildest, least intrusive method for corrosion removal/treatment with a strong emphasis on preserving the in place coating system.

The Contractor shall implement an aircraft corrosion- control program that has the objectives of aircraft life preservation and airworthiness. The Contractor shall ensure the program encompasses exterior surfaces, hidden surfaces, aircraft equipment and aircraft system components to include turbine engine power recovery and desalting aircraft washes. The corrosion control program will emphasize not breaking the paint system in place.

C.5.2.8.2 The Contractor shall document, at a minimum, the aircraft and engine corrosion control treatment performed, treatment site, and name of the individual responsible for the corrosion inspection and treatment.

C.5.2.9 AIRCRAFT SUPPORT EQUIPMENT

The Contractor shall perform maintenance on all aircraft ground support and test equipment. The Contractor shall conduct periodic mileage, calendar, hourly inspections, and preventive maintenance. The Contractor shall subcontract GSE maintenance beyond the site capability. GSE may be operated by the Contractor, Government employees and third party Contractors approved by the Aviation Maintenance Officer.

C.5.2.10 CALIBRATION PROGRAM

C.5.2.10.1 The Contractor shall institute a calibration program and develop a Precision Measurement Equipment List (PMEL). The Contractor shall ensure the PMEL consists of all test and diagnostic equipment, special tools, and gauges requiring periodic checks and calibration certification.

C. 5.2.10.2 The Contractor shall perform calibration functions in accordance with the standards of the US Bureau Weights and Measures. The Contractor shall maintain the PMEL certification documentation at the site/unit using the calibrated equipment.

C.5.2.11 SURVIVAL EQUIPMENT

The Contractor shall institute a program to inspect, repair and certify all personal and aircraft survival equipment. The Contractor shall certify all survival equipment in accordance with applicable Regulations. Survival Equipment is listed in Appendix 4 to this SOW.

C.5.2.12 QUALITY CONTROL PLAN

C.5.2.12.1 The Quality Control Plan (QCP) is a fundamental element of a Quality Management system. The plan should, in general, outline Quality Control activities that will be implemented, and include a scheduled time frame that follows preparation from its initial development through to reporting requirements. It should contain an outline of the processes and schedule to review all quality source categories. The QCP is an internal document to organize, plan, and implement quality

activities. Once developed, the QCP can be referenced and used in subsequent quality activities, or modified as appropriate. This QCP should be available for external review. In developing and implementing the QCP, it may be useful to refer to the standards and guidelines published by the International Organization for Standardization or other industry standards. The QCP is intended to be revised and reflect new information that becomes available as the program develops, methods are improved, or additional supporting documents become necessary. It is critical to a successful Quality Management Program when processes change or discrepancies are discovered that timely corrective action taken.

The Contractor shall implement an aircraft corrosion control program that has the objectives of aircraft life preservation and airworthiness. The Contractor shall ensure the program encompasses exterior surfaces, hidden surfaces, aircraft equipment and aircraft system components to include turbine engine power recovery and desalting aircraft washes. The corrosion control program will emphasize not breaking the paint system in place.

C.5.2.12.2 The Contractor shall provide recommended changes that improve the QCP. The Contracting Officer will determine the acceptability of all proposed changes and revisions to the QCP before implementation.

C.5.2 12.3 The Contractor shall make all records and data related to quality control available to the Government upon request. The Contractor shall ensure the records are standardized. The Contractor shall ensure records, data or other inspection documentation used for ensuring that proper maintenance services are performed are verified and reviewed for accuracy.

C.5.2.12.4 The Contractor's QCP shall provide for an on-going trend analysis under the Airline Transportation Association (ATA) coded system and established Engine Trend Monitoring Systems. The Contractor may utilize the current software package, Electronic Maintenance Record Keeping System (EMRKS), to facilitate trend analysis or software of the Contractor's choice.

C.5.2.13 LOGS AND RECORDS

The Contractor shall maintain the logs and records and other pertinent maintenance and inspection records in accordance with 14 CFR Part 43 and Part 91, and other FAA and DoD regulations and directives as required. The Contractor shall ensure the applicable logbooks or service record cards are properly completed and accompany the aircraft or component upon transfer, turn-in or shipment for overhaul and repair. The Contractor shall ensure logs and records are standardized throughout the fleet. The Contractor shall ensure all records/logs are available to the Government upon request.

C.5.2.14 CARMAC DATABASE

The Contractor shall maintain the CARMAC database to ensure all data is current and accurate. The Contractor shall up-date the database as required to reflect new aircraft acquisitions and losses.

C.5.2.15 ENGINEERING CHANGE PROPOSALS (ECP) AND SERVICE BULLETINS (SB)

The Contractor shall provide the COTR a cost estimate and obtain COTR approval before incorporating ECPs, Airframe/Power Plant Changes, mandatory SBs, and non-mandatory SBs . Contractor shall provide a recommendation with supporting rationale as to whether ECPs and SBs should be implemented.

C.5.2.16 AIRCRAFT CONFIGURATION MANAGEMENT

The Contractor shall perform alterations to Government aircraft (as defined in 14 CFR Part 43, Appendix A) when these alterations are signed and approved by the Government Configuration Control Committee. The Contractor shall not perform any other alterations on Government aircraft unless that alteration is a prototype approved in writing by the COTR. Contractor shall incorporate OEM- or DoD-approved alterations or continued airworthiness inspection requirements. Alterations may include, but are not limited to, the installation of special mission equipment, complete communication packages, and sensor systems.

The Contractor shall perform a configuration audit of all aircraft and provide recommendations and detailed cost estimates to achieve standardized configurations for all aircraft types to the Government 245 days after contract start date. Unless an aircraft configuration management tool is provided for by the Government, the Contractor shall also establish and maintain an updated configuration database to reflect new aircraft acquisitions and losses as well as alterations approved by the Government Configuration Control Committee and make this information available to the Government. For each aircraft, the database shall identify, by make/model/serial number, communications and navigation equipment, mission equipment, engines, and any other equipment or components that may be designated by the COTR.

C.5.2.17 TECHNICAL LIBRARY

The Contractor shall ensure technical libraries at each P-3 Operations Center are updated and maintained. The libraries consist of technical manuals, publications, directives, and Government approved inspection checklists applicable to the aircraft types and models. The Contractor shall also include in the technical libraries a Federal Aviation Regulatory Library, DoD and OEM Maintenance specifications, applicable parts catalogs, and component manuals. The Contractor shall maintain an updated list of all aircraft and equipment manuals in the Technical Library. The Government will provide the Contractor with access to the NATEC website.

C.5.2.18 AIRCRAFT INSPECTIONS

The Contractor shall perform all scheduled aircraft inspections in accordance with 14 CFR Part 43 and Part 91, other FAA and DoD regulations, and directives as required by the OEM.

C.5.2.19 FOREIGN OBJECT DAMAGE (FOD)

The Contractor shall develop and implement a comprehensive FOD program that shall include, but not be limited to, weekly FOD walks of the aircraft parking ramp, and daily hangar and aircraft FOD

checks. Contractor shall implement a Tool Control program that is integrated into the Contractor FOD program.

C.5.2.20 FOREIGN-OWNED AND OTHER GOVERNMENT AGENCY- OWNED AIRCRAFT MAINTENANCE SUPPORT

The Contractor shall provide maintenance and logistics support to foreign government-owned aircraft and aircraft owned by other U.S. agencies and departments at the direction of the Contracting Officer or the Contracting Officer's Technical Representative. Such activity primarily entails ground handling and servicing, and will be performed with the existing workforce, and not-to-interfere with operational requirements for P-3 aircraft maintenance requirements.

C.5.3 AIRCRAFT LOGISTICS

C.5.3.1 OBJECTIVES

C.5.3.1.1 To obtain a national Inventory Control Point (ICP) that provides responsive program-wide logistics support 24 hours a day, 365 days a year and achieves the highest possible aircraft mission readiness at the most economical cost utilizing such techniques as Just In Time (JIT) and virtual warehousing.

C.5.3.1.2 To establish and sustain an aggressive inventory management system that accurately forecasts usage requirements so that the range and depth of aircraft repairable spares and repair parts inventory are available to support the flight hour program.

C.5.3.2 REGULATIONS

The Contractor shall establish and maintain a logistic support system that meets the requirements of all applicable regulations, including but not limited to the following; OSHA 1910, 14 CFR, FAR Part 43.5, and applicable DoD and GSA regulations.

C.5.3.3 SUPPLY SOURCES AND CATEGORIES

The Contractor shall ensure each supply category is managed and processed in accordance with the unique requirements of each in terms of sources, methods of funding, and accounting requirements. See paragraph C.5.2.3.4 for listing of categories.

C.5.3.3.1 DEPARTMENT OF DEFENSE SUPPORT (DOD)

C.5.3.3.1.1 The DoD supply system is the primary source for P-3 aircraft parts. The budgeted dollars and spending authority for DoD requisitions will be allocated to applicable P-3 Operation Centers by object class and line item.

C.5.3.3.1.2 The Contractor shall place MILSTRIP requisitions into the appropriate DoD supply system, monitor and track the order, do follow-up, maintain current status, receive the parts, and complete the MILSTRIP transactions.

C.5.3.3.1.3 When invoices are received from DoD, the Contractor shall verify and certify in the IT System the receipt and return the invoices to the appropriate Operations Center budget analyst for payment. The Government will perform budget accounting of the DoD category funds.

C.5.3.3.2 AVIATION FUEL

C.5.3.3.2.1 The Government purchases aviation fuel from the Department of Defense (DoD) and commercial suppliers. The Contractor shall request the required fuel load from the appropriate source and supervise the refueling operations. The Contractor shall obtain a fuel receipt for all refuelings and record the transaction in CARMAC or an alternative system the day of the fuel purchase. Contractor shall obtain the fuel receipt from either the individual conducting the fueling or the fuel supplier.

C.5.3.3.2.2 When fuel invoices are received, the Contractor shall verify and certify the receipt in CARMAC or an alternative system and return the invoices to the Government site Budget Officer for payment. It is the Government's responsibility to perform budget accounting of the aviation fuel category funds.

C.5.3.3.3 AIRCRAFT AND EQUIPMENT SUPPORT

C.5.3.3.3.1 The Contractor shall purchase repair services and properly documented and traceable aircraft parts from commercial aircraft parts vendors, Federal Aviation Administration (FAA) certified Repair Stations, or Original Equipment Manufacturers (OEM). In addition to commercial aircraft support, the Contractor shall provide support to commercial equipment installed in Government-operated DoD aircraft.

C.5.3.3.3.2 The budgeted amount and spending authority to provide commercial aircraft parts and services will be provided to the Contractor by object class and line item.

C.5.3.3.4 SUPPLY CATEGORIES

CARMAC identifies several inventory types. The types currently in use are as follows:

- Type 1 - Stock
- Type 2 - Special Stock
- Type 3 - Sensor Equipment
- Type 4 - Reserved
- Type 5 - Reserved
- Type 6 - Support Equipment
- Type 7 - Intensive Managed Items

C.5.3.4 SUPPLY SUPPORT

C.5.3.4.1 INVENTORY CONTROLThe Government will own the inventory required to maintain the aircraft and systems. The Contractor shall deliver all inventory to the Government during contract phase-out.

C.5.3.4.2 REPAIRABLE ASSET CONTROL

It is critical for the Government to closely manage Repairable Assets. The CBP P-3 program has Repairable Assets valued in multi million dollars. In order for the Government to maintain control of valuable assets an aggressive Repairable Assets Control (RAC) plan will be required that will include procedures to expeditiously process repairable parts suitable for exchange or disposal, and aggressively monitor and the track repairable parts to ensure they are returned as quickly as possible. When parts are determined to be un-repairable and require disposal, non-repairable parts must be removed from inventory records.

C.5.3.4.2.1 The Contractor shall manage repairable spares due to the high replacement cost. The Contractor shall track each repairable component by part number and serial number.

C.5.3.4.2.2 The Contractor shall process components eligible for exchange credit so obligated funds may be quickly de-obligated and made available for other requirements.

C.5.3.4.2.3 Those components destined for overhaul/repair and return represent a major investment of aircraft spares inventory funds. Contractor shall process these components to the repair facility and manage until received serviceable into the inventory.

C.5.3.4.2.4 Contractor shall process components approved for disposal, delete from the inventory records, and recover limited storage space

C.5.3.4.3 CONSUMABLE INVENTORY

The Contractor shall manage the consumable inventory of aircraft spare parts and material. The Contractor shall develop inventory control procedures such as usage rate, First In First Out (FIFO) issue control, Just-In-Time inventory, Just In Case, and shelf life item management.

C.5.3.4.4 SUPPORT AND TEST EQUIPMENT INVENTORY

C.5.3.4.4.1 The Contractor shall evaluate equipment requirements continuously to ensure that necessary equipment is available to support the Government aircraft maintenance and flight hour program.

C.5.3.4.4.2 The Contractor shall provide recommended additions or replacement through the oversight AMO to the Contract Property Administrator for review and approval.

C.5.3.4.5 INTENSIVE ASSETS MANAGEMENT

It is critical for the Government to closely manage high value assets. The CBP P-3 program has

certain high value, critical or special assets that will require an intensive management program. CBP P-3 Type 3 and Type 7 assets are valued in multi-million dollars. In order to maintain control of high-value assets, the Government's expectation is that an intensive assets management plan will be required to implement aggressive inventory control procedures to monitor and track high value assets.

The Government will identify certain high value, critical or special assets that will require management. The Contractor shall develop inventory control procedures to manage these assets. Other items may be added to the list at the Government direction. The Contractor shall manage all equipment identified as Type 7 and Type 3 inventory items.

C.5.3.4.6 EXCESS INVENTORY MANAGEMENT

The Contractor shall establish an excess inventory control program that routinely identifies excess aircraft material and equipment and report to the Contract Property Administrator (CPA) any recommendations for disposal. If the CPA approves the disposal, the Contractor shall dispose of the excess inventory in accordance with the appropriate regulations.

C.5.3.4.7 ANNUAL INVENTORY

C.5.3.4.7.1 The Contractor shall conduct an annual joint GFP inventory during the fourth quarter of the fiscal year on a schedule mutually agreeable to the Government and the Contractor. The Contractor shall reconcile and consolidate the site results into one master inventory report. The Contractor shall deliver the consolidated annual inventory report to the CPA no later than 20 days after the inventory cut off date.

C.5.3.4.7.2 The Contractor shall prepare a financial inventory summary report that accounts for all transactions occurring between the consolidated annual inventory cut-off date and midnight, September 30th. The Contractor shall deliver the report to the CPA no later than October 15th.

C.5.3.4.8 SPECIAL INVENTORIES

The Contractor shall conduct special inventories as required by the Contracting Officer. Special inventories may encompass a complete wall-to-wall physical count requirement or only one line item/commodity of stock or equipment. The Contractor shall complete and report special inventories no later than 15 calendar days after receipt of the request.

C.5.3.4.9 END OF CONTRACT INVENTORY

The Contractor shall conduct a complete wall-to-wall inventory of all GFP provided under this contract at the time of contract termination. If there is no new Contractor taking over the Government aircraft maintenance program, the Contractor shall conduct the termination inventory with a Government representative. If a new Contractor is phasing in, the Contractor shall conduct a joint wall-to-wall inventory with the new Contractor and the Government representative.

C.5.3.5 TRANSPORTATION

C.5.3.5.1 Third party billings by vendors against existing Government transportation accounts are strictly forbidden. Third party billings against contractor negotiated transportation accounts are authorized.

C.5.3.5.2 The contractor shall identify international shipping requirements to a Government representative in sufficient time for the Government to prepare the Government Bill of Lading (GBL) and meet the required shipment schedule.

C.5.3.5.3. Transportation insurance coverage for commercial shipments is covered by 48 CFR, Chapter 47.102.

C.5.3.5.5 The Contractor shall utilize a broker (when appropriate) to expedite the import and export of materials used in support of Government aircraft.

C.5.3.6 ADDITIONAL TASKS

C.5.3.6.1 CRASH DAMAGE AIRCRAFT SUPPORT

The Contractor shall provide recovery and repair of Government accident damaged aircraft as directed by the COTR.

C.5.3.6.2 THIRD PARTY LOGISTICS SUPPORT

The Contractor shall notify a Third Party Contractor of a requirement for on-site Government oversight for any major aircraft work being performed at a facility other than those locals listed in the Technical Library. When directed by the COTR, the Contractor shall provide logistics support to the third-party contractors. The Contractor shall provide on-site support that includes but is not limited to requisitioning repair parts and material from DoD and commercial sources and packaging and shipping repairable assets to the appropriate repair facility.

C.5.4 ADMINISTRATIVE AND OTHER REQUIREMENTS

C.5.4.1 FACILITIES

C.5.4.1.1 FACILITY MAINTENANCE

C.5.4.1.1.2 The Contractor shall provide facility maintenance and custodial services for all aviation facilities listed under Attachment 1, unless otherwise provided for by CBP. The Government will furnish all supplies and equipment necessary to provide facility maintenance, janitorial / custodial and grounds maintenance services as well as coordinate the activities of third-party contractors employed to provide services outside of the work scope outlined within this SOW.

The Contractor's responsibility of Facility Maintenance and Grounds Maintenance is to maintain the buildings and grounds to assure an attractive, safe, clean and serviceable facility. The scope of those responsibilities is outlined in the following two paragraphs.

Facility Maintenance responsibilities are as follows: insuring that the facility is properly identified by address and name, replacement of interior and exterior light bulbs (max height 32' using scissors lift), interior painting (i.e. touch-up and small areas no larger than a standard-sized office), minor carpentry work (i.e. patching small holes, assembling bookshelves, repairing door frames, repairing cabinets, adjusting doors, replace / tighten loose or missing hardware), minor repairs to office furniture (i.e. re-glue joints and trim, replace casters, tighten hardware, secure electrical cords and power strips), minor electrical repairs to 120 volt systems only that do not conflict with local electrical code (i.e. replace light switches, outlets, circuit breakers and power strips), minor plumbing repairs that do not conflict with local plumbing code (replace toilet seats, float assemblies, tank flapper valve, repair leaky faucets and drains, replace filters for drinking fountains and sinks), replace ventilation filters, drain air compressor and regulators, minor false-ceiling repairs (replace tiles, patch small holes), hang pictures and signs, monitor the facility systems and notify the customer of any failure or scheduled servicing and/or maintenance that requires an outside vendor / contractor.

Grounds maintenance responsibilities are as follows: empty exterior trash cans, ensure that the parking lot and aircraft ramp are clean, mow the grass, clean the sidewalks, edge / trim the grass and shrubs, water the grass and flower beds and maintain the flower beds (i.e. pull / poison weeds, replace dead flowers and plants and snow and ice removal from walkways).

Site personnel regulated under a collective bargaining agreement (CBA) must not exceed the scope of duties and responsibilities of their job classification (including work requiring special certifications and/or licensing).

The Contractor is responsible to notify the Government of any damage or defects found with any facility equipment, structure, ramps or systems located within the building or on the facility grounds.

The Government acknowledges that due to the complexity of its facilities, Contractor personnel employed on this aircraft maintenance contract do not have the required licensing, certifications, engineering background, experience and or training to troubleshoot, repair, inspect or test industrial systems and are not responsible for the following:

C.5.4.1.1.2 3 Vendors / Contractors

1. Selecting or advising the customer on which vendor / contractor to hire for work to be performed at the CBP facility. This would include researching the phone book or internet, recommending a company, scheduling appointments, scheduling work dates and/or making phone calls on behalf of the customer.
2. Soliciting bids or advising the customer on which bid is acceptable or within reason. This would include the pricing of labor, materials, supplies and delivery / transportation fees.
3. Completing the required paperwork (-148) for the items mentioned above.
4. Verifying that the vendor / contractor is licensed and insured.
5. Escorting vendors / contractors to and from the front gate and during their stay on the

compound.

6. Providing assistance to the vendor / contractor during testing, inspections, troubleshooting, servicing, operating equipment and provide assistance by helping (labor).
7. Insuring that the vendor / contractor are using proper lock out / tag out procedures and other related safety measures except where failure to comply with OSHA regulations may harm National Contractor employees.
8. Inspecting or verifying that the work performed and material used by the vendor / contractor is acceptable and to the standards set by the customer and vendor / contractor agreement.
9. Signing for any work completed and goods or services received.
10. Contacting vendors / contractors concerning warranty issues.

C.5.4.1.1.2.4 AFFF Systems

1. Complying with any test, inspection, troubleshooting removal / replacing parts or servicing of the AFFF pumping system, water supply system, electrical panels and alarm system. This would include the running of the pumps and adding additive (chemical) to the water supply system.
2. Providing assistance to the vendor / contractor during the certification process on the AFFF system, sprinkler system, electrical control panel and alarm system.
3. Signing any serviceable / certified tags (green cards) on any of the items mentioned above.
4. Resetting any of the emergency systems once activated either during a test, inspection, troubleshooting, servicing or actual emergency situation.

C.5.4.1.1.2.5 Facility Monitoring / Computer System

1. Troubleshooting and reprogramming the computer / monitoring system.

C.5.4.1.1.2.6 HVAC / Boilers

1. Troubleshooting, adjusting, replacing parts, servicing or maintenance on plumbing, pumps, boilers and electrical components.

2. Adding additive (chemical) to the water supply.
3. Draining the systems.

C.5.4.1.1.2.7 Chillers / Air Handlers

1. Troubleshooting, adjusting, replacing parts, servicing or maintenance on the compressors, plumbing, motors/belts and electrical components.

C.5.4.1.1.2.8 Heaters

1. Troubleshooting, testing, adjusting, replacing parts, plumbing, servicing or maintenance on the gas heaters or regulators.

C.5.4.1.1.2.9 Electrical

1. Troubleshooting, testing, removal / replacing parts or maintenance on any system higher than 120 volts.
2. Rewiring of existing, relocation or installation of 120 volt systems.

C.5.4.1.1.2.10 Plumbing

1. AFFF, fire sprinklers and fire hoses.
2. Natural gas.
3. Supply lines outside of the facility.

C.5.4.1.1.2.11 Gates / Fences

1. Troubleshooting, replacing parts, reprogramming, servicing and maintenance on the electrical panels, hydraulic unit and clutch assembly.
2. Inspecting the gates and fence line for serviceably (breach).
3. Repairing damaged fencing, gates and structure.

C.5.4.1.1.2.12 Facility Security Systems

1. Troubleshooting, resetting, testing, removal / replacing parts or maintenance on the intercom system, camera systems, card readers and door locking devices or any systems related to these mentioned items.

C.5.4.1.1.2.13 Ramps / Flight Lines

1. Repairing, patching, sealing or modifying the ramp surfaces.

C.5.4.1.2 REPAIRS

C.5.4.1.2.1 The Contractor shall perform minor maintenance required for the upkeep of electrical, plumbing, general repairs and/or carpentry services of the exterior and interior of the CBP facilities including the offices, shops, hangars, break rooms, restrooms and conference rooms within the scope as noted in C.5.3.5.1. Maintenance of facility utility systems is not to conflict with local electrical, plumbing or building codes.

C.5.4.1.2.2 The contractor is not responsible for any major and/or minor alterations and repairs to the interior or exterior that requires adding or removing walls, door ways, windows, electrical systems,

umbing, ventilation, security or fire protection / safety systems.

5.4.1.2.3 Any Environmental directives either issued by the host military base or the regulating entity concerning the operation of the CBP facility, except those operations directly performed by Contractor employees are the responsibility of the government to coordinate and implement.

C.5.4.5.2 CUSTODIAL CARE

C.5.4.5.2. 1 The Contractor shall perform janitorial services of all office spaces, conference rooms, hangar work areas, maintenance shops, wash rooms, bathrooms, gyms and break areas and maintain these spaces in a clean, sanitized, neat and orderly condition. Custodial care includes sweeping, mopping, scrubbing, waxing and polishing floors; removing trash and other refuse; dusting office equipment and fixtures; cleaning interior office windows; polishing fixtures and trim; cleaning lavatories, showers and restrooms.

C.5.4.5.2.2 Since janitors / custodial workers do not require security clearances per the contract, any custodial work requested in an area containing open classified material will require a CBP employee escort.

C.5.4.5.2.3 Janitorial services does not include washing dishes, cleaning out the refrigerator, watering employees plants, stocking copier paper and office supplies (copier room / offices), dusting and cleaning hangar equipment to include work benches, hardware or tool cabinets and drip pans, dusting and cleaning shop equipment or machinery and washing or cleaning government vehicles.

5.4.5.2.4 Janitorial services include the following:

1. Empty wastebaskets and trash containers throughout the facility.
2. Dust office furniture, desks, chairs, tables, file cabinets, bookcases, shelves, telephones, computers, picture frames, radiators, and low horizontal surfaces to include sills, ledges and moldings.
3. Spot clean desktops and furniture.
4. Sweep, mop and wax floors.
5. Vacuum carpet floors.
6. Spot clean spills and stains on carpets.
7. Spot clean interior walls and doors.
8. Spot clean reception lobby glass (interior / exterior) including front or partition doors and exterior 1st floor windows.
9. Clean and sanitize drinking fountains.
10. Sweep, spot clean and mop hangar floor.
11. Maintain inventory and replenish cleaning supplies as required.

5.4.2 HOURS OF OPERATION

Appendix 1 lists each site's current hours of operations.

C.5.4.3. STAFFING

The Contractor shall provide the necessary qualified and certified personnel with experience, education, certifications, and licenses appropriate to the task. The Contracting Officer/COTR retains the right to challenge the qualifications of ANY individual, proposed or performing, under this contract.

C.5.4.3.1 KEY PERSONNEL

The Contractor shall designate the following individuals as key personnel: the program manager; the first line staff at the Contractor's program office; the Contractor's site manager, assistant site managers, supply supervisor, quality control inspectors at the P-3 Operations Centers and Depot Facility(s). The Contractor shall notify the Government before replacing personnel in these positions.

C.5.4.4 CERTIFICATION REQUIREMENTS

The contractor shall ensure all employees filling a labor category entitled "Aircraft Mechanic" possess a FAA Airframe and Power plant (A&P) certification or obtain an FAA authorization to test. The contractor shall ensure all Quality Control personnel possess a FAA Inspection Authorization (IA) certification. At least one fully qualified non-destructive inspection technician will be assigned to each P-3 Operations Center.

5.4.5 UNIFORMS

The Contractor shall provide distinctive uniforms for all site personnel. Contractor shall ensure uniforms consist of, at a minimum, shirts and pants, and comply with Occupational Safety and Health Administration (OSHA) standards for each job position established. Contractor shall ensure uniforms display each employee's last name prominently. Contractor shall ensure uniforms are worn by all personnel during their assigned shifts. Personnel on deployments may not be required to wear the uniform at the discretion of the AOS AMO, DAO, or designated representative.

C.5.4.6 TRAINING

The Contractor shall provide a fully qualified and trained workforce. Training costs are unallowable except in instances where the Government introduces maintenance requirements not originally contemplated at contract formation. At its discretion, the Government may approve other training on a case by case basis.

C.5.4.7 TRAVEL REPORTS

Contractor program management personnel shall submit to the COTR trip reports within 15 working days after completion of travel. The contractor shall ensure the trip report consists of the following information as a minimum: travel dates, purpose, destination, brief description of results, and action items for CBP (if any).

5.4.8 "FLOOR CHECK" SUPPORT

The Contractor shall provide upon request by the site AMO a report that lists hours worked by employee name to

Facilitate independent Government “floor check” verification of the accuracy of the invoicing system. Contractor may use an existing internal document in lieu of generating a special report so long as the document allows the CMO to readily verify hours worked by any employee for the day requested.

C.5.4.9 NEW ACQUISITION SUPPORT PLANS

Upon notification by the Government of a new or additional aircraft acquisition, the Contractor shall submit a cost proposal to the Contracting Officer at a suspense date determined by the Government for the personnel, support equipment, test equipment, special tools, technical data, training, and initial aircraft parts stocking requirements. The Contractor shall incur no costs without the approval of the Contracting Officer.

C.5.4.10 COST AND FINANCIAL MANAGEMENT

The Contractor shall provide monthly the budgeted, estimated, and actual costs for the following cost categories down to the site level: Labor, Overtime, Training, Travel, and Materials. The Contractor shall explain differences between budgeted, estimated, and actual costs for each category. The Contractor shall also provide a cost forecast using the same categories for the remaining contract period and suggestions to address any potential cost shortfalls.

C.5.4.11 SAFETY

The Contractor shall develop and institute a comprehensive ground safety program, in accordance with applicable Occupational Safety and Health Administration (OSHA) standards, Environmental Protection Agency (EPA) standards, and Department of Defense (DoD) safety and health requirements. In addition, the Contractor shall take a proactive role in the administration of the CBP Air and Marine ground safety program, working closely with and providing consultation to local CBP Air and Marine Collateral Duty Safety Officers (CDSO), as well as providing safety and health data/reports/alerts to CBP Air and Marine Headquarters safety and health personnel as requested. This proactive role recommended for the Contractor includes, but is not limited to the items listed in this section or below. In turn, both the local and Headquarters Government CBP Air and Marine management team shall work with the Contractor to ensure all safety and health issues that effect either the Contractor or the Government is properly addressed. The Government management team will also obtain any local/state government or Federal government certificates that may be required.

- Conduct local safety and health workplace inspections.
- Assist CDSO in managing the local CBP Air and Marine ground safety program.
- Assist CDSO in advising local DAO field management staff on local safety and health matters.

C.5.4.11.1 HAZARDOUS WASTE MANAGEMENT

The hazardous waste products that may be generated as a result of this contract include, but are not limited to aviation fuels, lubricants, cleaning compounds, solvents and optics coatings. The Contractor shall manage all hazardous waste generated in accordance with all local, state, DoD, and federal regulations, standards, requirements, and or best industry practices.

C.5.4.11.2 OSHA BLOODBORNE PATHOGEN STANDARD (1910.1030)

The Contractor shall take appropriate action, e.g., training and inoculations, to protect their employees who can reasonably be expected to come into contact with blood and other body fluids in carrying out or in performing duties. The Contractor shall also consider when deploying outside the United States additional inoculations recommended and training required by the State Department, DoD, or other government agencies.

C.5.4.12 FORMS AND DOCUMENTATION

The Contractor shall provide the necessary forms for documenting and recording flight time, discrepancies, maintenance actions, material and parts requirements, work orders, and any other forms and documents required for maintenance documentation of flight time and maintenance or material actions. The Contractor shall include a flight release statement on any forms that document the performance of maintenance actions or scheduled and unscheduled aircraft maintenance inspections. The Contractor shall submit all forms developed for use on this contract to the COTR for review and approval by the Contracting Officer prior to being implemented into the aircraft maintenance program. Once approved, these forms become the property of CBP. The Contractor shall ensure all forms are consistent with existing information requirements to ensure compatibility with CARMAC or an alternative system.

C.5.4.13 Phase-in and Phase-out

C.5.4.13.1 The Contractor shall conduct a 60-day Phase-In of the contract. During Phase-In, the Contractor shall conduct those activities necessary to ensure an orderly and efficient transition to the new contract that results in assuming full responsibility for meeting contract requirement with no degradation of performance.

C.5.4.13.2 The Contractor shall conduct a 60-day Phase-Out of the current contract. The contractor shall cooperate with successor contractor to effect an orderly and efficient transition ensuring no degradation of support during this period. Contractor shall permit the following types of activities during Phase-Out.

C.5.4.13.3 Allow selected personnel to remain on the job to help the successor maintain the continuity and consistency of the services required by this contract.

C.5.4.13.4 Disclose current personnel names and allow the successor to conduct on-site interviews with these employees.

C.5.4.13.5 If selected employees are agreeable to the change, the Contractor shall release them at a mutually agreeable date and negotiate transfer of their earned fringe benefits to the successor.

C.5.4.13.6 Ensure close coordination and training of successor contractor on CARMAC and its associated applications or alternative system.

C.5.4.14 END OF EMPLOYMENT ACTIONS

The Contractor shall ensure that all security related items such as badges, access devices, and official passports are surrendered by employees upon termination of employment on this contract.

C.5.4.15 **CONTRACT DELIVERABLES** See Appendix 9.

C.5.5 INFORMATION TECHNOLOGY (IT) SUPPORT

5.1 SYSTEM OVERVIEW

5.1.1 CARMAC is a legacy mainframe application that includes a logistics module and an aircraft maintenance module. CARMAC is fully integrated with the following individual applications: Air Program Automated Tracking System (APATS), Integrated Logistics Support (ILS), and Government Furnished Property (GFP). These applications are critical to day-to-day operations. The systems automate many aircraft maintenance related activities, such as: inventory control and aircraft maintenance tracking (CARMAC); funds distribution (APATS); non-expendable inventory and depreciation tracking (GFP), and purchasing and accounts payable (ILS). CARMAC is a multi-faceted system that was developed to satisfy a requirement for an automated system that would keep track of the inventory of spare parts, special tools, and support equipment. The CARMAC system will be administered and maintained under a separate contract. Under this contract, the Contractor will be responsible for timely and accurate data inputs only. Appendix 6 lists typical CARMAC reports.

5.1.2 APATS tracks and reports the Operations and Maintenance (O&M) budget from the Congressional funding level all the way down to commitments and obligations at the Branch level. APATS was developed in response to a Congressional mandate to track, and report on, the O&M budget down to the aircraft line item level. Appendix 7 lists typical APATS reports.

5.1.3 ILS was designed to fulfill an automated logistics system support requirement. This system provides a means to track requisitions/orders placed with vendors, receipts, payments made to vendors, commitments, and expenditures. Appendix 8 lists typical ILS reports.

5.1.4 GFP was developed to report financial information required by the Chief Financial Officer's Act of 1990. GFP provides an accounting of the non-expendable aircraft material inventory and it provides the required financial information. The GFP system was approved by the Personal Property Team as an alternate property system due to the sufficiently large number of property items and transactions. Appendix 5 lists typical GFP reports.

5.1.5 Each of the systems described above are integrated with each other.

C.6 Security

The following sets forth basic policies and general information found in the Federal Acquisition Regulations (FAR), it prescribes administrative procedures for safeguarding information within industry and the specific, required clauses that must be written on classified contracts: Part One: Subpart 4.4—Safeguarding Classified Information Within Industry and Part Two: 52.204- 2 Security Clause Requirements.

Part One:

Subpart 4.4—Safeguarding Classified Information Within Industry
4.402 General.

(a) Executive Order 12829, January 6, 1993 (58 FR 3479, January 8, 1993), entitled “National Industrial Security Program” (NISP), establishes a program to safeguard Federal Government classified information that is released to contractors, licensees, and grantees of the United States Government. Executive Order 12829 amends Executive Order 10865, February 20, 1960 (25 FR 1583, February 25, 1960), entitled “Safeguarding Classified Information Within Industry,” as amended by Executive Order 10909, January 17, 1961 (26 FR 508, January 20, 1961).

(b) The National Industrial Security Program Operating Manual (NISPOM) incorporates the requirements of

Executive orders. The Secretary of Defense, in consultation with all affected agencies and with the concurrence of the Secretary of Energy, the Chairman of the Nuclear Regulatory Commission, and the Director of Central Intelligence, is responsible for issuance and maintenance of this Manual. The following DoD publications implement the program:

(1) National Industrial Security Program Operating Manual (NISPOM) (DoD 5220.22-M).

(2) Industrial Security Regulation (ISR) (DoD 5220.22-R).

(c) Procedures for the protection of information relating to foreign classified contracts awarded to U.S. industry, and instructions for the protection of U.S. information relating to classified contracts awarded to foreign firms, are prescribed in Chapter 10 of the NISPOM.

(d) Part 27—Patents, Data, and Copyrights, contains policy and procedures for safeguarding classified information in patent applications and patents.

4.403 Responsibilities of contracting officers.

(a) *Presolicitation phase.* Contracting officers shall review all proposed solicitations to determine whether access to classified information may be required by offerors, or by a contractor during contract performance.

(1) If access to classified information of another agency may be required, the contracting officer shall—

(i) Determine if the agency is covered by the NISP; and

(ii) Follow that agency's procedures for determining the security clearances of firms to be solicited.

(2) If the classified information required is from the contracting officer's agency, the contracting officer shall follow agency procedures.

(b) *Solicitation phase.* Contracting officers shall—

(i) Ensure that the classified acquisition is conducted as required by the NISP or agency procedures, as appropriate; and

(ii) Include—

(A) An appropriate Security Requirements clause in the solicitation (see 4.404); and

(B) As appropriate, in solicitations and contracts when the contract may require access to classified information, a requirement for security safeguards in addition to those provided in the clause (52.204-2, Security Requirements).

(c) *Award phase.* Contracting officers shall inform contractors and subcontractors of the security classifications and requirements assigned to the various documents, materials, tasks, subcontracts, and components of the classified contract as follows:

(1) Agencies covered by the NISP shall use the Contract Security Classification Specification, DD Form 254.

The contracting officer, or authorized representative, is the approving official for the form and shall ensure that it is prepared and distributed in accordance with the ISR.

(2) Contracting officers in agencies not covered by the NISP shall follow agency procedures. 4.404 Contract clause.

(a) The contracting officer shall insert the clause at 52.204-2, Security Requirements, in solicitations and contracts when the contract may require access to classified information, unless the conditions specified in paragraph (d) of this section apply.

(b) If a cost contract (see 16.302) for research and development with an educational institution is contemplated, the contracting officer shall use the clause with its Alternate I.

(c) If a construction or architect-engineer contract where employee identification is required for security reasons is contemplated, the contracting officer shall use the clause with its Alternate II.

(d) If the contracting agency is not covered by the NISP and has prescribed a clause and alternates that are substantially the same as those at 52.204-2, the contracting officer shall use the agency-prescribed clause as required by agency procedures.

52.204-2 Security Clause Requirements.

prescribed in 4.404(a), insert the following clause:

Security Requirements (Aug 1996)

(a) This clause applies to the extent that this contract involves access to information classified "Confidential," "Secret," or "Top Secret."

(b) The Contractor shall comply with—

(1) The Security Agreement (DD Form 441), including the *National Industrial Security Program Operating Manual* (DoD 5220.22-M); and

(2) Any revisions to that manual, notice of which has been furnished to the Contractor.

(c) If, subsequent to the date of this contract, the security classification or security requirements under this contract are changed by the Government and if the changes cause an increase or decrease in security costs or otherwise affect any other term or condition of this contract, the contract shall be subject to an equitable adjustment as if the changes were directed under the Changes clause of this contract.

(d) The Contractor agrees to insert terms that conform substantially to the language of this clause, including this paragraph (d) but excluding any reference to the Changes clause of this contract, in all subcontracts under this contract that involve access to classified information. (End of clause)

Alternate I (Apr 1984). If a cost contract for research and development with an educational institution is contemplated, add the following paragraphs (e), (f), and (g) to the basic clause:

(e) If a change in security requirements, as provided in paragraphs (b) and (c), results (1) in a change in the security classification of this contract or any of its elements from an unclassified status or a lower classification to a higher classification, or (2) in more restrictive area controls than previously required, the Contractor shall exert every reasonable effort compatible with the Contractor's established policies to continue the performance of work under this contract in compliance with the change in security classification or requirements. If, despite reasonable efforts,

Contractor determines that the continuation of work under this contract is not practicable because of the change in security classification or requirements, the Contractor shall notify the Contracting Officer in writing. Until resolution of the problem is made by the Contracting Officer, the Contractor shall continue safeguarding all classified material as required by this contract.

(f) After receiving the written notification, the Contracting Officer shall explore the circumstances surrounding the proposed change in security classification or requirements, and shall endeavor to work out a mutually satisfactory method whereby the Contractor can continue performance of the work under this contract.

(g) If, 15 days after receipt by the Contracting Officer of the notification of the Contractor's stated inability to proceed, (1) the application to this contract of the change in security classification or requirements has not been withdrawn, or (2) a mutually satisfactory method for continuing performance of work under this contract has not been agreed upon, the Contractor may request the Contracting Officer to terminate the contract in whole or in part. The Contracting Officer shall terminate the contract in whole or in part, as may be appropriate, and the termination shall be deemed a termination under the terms of the Termination for the Convenience of the Government clause.

Alternate II (Apr 1984). If employee identification is required for security or other reasons in a construction contract or architect-engineer contract, add the following paragraph (e) to the basic clause:

(e) The Contractor shall be responsible for furnishing to each employee and for requiring each employee engaged on the work to display such identification as may be approved and directed by the Contracting Officer. All prescribed identification shall immediately be delivered to the Contracting Officer, for cancellation upon the release of any employee. When required by the Contracting Officer, the Contractor shall obtain and submit fingerprints of all persons employed or to be employed on the project.

APPENDIXES

APPENDIX 1	TYPES OF AIRCRAFT BY LOCATION/FLIGHT HOUR PROJECTIONS/SITE HOURS OF OPERATION
APPENDIX 2	DEFINITIONS AND COMMONLY USED AVIATION ABBREVIATIONS
APPENDIX 3	EO/IR, RADAR, NAVIGATION SYSTEM ASSETS
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APPENDIX 1

TYPES OF AIRCRAFT BY LOCATION/PROJECTED FLIGHT HOURS/SITE HOURS OF OPERATION

OPERATING LOCATIONS	SHIFT	TYPE AIRCRAFT	# ACFT	FLT HOUR REQ - FY08	ANNUAL FLT HOUR PER AIRCRAFT	MONTHLY FLT HOUR PER AIRCRAFT
P-3 Operations Center West	(b) (7)(E)	P-3	(b) (7)(E)	5,760	720	60
P-3 Operations Center East		P-3		5,760	720	60
Total P-3		11,520		720	60	

APPENDIX 2
DEFINITIONS AND COMMONLY USED AVIATION ABBREVIATIONS

AIRCRAFT SERVICING - The replacing of required fluids and gases necessary for the proper functioning of the aircraft and systems. Includes servicing all toilet facilities on applicable aircraft.

AIRCRAFT TRANSPORTATION ASSOCIATION (ATA) CODES

ALTERNATE CONTRACTING OFFICERS' TECHNICAL REPRESENTATIVE (ACOTR)

ALTERNATE SITE - Any operational location not defined as an AOS. The location may be in or out of the United States.

AUTOMATED AIRCRAFT INVENTORY MANAGEMENT CONTROL SYSTEM - The supply and inventory elements in CARMAC.

AVIATION OPERATIONAL SITE (AOS) - Primary U.S. Government operating location.

AVIATION MAINTENANCE INSPECTOR (AMI) - Government's aviation maintenance representative reporting to the AMO. They have the day to day oversight of Contractor operations and evaluation of Contractor performance in the field. Also referred to as a COFR.

AVIATION MAINTENANCE OFFICER (AMO) - Government's aviation maintenance representative. They have the day to day oversight of Contractor operations and evaluation of Contractor performance in the field. Also referred to as a COFR.

AVIONICS MAINTENANCE – Includes, but is not limited to, preventative maintenance, installation, modifications, inspection, test, calibration, fault isolation and repair of aircraft installed avionics/electrical systems.

AUTHORIZED GOVERNMENT REPRESENTATIVE (AGR)

CODE OF FEDERAL REGULATIONS (CFR)

COMPUTERIZED AIRCRAFT REPORTING AND MATERIAL CONTROL SYSTEM (CARMAC) - See C.5.4.2.1.

COMMERCIAL SOURCE - Supply support and services obtained from other than Government sources.

CONSUMABLE INVENTORY - Supplies and materials (bits and pieces) consumed in the normal course of accomplishing maintenance.

CONTRACT PROPERTY ADMINISTRATOR (CPA)

CONTRACTING OFFICER (CO) – The only Government individual authorized to award, modify, terminate, or otherwise change the contract.

CONTRACTING OFFICERS' FIELD REPRESENTATIVE (COFR) - AMO Maintenance Officer or Inspector. See Aviation Maintenance Officer or AMI.

CONTRACTING OFFICERS' TECHNICAL REPRESENTATIVE (COTR) - Contracting Officer's source of technical guidance for monitoring contractor performance. Responsibilities detailed in the COTR Designation Letter.

CONTRACTOR PURCHASING SYSTEMS REVIEWS (CPSR) - See Federal Acquisition Regulation 44.3.

GOVERNMENT FACILITIES - Buildings and grounds owned or controlled by the Government.

CBP AIR AND MARINE NATIONAL AVIATION CENTER (CNAC) CBP Air and Marine' Training and Standardization Branch located in Oklahoma City, OK.

DEPARTMENT OF DEFENSE (DoD)

DEPLOYMENT - Movement of personnel and equipment to an alternate AOS or other location.

DEPUTY CONTRACT PROPERTY ADMINISTRATOR (DCPA)

DESIGNATED REPRESENTATIVE - Any Government person to whom authority has been formally delegated.

DIRECTOR OF AIR OPERATIONS (DAO) - U.S. Government's senior representative responsible for a designated geographic area and located at an AOS.

ELECTRO-OPTICAL INFRARED SENSOR (EO/IR)

FEDERAL ACQUISITION REGULATION (FAR)

FEDERAL AVIATION ADMINISTRATION (FAA)

FIRST IN FIRST OUT (FIFO) - First inventory item received shall be first item issued.

FIRST LINE STAFF - Those individuals reporting directly to the contractor Program Manager.

FLIGHT HOUR PROGRAM - Annual flight hours allocated to the AOSs by CBP Air and Marine Headquarters Operations.

FORMAL TRAINING – Training conducted by an instructor. Training includes a certificate documenting successful completion of training. Not On the Job Training (OJT).

FORWARD LOOKING INFRARED RADAR (FLIR)

FULLY MISSION CAPABLE (FMC) - The aircraft and all its installed systems are operational and ready for flight.

GOVERNMENT FURNISHED PROPERTY (GFP) - Property, regardless of value, in the possession or control of a Contractor that was (1) directly acquired by the Government and subsequently furnished to the Contractor or (2) acquired by the Contractor with title resting in the Government.

GROUND SUPPORT EQUIPMENT (GSE) - Equipment required to support aircraft maintenance

activities. This includes, but is not limited to, flight line vehicles, flight line support equipment, fuel trucks and vehicles provided for supply support functions.

HOST-TENANT AGREEMENT – Formal facility related support agreements between Government agencies.

INTERAGENCY AGREEMENT – Any formal support agreements between Government agencies.

JUST IN CASE (JIC) INVENTORY – Maintaining stock levels of selected components to ensure availability to avoid mission disruption.

JUST IN TIME (JIT) INVENTORY - An inventory management technique to forecast stock levels so that parts and material will be available for maintenance activities without having to store items.

LINE REPLACEABLE UNITS (LRU) - Repairable unit, such as a radio, that is replaced to restore the end item to an operationally ready condition.

LINE ITEM - A designation within object class codes to cover specific monetary allocations. Each aircraft belongs to a specific line item.

LOGISTICS SUPPORT - Material or supply support.

MAJOR ALTERATION OR REPAIRS - As defined in 14 CFR.

MINOR ALTERATION OR REPAIRS – As defined in 14 CFR.

NATIONAL AVIATION TRAINING CENTER (NATC) - CBP aviation training and standardization centers located in Oklahoma City, OK and El Paso, TX.

NIGHT VISION GOGGLES (NVG)

OBJECT CLASS CODES (OCC) - A uniform classification identifying the transactions of the Federal government by the nature of the goods or the services purchased.

ON THE JOB TRAINING (OJT) - Other than formal training.

OPERATIONAL READY (OR) Aircraft is capable of safe flight in accordance with the Federal Aviation Administration (FAA) and/or DoD criteria.

PETROLEUM OIL AND LUBRICANTS (POL)

PHASE-IN PERIOD – 60 calendar day period immediately prior to contract start. Covered by a separate CLIN, this period involves those activities necessary to ensure the successor contractor can assume full accountability for the contract at contract start. Successful phase-in requires close coordination with the incumbent contractor.

PHASE-OUT PERIOD - 60 calendar day period immediately prior to completion of existing contract. Covered by current contract price, this period involves those incumbent activities necessary to ensure the new contractor can assume full accountability for the contract at contract start. Successful phase-out requires close coordination with the successor contractor.

PRECISION MEASUREMENT EQUIPMENT LIST (PMEL) - Equipment requiring calibration.

QUALITY CONTROL PLAN (QCP) - A process by which the Contractor ensures all aspects of the contract are performed in accordance with contract standards.

REPAIRABLE ASSETS - Parts capable of being repaired.

SCHEDULED MAINTENANCE - Maintenance performed at a prescribed time based on the following criteria: flight hours, calendar time, landings, and cycles.

SENSOR AND ELECTRONICS REPAIR FACILITY (SERF)

SITE - A location.

SPECIAL TOOL - Test equipment, aircraft/system specific equipment and common hand tools larger than one and one half inch or metric 32 mm in size.

SUPERVISORY AIR INTERDICTION AGENT (SAIA) – Responsible for a specific geographic area where there is no DAO assigned. Also, reports to a designated DAO.

SURVIVAL EQUIPMENT - This equipment includes, but is not limited to, flight helmets, life vests, life rafts, survival emergency kits, survival vests, and emergency breathing bottles.

TRANSIT AIRCRAFT - Any Government or Government- designated aircraft that requires service or maintenance support while away from home station.

UNSCHEDULED MAINTENANCE - All maintenance not defined as scheduled.

APPENDIX 3
EO/IR, RADAR, NAVIGATION SYSTEM ASSETS (SUBJECT TO CHANGE)

Radar System	QTY	Manufacturer
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(b) (7)(E)		
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IRDS

(b) (7)(E)

Camera Systems

(b) (7)(E)

Misc. Systems

(b) (7)(E)

**APPENDIX 4
SURVIVAL EQUIPMENT**

Type Equipment	Approximate Quantity in Service
Survival/Life Vests	209
Emergency Egress Device (HEED) Bottles	178
Life Rafts	80
PRC-90 Radios	230

APPENDIX 5
GOVERNMENT FURNISHED PROPERTY/INFORMATION/EQUIPMENT

GFP Reports:

<u>Report Number</u>	<u>Frequency</u>	<u>Report Description</u>
GFP803AA	Weekly	GFP Suspense Report
GFP805AA	Weekly	Weekly GFP Transactions Report
GFP804AA	Monthly	GFP Exceptions Report
GFP805AA	Monthly	Monthly GFP Transaction Report
GFP81 1AA	Monthly	CARMAC Exceptions Report
GFP801AA	Quarterly	GFP Non-Expendable Property Report
GFP802AA	Quarterly	GFP Non-Expendable Activity Report
GFP806AA	Quarterly	GFP Property Inventory Report By Site
GFP809AA	Quarterly	GFP Non-Expendable Property Report By Acquisition Code
GFP808AA	Annual	Disposed Property Offload Report

**APPENDIX 6
CARMAC REPORTS**

<u>Report Number</u>	<u>Frequency</u>	<u>Report Description</u>
ASUP850A	Daily	Maintenance Transaction Report
ASUP854A	Daily	Transaction Register
ASUP856A	Daily	Pool Item Transaction Report
ASUP862A	Daily	Sensor Item Transaction Report
ASUP861A	Daily	Inter-Agency Financial Report
ASUP884A	Daily	Daily DoD Requisition Report
ASUP801A	Weekly	Combined Pool and Sensor Inventory Report
ASUP804A	Weekly	Issue Report
ASUP806A	Weekly	Consumption Report
ASUP808A	Weekly	Hold Bin Inventory Report
ASUP809A	Weekly	Aircraft Component Removal Due/Overdue Report
ASUP813A	Weekly	Utilization Report
ASUP815A	Weekly	Stock and Sensor Inventory Report
ASUP817A	Weekly	Component Inventory Report
ASUP9 1 9A	Weekly	Requisition Summary Report
ASUP825A	Weekly	APATS Object Summary Report
ASUP826A	Weekly	Pool Inventory Report
ASUP834A	Weekly	Requisitions Received Not Certified Report
ASUP860A	Weekly	Adjusted Requisition Register
ASUP892A	Weekly	Repair Item Report
ASUP893A	Weekly	Supply Activity Report
Excel file via email	Weekly	P-3 Sustainment Inspection Status
ASUP820A	Bi-Weekly	DOD Outstanding Requisition Report
ASUP800A	Monthly	Combined Sensor and Pool Inventory Report
ASUP802A	Monthly	Combined Excess Stock Report
ASUP804A	Monthly	Aircraft/End Item Dollar Value Issue Report
ASUP814A	Monthly	Loss/Gain Report
ASUP816A	Monthly	Other Shipments Report
ASIP821A	Monthly	Equipment Inventory Report
ASUP826A	Monthly	Pre-expended Bin Stock Report By Part Number
ASUP827A	Monthly	Owned Equipment Report
ASUP837A	Monthly	Supply Transaction Count Report By Site
ASUP838A	Monthly	Recoverable Issue Report
ASUP839A	Monthly	Excess Stock Report By Part Number
ASUP841A	Monthly	Combined Stock Inventory Report
ASUP855A	Monthly	Transaction History Report
ASUP858A	Monthly	Stock Inventory Report (Microfiche)
ASUP849A	Monthly	Suspense/Training Report
ASUP881A	Monthly	Pre-expended Bin Stock Report By Bin Location
ASUP895A	Monthly	CBP Vendors Object Class Summary Report
ASUP897A	Monthly	Tool & Equipment Inventory Report
ASUP822A	Monthly	Monthly Aircraft Consumption Report

APPENDIX 6
CARMAC REPORTS (Continued)

<u>Report Number</u>	<u>Frequency</u>	<u>Report Description</u>
ASUP823A	Monthly	Monthly Aircraft Utilization Report
ASUP803A	Quarterly	Supply Shipment Report
ASUP842A	Quarterly	Parts Deleted Report
ASUP843A	Quarterly	Part Number Transaction History (Microfiche)
ASUP845A	Quarterly	Supply Activity Report
ASUP803	Annual	A Supply Other Shipment Transaction Report (Microfiche)
ASUP866A	Annual	Year-End Update Report
ASUP872A	Annual	Fiscal Year Supply Transaction Tape
ASUP873A	Annual	Fiscal Year Maintenance Transaction Tape
ASUP896A	Annual	Aircraft Component Removal Completed Report Microfiche)
ASUP908A	Annual	Aircraft Loss/Deletion Report
ASUP909A	Annual	Supply Turn-In Report (Microfiche)
ASUP836	As Requested	A Selected Bin Location Report and Inventory Count Cards
ASUP853A	As Requested	Selected Bin Location NRFI Report and Inventory Count Cards
ASUP9 1 9A	As Requested	Special Inventory Report
ASUP925A	As Requested	Work Order Report From History Tape

APPENDIX 7
APATS REPORTS
(All reports are upon request)

<u>Report Number</u>	<u>Report Description</u>
APTS826A	Congressional Funding and Divisional Distributions from History Tape
APTS801A	Air Operations Totals by Line Item, Object Class (for Headquarters)
APTS802A	Air Operations (for specified Center)
APTS804A	Detail of Air Operations Branch Vendors
APTS805A	Detail of Air Operations Branch Contracts
APTS806A	Detail of Air Operations Branch by Line Item
APTS807A	Detail of Air Operations Branch vendors by Line Items, Object Class
APTS808A	Detail of Air Operations Branch by Object Class
APTS809A	Air Operations Totals by Line Item
APTS81 1A	Detail of Air Operations Branch Vendors by Line Item, Object Class (Center)
APTS812A	Detail of Air Operations Branch Vendors (all Air Operations Branches for Headquarters)
APTS813A	Detail of Air Operations Branch Obligations
APTS814A	Congressional Funding
APTS815A	Detail of Air Operations Branch Obligations (all Air Operations Branches for Center)
APTS816A	Detail of Air Operations Branch Vendors for Specified Line Item
APTS817A	Customs National Aviation Center (CNAC) Air Operations
APTS818A	Detail of Air Operations Branch Vendors by Line Item, Object Class (Customs National Aviation Center)
APTS819A	Air Operations Totals by Object Class
APTS820A	Detail of Air Operations Branch Obligations for Specified Number
APTS821A	Transaction History by Contract Number
APTS824A	Detail of Air Operations Branches by Line Item (for Customs National Aviation Center)
APTS825A	Detail of Centers by Line Item (for Customs Nation Aviation Center)
APTS829A	Internal Reoccurring Obligation Report
APTS830A	Detail of Air Operations Branch Obligation
APTS899A	Detail of Air Operations Branch Line Item (for specified Center)

**APPENDIX 8
ILS REPORTS**

<u>Report Number</u>	<u>Frequency</u>	<u>Report Description</u>
ILS813AA	Daily	Objective Class Summary - ILS Vendors
ILS816AA	Daily	Daily Requisition Report
ILS8 19AA	Daily	Daily Aircraft Status Report
ILS840AA	Daily	Accounts Payable Certification Register
ILS844AA	Daily	Pending 2 12's Report
ILS845AA	Daily	Daily Inventory Summary Report
ILS852AA	Daily	Financial Summary Report - Contractor Vendors, By Object Class Code, Multiple Appropriations
ILS853AA	Daily	Financial Summary Report- Contractor Vendors By Object Class Code, Multiple Appropriations
ILS854AA	Daily	Financial Summary Report - Contractor Vendors, By Line Item, Multiple Appropriations
ILS855AA	Daily	Financial Summary Report - Contractor Vendors, Center Analysis, Multiple Appropriations
ILS801AA	Weekly	Outstanding 212's Report
ILS824AAJ9	Weekly	Open Requisitions Summary Report
ILS808AA	Biweekly	Requisition Register By Call Number
ILS802AA	Monthly	Component Removal Report with MTBR-MTBF
ILS812AA	Monthly	Combine Financial Summary Report By Site
ILS813AA	Monthly	Combine Financial Summary Report By Object Class
ILS814AA	Monthly	Engine Report
ILS820AA	Monthly	Requisition Summary Report By Line Item
ILS822AA	Monthly	Combined Financial Summary Report By Line Item
ILS 823AA	Monthly	Combined Financial Summary Report - Center Analysis
ILS841AA	Monthly	Zero Committed Vendor Report
ILS843AA	Monthly	Requisition History Report (Microfiche)
ILS800AA	Monthly	GAO Report
ILS 803AA	Monthly	Aircraft Consolidated Consumption Report
ILS804AA	Monthly	Aircraft Consolidated Utilization Report
ILS805AA	Quarterly	Subcontracts Report
ILS806AA	Quarterly	ILS Vendor Expenditure Report
ILS817AA	Quarterly	Master Inventory Report
ILS 827AA	Quarterly	Average Transaction Costs Report
ILS81 1AA	Quarterly	BPA Vendor Report

**APPENDIX 9
CONTRACT DELIVERABLES**

Sequence Number	Report Title	Frequency	Date of Submission	Distribution
<i>A001</i>	<i>Quality Control Plan</i>	<i>One-time</i>	<i>Contract start plus 60 days</i>	<i>CO (1 copy) COTR (1 copy)</i>
Description: None Required				
<i>A002</i>	<i>Monthly Aircraft Consumption Report (ASUP822A)</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy) Site AMO 's</i>
Description: None Required				
<i>A003</i>	<i>Monthly Aircraft Utilization Report (ASUP823A)</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy) Site AMO 's</i>
Description: None Required				
<i>A004</i>	<i>Aircraft Consolidated Consumption Report (ILS803AA)</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy) Site AMO 's</i>
Description: None Required				
<i>A005</i>	<i>Aircraft Consolidated Utilization Report (ILS804AA)</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy) Site AMO 's</i>
Description: None Required				

Sequence Number	Report Title	Frequency	Date of Submission	Distribution
006	<i>ILS Financial Summary Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy)</i>

Description: The Summary report shall be based on data collected on ILS Financial Summary Reports. The report and analysis should list funding levels, cumulative fiscal year expenditures by fiscal year, fund code, project code, and object class code and compared with forecasted amounts. The Summary report shall be supported with separate reports for each fund code, project code, and object class code that show funding levels, cumulative fiscal year expenditures, and forecasted amounts by line item. Any unusual deviation from the forecasted amount should be explained. Contractor's format is acceptable, provided the Contractor's name and address are on the cover page of the report.

A007	<i>Funding Status Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy)</i>
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Description: This report shall show funding levels, invoiced amounts, funds and percentage of funds remaining, estimate to complete, and funding excesses/shortfalls by Contract Line Item (CLIN). Funding levels shall show initial funding and subsequent adjustments. Invoiced amounts shall be listed by invoice number. Contractor's format is acceptable, provided the Contractor's name and address are on the cover page of the report.

.008	<i>Personnel Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy)</i>
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Description: This report will be a two-part report. Part I of this report shall provide, by site, employees' names, employee identification/badge number, and labor category and identify, by labor category any position vacancies. This report shall also include a summary page showing, by site, total staffing authorized/funded, total on-board, and total vacancies.

In accordance with Section H.3 paragraph E Separation Procedures, Part II of this report shall provide, by site, separated employees' names, identification/badge numbers, and the separation date for each employee that separates from the contract during the contract period of performance. Contractor's format is acceptable, provided the Contractor's name and address are provided on the cover page of the report.

A009	<i>Aircraft Engines and Major Components</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy) AMO 'S (1 copy)</i>
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Description: The Contractor shall prepare a six-part report, which shall include the following:

1) Fiscal Year To Date Activity - This part shall report, by site, major engine/propeller repairs, removals, inspections, overhauls, etc. This report should identify the type engine/propeller, engine/propeller serial number, type aircraft, aircraft N-Number/BUNO, vendor used, reason for repair/removal, estimated repair

costs, and final repair costs. Updated information on previously reported activity and new activity shall be easily identifiable;

2) Summary of Commercial Expenditures for Major Engine Actions - This report should identify, by aircraft line item, scheduled engine maintenance expenditures and actions, unscheduled maintenance expenditures and actions, and total engine maintenance expenditures and actions. Expenditures and actions shall be cumulative for the current fiscal year and based on actual (and obligated amounts when actuals are not yet known) costs.

3) 12 Month Engine Projection - This report should identify scheduled inspections, and overhauls due in the next 12 months. The report shall identify the site, type aircraft, aircraft N-Number/BUNO, type engine, engine serial number, time remaining on the engine(s), type of action due, month action is due (estimated based on utilization), and the status of Contractor's action;

4) 12 Month Projection (Major Components) - This report shall identify scheduled TBO removals due in the next 12 months for the following components: rotordomes, rotordome gear box assemblies, rotary couplers, landing gears, and APUs, The report shall identify the site, aircraft type and identification, component type, component serial number, time/starts (as appropriate) remaining on the components, month removal is due (estimated based on utilization), and the status of Contractor's action;

5) Engine Pool Assets - This report shall identify:

- Ready For Issue (RFI) engines by type, serial number, location, and status (i.e. zero TSO).
- Non-RFI assets by type, serial number, location/vendor, reason for removal, induction date and scheduled RFI date.

6) P-3 High Dollar Component Pool Assets - This report shall identify:

- Ready For Issue (RFI) components by type, part number, serial number, site/location, and status (i.e. zero TSO).
- Non-RFI assets by type, part number, serial number, location/vendor, and status of the Contractor's action.

Contractor's format is acceptable, provided the Contractor's name and address are on the cover page of the report.

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<i>A010</i>	<i>Flight Hour Report</i>	<i>Monthly</i>	<i>EOM plus</i>	<i>COTR (1 copy)</i>
			<i>15 days</i>	

Description: The Contractor shall prepare a three-part report that shall include the following:

- 1) This part shall provide flight hours by fiscal year and by month. The report shall also show a percentage change in flight hours from the preceding fiscal year.
- 2) This part shall provide flight hours for the reporting month by branch and aircraft type.
- 3) This part shall provide current fiscal year flight hours by month and type of aircraft. This part shall also reflect cumulative total flight hours.

Contractor's format is acceptable, provided the Contractor's name and address are on the cover page of the report.

Sequence Number	Report Title	Frequency	Date of Submission	Distribution
<i>A011</i>	<i>Cost Center Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy) CO (1 copy)</i>

Description: The Contractor shall provide a report in accordance with C.5.4.10 This report shall include supporting graphs to reflect differences between forecasted, budgeted, and actual expenditures. Contractor's format is acceptable, provided the Contractor's name and address are on the cover page of the report.

<i>A012</i>	<i>Overtime Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 copy) AMO 'S (1 copy)</i>
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Description: The Contractor shall prepare a three-part report that shall consist of the following:

- 1) This part shall compare actual to budgeted direct and indirect overtime hours, by site, for the month and fiscal year to date. The report shall also show, by site, a variance between actual and budgeted overtime hours for the month and fiscal year to date.
- 2) This part shall compare actual to budgeted overtime dollars, by site, for the month and fiscal year to date. The report shall also show, by site, a variance between actual and budgeted overtime dollars for the month and fiscal year to date.
- 3) This part shall reflect total overtime incurred in support of major events and/or operations requiring large amounts of overtime. Such events and/or operations will be identified by the Government.

Contractor's format is acceptable, provided the Contractor's name and address are on the cover page of the report.

Sequence Number	Report Title	Frequency	Date of Submission	Distribution
<i>A013</i>	<i>Contractor's Program Management Review</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (5 copies) CO (1 Copy)</i>

Description: The Contractor shall provide Customs and Border Protection with a report that addresses the Contractor's monthly activities related to achievements, work completed, projected work efforts, problems encountered and corrective action(s) taken or contemplated to resolve problems, and initiatives to improve aircraft readiness, aircraft condition, safety, and cost control. The Contract may be required to supplement

this information with an oral presentation to the Government on an "as required" basis. Contractor's format is acceptable, provided the Contractor's name and address are on the cover page of the report.

<i>A014</i>	<i>GFP List (GFP806AA)</i>	<i>Quarterly</i>	<i>EOQ plus 15 days</i>	<i>COTR (1 copy)</i>
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Description: The Contractor shall provide Customs and Border Protection with a report (GFP806AA) that lists all the GFP items for each site. The requestor can select the sequence of the report, either by bin location or part number. However, for the purposes of this deliverable, the report shall be submitted in part number sequence. This report shall also be available on an "as requested" basis during the quarter.

<i>A015</i>	<i>Annual Inventory Report</i>	<i>Annual</i>	<i>Cut Off Date plus 20 days</i>	<i>CPA (1 copy) COTR</i>
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Description: See C.5.3.4.7

<i>A016</i>	<i>Special Inventory Summary Report</i>	<i>As Required</i>	<i>15 days after receipt of request</i>	<i>CO (Original) CPA (1 copy)</i>
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Description: See C.5.3.4.8

<i>A017</i>	<i>Technical Report</i>	<i>As Required</i>	<i>As Required</i>	<i>As Required</i>
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Description: The Contractor shall provide on an as required basis, additional investigations, analysis, evaluations, support plans or data collection efforts with respect to the Contractor's maintenance and material support efforts under this contract. The number of reports is not expected to exceed nine for each contract period (base and option years). Contractor's format is acceptable, provided the Contractor's name and address are on the cover page of the report.

<u>Sequence Number</u>	<u>Report Title</u>	<u>Frequency</u>	<u>Date of Submission</u>	<u>Distribution</u>
A018	<i>Contractor Travel Reports</i>	<i>As Required</i>	<i>See C.5.3.2.5</i>	<i>COTR (1 copy)</i>

Description: See C.5.4.7

A019	<i>Man Hour Report</i>	<i>Daily</i>	<i>As Required</i>	<i>Branch AMO</i>
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Description: See C.5.4.8

A 020	<i>Monthly Sensor Utilization Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 Copy)</i>
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Description: The Contractor shall provide Customs and Border Protection with a monthly aircraft Electro-Optical/Infrared (EO/IR) sensor utilization report that provides the following information: EO/IR model; EO/IR unit serial number; EO/IR total operating hours (as determined by turret Hobbs meter reading); EO/IR monthly operating hours (as determined by turret Hobbs meter reading); tail number of the aircraft on which the EO/IR unit is installed; and, number of EO/IR installations and removals by aircraft tail number.

The cut-off date of the report shall be the last day of each month and the report shall be submitted on a Compact Disk using Microsoft Excel spreadsheet format.

A021	<i>Advance Subcontract Notification</i>	<i>As Required</i>	<i>See Below</i>	<i>COTR (1 Copy)</i>
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Description: The Contractor shall submit written notification to Customs and Border Protection prior to entering into a subcontract or issuing a change order for procurements valued between \$25,000 - \$100,000. The advance notification shall include the information specified in FAR 52.244-2, subparagraph (b)(2).

A022	<i>Aircraft Configuration Management Recommendations</i>	<i>One Time</i>	<i>See Below</i>	<i>COTR (1 Copy)</i>
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Description: See C.5.2.16

Sequence Number	Report Title	Frequency	Date of Submission	Distribution
<i>A023</i>	<i>Aircraft Configuration Management</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>	<i>COTR (1 Copy)</i>

Description: The Contractor shall provide Customs and Border Protection with a monthly report that lists, by aircraft, the components and equipment required under paragraph C. 5.2.16 and identify any equipment or component requirements needed to achieve standard configuration for that aircraft type.

<i>A024</i>	<i>Logistics Support Plan</i>	<i>One Time</i>	<i>See Below</i>	<i>COTR (1 Copy)</i>
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Description: Within 60 calendar days following commencement of full contract performance, the Contractor shall provide Customs and Border Protection with a comprehensive Logistics Support Plan that describes how it will satisfy the requirements and objectives of the contract stated in C.5.0, C.5.1 and C.5.2.

<i>A025</i>	<i>Depot Level 90-Day Letter</i>	<i>@90 Days</i>	<i>See Below</i>	<i>COTR (1 Copy) COFR (1 copy)</i>
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Description: Within 90 calendar days following induction of an aircraft into depot maintenance, a material condition report will be generated with all major discrepancies noted. The report will be provided within 95 days.

<i>A026</i>	<i>Depot Status Report</i>	<i>Weekly</i>	<i>See Below</i>	<i>COTR (1 Copy) COFR (1 copy)</i>
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Description: Weekly depot level status reports will be generated listing progress, man-hours/material expended, and other noteworthy data.

APPENDIX 10
CONTRACT SECURITY CLASSIFICATION SPECIFICATION (DD-254)

1. All contractor employees temporarily deployed, as well as permanently assigned, outside the United States, Puerto Rico, U.S. Possessions and Trust Territories must have, at a minimum, a secret security clearance issued by the Defense Security Service and an Official Passport issued by the State Department. All contractor employees requiring access to the various Department of Defense supply systems also must have, at a minimum, a secret security clearance issued by the Defense Security Service.
2. Contractor personnel that are required to install, troubleshoot (external to the equipment only), and remove COMSEC equipment will have, at a minimum, COMSEC training or they must attend COMSEC training given by the U.S. Customs and Border Protection. In addition, they will also have, at a minimum, a Secret security clearance. These contractor personnel shall also be required to attend an annual COMSEC briefing given by the COMSEC Custodian or Alternate Custodian who will certify, in writing, to the Contracting Officer, that the Contractor employees have attended such briefing.
3. (Ref. DD-254, Item 1 0a) From time to time, the contractor will require access to the instruction manual "Communications Security Equipment System Document 14G" (CSESD14G) for the installation of COMSEC equipment into the aircraft. The CSESD14G is maintained by the site COMSEC Custodian and will be hand receipted, for short term use only, to the contractor as required. The CSESD14G must be returned to the COMSEC Custodian following completion of the task for which it was required and prior to the departure of the aircraft or the end of the workday, whichever comes first.
4. The U.S. Customs and Border Protection will provide the contractor specific classification guidance, when necessary, related to operations, schedules and operating sites.

The locations of performance for this contract are the U.S Customs and Border Protection P-3 Air Operations Centers, East and West and as follows:

P-3 Operations Center West 845

(b) (7)(E)

P-3 Operations Center East

(b) (7)(E)

Lockheed Martin Aeronautics

(b) (7)(E)

Lockheed Martin Aeronautics

(b) (7)(E)