

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS OGDEN AIR LOGISTICS CENTER (AFMC)
HILL AIR FORCE BASE, UTAH 84056

APPENDIX "A"
SUPPLEMENT 1
DATE 15 Nov 2011

CONTRACT NUMBER:

TYPE WORK: PACAF F-16 DEPOT LEVEL MAINTENANCE

PERFORMANCE BASED WORK STATEMENT

FOR GUIDANCE ONLY

REVISION PAGE

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SECTION I –DESCRIPTION OF SERVICES

1.1 SCOPE:

This work statement defines depot level maintenance requirements to be provided to the United States Air Force Pacific(PACAF) F-16 aircraft. After Contract Award the contractor will support the requirements as defined herein to sustain F-16 drop in maintenance, Time Compliance Technical Orders (TCTOs), low-cost modifications, and Contract Field Team support (CFT). CFT's shall be able to support aircraft fielded not only within the PACAF geographic area, but also outside PACAF with the exception of areas of responsibility (AOR).

Additionally, this work statement is intended to clarify specific over and above tasks, CFT repairs required, applicable F-16 Technical Order (TO) data, and specifications and standards to accomplish this effort. This information is to be used to scope the work, effort, and will be used for reference in executing the contract. This Performance Work Statement (PWS) also serves as the baseline for what will, and will not be provided under this effort.

1.2 REFERENCE DOCUMENTS: Specifications and standards in 1.2.1 are provided for reference. Documents in 1.2.2 are mandatory.

1.2.1 STANDARDS: These standards are examples for implementing program requirements if internal procedures have not been established. Should the contractor's standards not meet the requirements of the standards listed below, they will be required to meet all standards below within 90 days of contract award. Certifications from civilian defense contractors (to include the OEM) will be considered sufficient for certification and will not require inspection from the USG to perform work.

MIL-HDBK-514	Operational Safety, Suitability, and Effectiveness
MIL-STD-882D	Standard Practice for System Safety
MIL-STD-1686C	Electronic Discharge Control Pgm for Protection of Electrical and Electronic Part Assemblies and Equipment
NAS-410	Nondestructive Testing Personnel Qualification and Certification (Eddy Current, Liquid Penetrant, Magnetic Particle, Radiographic, Ultrasonic)
NAS-412	Foreign Object Damage/Foreign Object Debris Prevention
T.O. 1-1A-15	General Maintenance Instructions for Support Equipment

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1.2.2 STANDARDS, SPECIFICATIONS, OTHER GOVERNMENT DOCUMENTS, TECHNICAL ORDERS AND PUBLICATIONS:

1.2.2.1 STANDARDS

AFI 21-101	Aircraft and Equipment Maintenance Management
AFI21-101_AFMCSUP_I	Aircraft and Equipment Maintenance Management
DCMA INST 8210.1	Contractor's Flight and Ground Operations
DCMA INST 8210.2	Aircraft Operations
309 MXSG OI 21-410	Nondestructive Inspection

1.2.2.2 SPECIFICATIONS:

AS9100	Quality Management Systems – Aerospace – Requirements
DoD 5200.1-R	Personnel Security Program Regulation
ISO 9001:2000	Quality Systems-Model for Quality Assurance in Production, Installation and Servicing
ISO 9002:1994	Quality Systems-Model for Quality Assurance in Production, Installation, and Servicing

1.2.2.3 TECHNICAL ORDERS:

TO 00-5-1	AF Technical Order System
TO 00-5-15	AF Time Compliance Technical Order System
TO 00-20 Series	Maintenance Management System
TO 00-25-172	Ground Servicing of A/C and Static Grounding/Bonding
TO 00-35D-54	USAF Material Deficiency Reporting and Investigating System
TO 1-1-3	Inspection and Repair of Integral Tanks and Fuel Cells

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TO 1-1-691	Aircraft Cleaning
TO 1-1-8	Application and Removal of Organic Coatings, Aerospace and Non-Aerospace Equipment
TO 1-1-17	Storage of Aircraft and Missile Systems
TO 1-1A-1	General Manual for Structural Repair
TO 1-1A-8	Engineering Manual Series – Aircraft and Missile Repair – Structural Hardware
TO 1-1A-9	Engineering Manual Series for Aircraft Repair – Aerospace Metals – General Data and Usage Factors
TO 1-1A-12	Maintenance and Repair of Plastics
TO 1-1A-14	Installation of Practices, Aircraft Electrical and Electronics Wiring
TO 1-1B-40	Weight and Balance Data
TO 1-1B-50	Basic Technical Order for USAF Aircraft Weight and Balance
TO 1F-16CG-01 TO 1F-16CJ-01	List of Applicable Publications, F-16C/D aircraft, Block 40/50
TO 1F-16CG-06 Series TO 1F-16CJ-06 Series	A/C Maintenance-Work Unit Code Manual, F-16C/D Aircraft
TO 1F-16CG-2 Series TO 1F-16CJ-2 Series	Maintenance Instructions Manual Series F-16C/D Aircraft
TO 1F-16CG-3 Series TO 1F-16CJ-3 Series	Structural Repair, Structures F-16C/D Aircraft
TO 1F-16CG-4 Series TO 1F-16CJ-4 Series	Illustrated Parts Breakdown Introduction
TO 1F-16CG-5-1/-2	Basic Weight Check-list Weight and Balance, F-16 C/D Aircraft
TO 1F-16CG-6-11 TO 1F-16CJ-6-11	Scheduled Inspection and Maintenance Requirements, F-16C/D Aircraft

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TO 1F-16CG-21-WA TO 1F-16CJ-21-WA	A/C Equipment Inventory List, Master Guide, F-16C/D Aircraft
TO 1F-16CG-23 TO 1F-16CJ-23	Corrosion Control, F-16C/D Aircraft
TO 1F-16C-33-1/-2	Non-nuclear Munitions Basic Information & Loading Procedures
TO 1F-16C-36	Non Destructive Inspection, F-16C/D

1.2.2.4 FORMS

<u>Record/Form No.</u>	<u>Form Title</u>
AFTO Form 95	Significant Historical Data
AFTO Form 2414	Verification Worksheet to Document Cannibalization
AFTO Form 350	Reparable Item Processing Tag
AFTO Form 781 Series	Aircraft Flight Data Records
DD Form 365 Series	Record of Weight and Balance

1.2.2.5 TCTO's

All active TCTOs will be accessible and distributed in accordance with T.O. 00-5-1

1.2.2.6 OTHER GOVERNMENT DOCUMENTS

DODI 3020.37 Continuation of Essential DoD Contractor Services During Crises

1.2.2.7 341 BULKHEAD REPLACEMENT DRAWINGS

16B511	FUSELAGE,CENTER SECTION-STA 243.00 TO STA 373.80,ASSY
16B512	FUSELAGE,CENTER SECTION-STA 243.00 TO 373.80,ASSY OF

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16B5250	BULKHEAD ASSY,LOWER-FUS STA 341.80
16B560	DUCT ASSY,ENGINE AIR-FS 279 TO FS 341
16B5611	SKIN INSTL-ENG AIR DUCT,FS 279 TO FS 341
16B5612	SKIN INSTL-ENG AIR DUCT,STA 341-361
16D4030	BRKT INSTL-HARN SPRT UPR FUS STA 243.00-293.80
16H200	EQUIPMENT INSTALLATION-HYD PWR GEN,MLG WHEEL WELL
16H2001	PIPING INSTL-PNEU,EMER LDG GEAR AND TAIL HOOK
16H201	PIPING INSTALLATION-HYD PWR GEN MLG WHEEL WELL
16H208	SUPPORT,MANIFOLD-PWR GEN RETURN,HYD
16P1520	ENGINE STARTING SYSTEM INSTL
16P1710	OVERHEAT DETECTION SYSTEM INSTL
16P1830	CONTROL INSTL-ENGINE
16Y010	DUCTING INSTL-BLEED AIR,ENVIR CONT SYS,LH SIDE
16Y011	DUCTING INSTL-EMER PWR SYS AND EJECTOR,RH SIDE
16Y061	PRESSURE SYSTEM INSTL-ASPJ WAVEGUIDES
16Y1013	DIFFERENTIAL PRESSURE TRANSDUCER INSTALLATION

Comment [E1]: We will need a TO reference for the Aft Spar Repair/Replace since we are making it a line item

1.3 GENERAL REQUIREMENTS:

1.3.1 The Contractor shall provide all facilities, equipment, Contractor Furnished Equipment (CFE)/Contractor Furnished Material (CFM) and manpower to accomplish all work activities. When surplus equipment and/or material are available within the USAF supply system, these items may be supplied as Government Furnished Equipment (GFE)/Government Furnished Material (GFM). See Appendix B for GFE/GFM.

1.3.2 The Contractor facility shall be located at an airfield capable of receiving and servicing F-16 aircraft. The contractor shall be responsible for maintenance, upkeep, and

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certification/inspection of all airfield resources necessary to receive, induct, prepare, modify, test and release aircraft for this contracted effort in accordance with DCMA INST 8210.1/8210.2. Airfield resources include but are not limited to runways, taxiways, barriers, lighting, instrument approach systems, tower services, aircraft parking aprons, hangers/shops, explosives storage, fire suppression and security.

1.3.3 The Contractor shall furnish all parts and material except USAF managed items supplied as GFM as identified in Appendix B. The contractor shall requisition the CFM from USG approved sources or local manufacture in accordance with the technical data package provided by OO-ALC/GHBEX (F-16 Structures Engineering, F-16 System Program Office, Ogden Air Logistics Center). The contractor shall be responsible for ensuring all aircraft parts meet flight worthiness standards and certification. Local manufacture requests shall be submitted using the AFTO form 202 or 107T process as defined in paragraph 1.4.2.

1.3.4 The Contractor shall possess local manufacturing capabilities for material and support equipment necessary to complete work requirements in those cases when such material/equipment is not available from USG approved sources and local manufacture is authorized by the Administrative Contracting Officer (ACO). Local manufacturing capabilities include but are not limited to the following equipment/processes: Heat treat, machining/milling, bending, chemical etching, and anodizing/passivating.

1.3.5 The Contractor shall be capable of meeting all applicable requirements to accept first aircraft induction and begin work within 90 calendar days of contract award. Minimum requirements include facility preparation/upgrade, equipment acquisition, technical library, compliance with all personnel training and certification requirements (To include full compliance with DCMI 8210.1 and 8210.2), and approved safety, security, quality, and management plans. The Contractor shall coordinate closely with the government program manager to ensure required GFE is received and develop mitigation options for items not readily available.

1.3.6 Statement of Work: The contractor shall develop a statement of work (SOW) that identifies the processes and procedures the contractor intends to use to accomplish the work defined in this PWS.

This SOW will be a detailed document that includes but is not limited to the contractor's approach to the following areas:

1.3.6.1 PROGRAM MANAGEMENT: Reference Exhibit A CDRLs, Sequence numbers A001, A002, and A003 for reporting requirements

Contractor will provide a single Point Of Contact (POC) for this effort. Contractor shall develop and maintain a Master Program Plan and Schedule. The Master Program Schedule will include but not limited to major milestones and events. The Master Program Plan will include but not limited to providing status, controlling program performance, identifying cost and schedule impacts, and defining recovery plans.

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1.3.6.1.1 Contractor may be required to support a production readiness review approximately 60 days prior to first aircraft induction if determined necessary.

1.3.6.1.2 Contractor will support program meetings by providing bi-weekly (i.e. twice per month) status reports and schedule/participate in bi-weekly (i.e. twice per month) teleconference calls not to exceed one hour when necessary. Time and place of meetings will be determined by OO-ALC/GHBWD, HQ PACAF, and Contractor. Contractor will be required to prepare presentations, materials, and meeting minutes/action items. Ref A001

1.3.6.1.3 Program Management Review (PMR):

1.3.6.1.3.1 A Program Management Review shall be conducted twice annually. The time and location of meetings shall be determined by the USAF F16 SPO. It is preferable to hold PMR's via telecon or video conference. The contractor is required to possess the capability to host video/telephone conferences. If it is determined that a meeting is needed in person, the location may be USAF F16 Program Office, contractor facility, or other designated location. For meetings held at the contractor facility, contractor shall be responsible for providing meeting space and making all other facility/access arrangements. In order to capitalize on the experience of other depots, USAF may opt to schedule PMR activities involving multiple depot organizations.

1.3.6.1.3.2 Required participants for program reviews shall be coordinated between the USAF PM, ACO, and the contractor.

1.3.6.1.3.3 Regardless of location, contractor shall be responsible for preparing meeting agenda, presentations, materials, minutes, and action items. Agenda inputs from the USAF shall be requested by the contractor no later than 30 calendar days prior to meeting (in accordance with CDRL A002). The USAF shall provide agenda inputs no later than 14 calendar days prior to meeting. Final agenda shall be provided by contractor no later than seven calendar days prior to meeting. Contractor shall make a reasonable attempt to accommodate last minute agenda changes.

1.3.6.1.3.4 Agenda topics shall be negotiated between the contractor and the USAF. At a minimum, program review shall address cost, schedule, and performance metrics as well as current production status and significant program/technical issues. Specific attention shall be afforded to identifying program risks and risk mitigation. Contractual issues shall only be discussed when a USG Contracting Officer is present.

1.3.6.1.3.5 The contractor shall provide meeting minutes within 30 calendar days of each program review (in accordance with CDRL A003). An Electronic-Mail distribution list for minutes will be coordinated with the USAF PM.

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1.3.6.1.3.6 The contractor shall be responsible for recording and tracking actions items, including interim developments, until closure and/or resolution of each item. NOTE: Action Items are intended to assist the contractor with the execution of work requirements to fulfill contractual obligations. The assignment of actions items does not change contractual agreements or obligations. The contractor shall notify the ACO of any action item request that falls outside of the scope of the negotiated contract. The USG will not reimburse or be held financially liable for any work effort expended by the contractor towards the resolution of an action item unless written authorization is provided in advance by the ACO.

1.3.6.2 DOCUMENT COMPLIANCE:

Where there is a specific call out of a Technical Order or other document in this specification, the contractor will ensure aircraft operations, handling, servicing, maintenance, inspection, repair, and documentation actions relating to F-16 C/D aircraft are performed in accordance with the intent of that document or technical order. Reference to technical data including TOs and other publications and directives include all the applicable supplements, changes and revisions. Current versions will be provided by the Technical Order Distribution Office (TODO) in accordance with TO 00-5-1. It is the responsibility of the contractor to ensure that their personnel use the most recent versions. Changes in the scope of work caused by changes or additions to such documents and technical orders made after contract award will be considered for equitable adjustment to the cost and/or schedule of the contract.

1.3.6.3 CONFIGURATION MANAGEMENT:

Establish and implement control procedures for managing established baselines for structural, mechanical, and avionics systems per appropriate drawings and TO 1F-16CG-4/1F-16CJ-4 series and affected commodity-series Illustrated Parts Breakdown.

1.3.6.4 SECURITY:

Identify security requirements for the safeguarding of all U.S. government property (unclassified and classified) while in the contractor's possession. While it is intended that any United States Government (USG) classified equipment be removed prior to induction for maintenance, removal of "Confidential" and/or "Secret" components will require USAF and/or Defense Contract Management Agency (DCMA) participation and will be stored by the Government at contractors facility. Contractor is required to have a secure vault with USAF and/or DCMA access only. Vault is to be operational 45 days after contract award. The vault must meet specifications defined in DoD 5200.1-R Appendix G. Contractor must be eligible for obtaining proper security clearance/authorization if required for export controlled material such as those listed in 1-F-16C*-23 WP 007.

Contractors will not remove or handle classified equipment.

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1.3.6.5 SAFETY:

Develop a system safety program plan tailored to the requirements defined herein. In addition, RFP Appendix "C" compliance is required. Reference Exhibit A CDRL A004 for reporting.

1.3.6.6 RISK MANAGEMENT:

Perform program risk assessment and create a risk management plan with emphasis on risks associated with depot level maintenance.

1.3.6.7 DATA:

The following data items will be required for this contract:

1.3.6.7.1 Bi-weekly (i.e. twice per month) program status report in accordance with CDRL A001 and Paragraph 1.3.6.1.2

1.3.6.7.2 Significant Historical Data AFTO Form 95 Ref A005

1.4 QUALITY ASSURANCE (QA):

The contractor shall conduct a quality assurance program that as a minimum complies with FAR 52.246-1 / 52.246-4 / -5 / -11 (ISO 9001:2000 & AS9100) identifying compliance criteria against guidelines defined in this specification. Additionally the contractor must have either a Government Quality Assurance representative in place to assess and inspect aircraft OR the contractor must have DCMA on site inspection capability

1.4.1 Maintain a tool control system IAW DCMA 8210.

1.4.2 Maintain a system for tracking all corrective action dispositions and identifying those non-conformances caused by the contractor or using unit's actions. The contractor shall ensure all technical non-conformances discovered during maintenance are coordinated and approved through OO-ALC/GHBEX prior to disposition of aircraft. The request for engineering disposition shall be coordinated through DCMA or the owning unit representative. In turn, DCMA or the owning unit representative shall use the on-line F-16 Damage Evaluation System Technical/Repair Assistance Page to process AFMC Form 202 or 107T, Non-Conforming Technical Assistance Request and Reply through OO-ALC/GHBEX.

1.4.3 Maintain Foreign Object Damage (FOD) prevention program: The contractor shall establish procedures for ensuring accountability of all contractor and or personal tooling. The method selected must be effective in timely identification of lost or missing items. Additional emphasis should also be placed on removal techniques of foreign

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object created during maintenance (metal shavings, rivet heads, etc.). FOD program to include control of all material required for maintenance programs and or repair.

1.4.4 Maintain an electrostatic discharge (ESD) control program.

1.4.5 Provide QA program status during semi-annual depot management reviews, or as requested by the Administrative Contracting Officer (ACO) or OO-ALC/GHBWD.

1.4.6 The Contractor shall control and maintain Air Force Technical Orders and other technical directives applicable to this effort in an updated and current status in accordance with AFTO 00-5-1.

1.4.7 The contractor shall ensure compliance with all maintenance and operational technical orders, drawings, and engineering dispositions as applicable.

1.4.8 MAINTENANCE RELATED CERTIFICATION:

Ensure a certification/recertification program is in place for specialized tasks, as required per AFI 21-101 and AFI21-101_AFMCSUP_I, Maintenance Training and Production Acceptance Certification Program. When the Contractor is required to perform maintenance that entails certification, the Contractor will be responsible for arranging certification training with USAF qualified instructors through the program office. In addition Contractor will be responsible for all accrued training costs. Program office may require additional USAF certification on selected systems, egress, weight and balance, etc. for which the contractor will also be responsible for obtaining and all training costs associated. Potential certifications required to perform maintenance include but not limited to the following:

Comment [E2]: Need a section for the Aft Wing Spar

1.4.8.1 FS 341 lower bulkhead:

Repair:

- Send at least one member from each production crew to Hill AFB, Ogden UT for a one-time hands-on training provided by certified mechanics and engineers and an interpreter as all instructions will be provided in English. Length of training will be determined by certified mechanics, current workflow, and on site engineers but will not exceed five working days.

Comment [j3]: Include piece part production for wings...

Replacement

- You can obtain certification one of two ways: 1) Show competency in replacing carry-through F-16 A/B or C/D model bulkheads which have pass through lines and require engine removal within the past five years. 2) Have completed actual 341 Bulkhead replacement on F-16 C/D aircraft. If you cannot show competency additional observation will be required to certify contractor's ability to perform 341 lower bulkhead replacement. If necessary contractor will be responsible for

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costs incurred by sending government personnel to their facility for further observation and training.

1.4.8.2 Plastic media blasting (PMB)/Paint:

Plastic media blast paint stripping and painting requires personnel to be certified by the F-16 program office structural engineering group through means of demonstration on a USAF F-16 or equivalent if not previously certified. It would be the contractor's responsibility to arrange the aircraft for demonstration.

1.4.8.3 Radar absorbing material (RAM):

Application/removal of radar absorbing material requires personnel to be certified by the F-16 program office structural engineering group through means of demonstration on a USAF F-16 or equivalent if not previously certified. It would be the contractor's responsibility to arrange the aircraft for demonstration.

1.4.8.4 Non-Destructive Inspection (NDI) Certification:

The contractor shall ensure that a minimum of two individuals are NDI/NDT certified level II relating to the following methods in accordance with 309 MXSG OI 21-410 and NAS 410 Rev II:

- Eddy Current
- Ultrasonic
- Liquid Penetrant
- Thermography

1.4.8.5 Egress Certification:

The contractor shall be certified to remove, repair, install, and handle all components relating to and dealing with the egress system. Certification requirements are provided in AFI 21-101 ch 16.

The requirements in this instruction are applicable to regular depot maintenance but are not limited to aircraft tow, airframe jacking and leveling, refuel/defuel operations, canopy and flight control rigging, egress systems, solder, and hot air solder.

1.4.9 Ensure detailed maintenance/planning documents have been developed and periodically updated to identify critical process steps for each maintenance activity.

1.4.10 Ensure spare parts/materials are obtained through government approved sources. Contractor is authorized to use Defense Logistics Agency (DLA) as a source of

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supply and CAVII in support of this contract. In order to access these programs the contractor shall be eligible to obtain a Public Key Infrastructure (PKI) certification from an External Certifying Authority (ECA) and will be provided the necessary forms upon contract award. DLA's Aviation Supply Chain logistically supports F-16 worldwide demands. Contractor's use of existing government inventory would be arranged between the contractor and DLA. This would be a direct transaction between the Contractor and DLA, with the parts considered CFM rather than Government Furnished Material (GFM). Bench stock is CFM. Inventory not readily available, delayed or not meeting quality requirements through the Aviation Supply Chain will not be the basis for relieving the contractor from performance metrics on this contract. A Department of Defense Activity Address Code (DODAAC) to requisition material from the DLA Inventory Control Points must be assigned by DLA at the contractor's request.

1.5 PRE-MAINTENANCE INSTRUCTIONS:

1.5.1 RECEIVE:

1.5.1.1 Receipt of the aircraft shall be acknowledged on AFTO form 290, "Aerospace Vehicle Delivery Receipt".

1.5.1.2 Should an aircraft be delivered to the contractor facility prior to issue of order coverage, the Contractor shall only receive the aircraft and acknowledge on AFTO Form 290, "Aerospace Vehicle Delivery Receipt." in order to secure and make safe the aircraft and immediately notify the ACO of the facts.

1.5.1.3 Perform weight and balance in accordance with TO 1F-16CG-5/1F-16CJ-5 series prior to induction when necessary.

1.5.1.4 Provide recovery, towing and taxing; post-flight; servicing; handling; parking, mooring and safing; and if required, emergency assistance for aircraft in accordance with TO 1F-16CG-2JG/1F-16CJ-2JG Series.

1.5.1.5 Ensure that loose equipment, as identified in TO 1F-16CG-21-WA/1F-16CJ-21-WA is inventoried, stored, and returned with the same aircraft in the same condition as received. Shortages, except those that occur while the aircraft is at the maintenance facility, shall not be made up. The contractor shall notify the ACO of shortages upon completion of aircraft induction inspection completion. Note: Efforts will be made by the USAF to reduce the extraneous equipment which arrives with each aircraft. It is desirable for aircraft to arrive in a clean configuration (e.g., no pylons, stores, tanks, travel pods, ammunition) when possible except for wing-tip missile rails. However, the contractor must accept the aircraft in the configuration in which it arrives and process the extraneous equipment. 1.5.1.6 Accomplish engine oil sampling and servicing in accordance with TOs 1F-16CG/J-2-12JG-1 and 1F-16CG/J-2-1-1.

1.5.1.7 Remove aircraft battery, store, maintain and perform capacitance check in accordance with TO 1F-16CG/J-6.

Comment [E4]: Perhaps leave that in there? I would just want to make it clear the contractor would only be reimbursed if they found extra work and we wanted them to do it... just finding extra work doesn't help us.

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1.5.1.8 Defuel aircraft in accordance with TO 1F-16CG/J-2-12JG-00-1.

1.5.2 INSPECTIONS:

1.5.2.1 An incoming inspection shall be performed on all aircraft received for depot maintenance. This inspection shall include the applicable portions of the basic post-flight inspection in accordance with TO 1F-16CG/J-6.

1.5.2.2 Prior to induction, verify with DCMA that all USG classified LRUs were removed from the aircraft or zeroized. If classified equipment is discovered on aircraft following induction, contractor shall secure the aircraft and notify the ACO immediately.

1.5.2.3 A visual inspection for FOD on all received aircraft: This inspection shall include an examination of the air intake/inlet and the first stage compressor rotor blades for damage. If damage is found, the contractor shall impound the aircraft, make the appropriate entries in the aircraft AFTO Form 781, initiate a foreign object damage incident report and request instructions from the ACO before proceeding. If the engine is damaged the contractor shall notify the ACO who will notify the unit for a replacement engine. The damaged engine will be returned to the unit for disposition.

1.5.2.4 Unplanned inspection, replacement and maintenance reporting: The contractor shall contact the ACO for instructions if the using activity inputs an aircraft into the contractor facility that requires any unplanned inspection, replacement or maintenance. Contractor shall only accomplish these unplanned efforts with the authorization of the ACO in accordance with Over and Above (O&A) Work Procedures in accordance with paragraph 1.10.

1.5.2.5 Refer to the 1F-16CG/J-6 for guidance on the inspections, follow-on ops, requirements and regulations for maintenance driven or time dependant tasks.

1.6 DEPOT MAINTENANCE:

The contractor shall accomplish all drop-in maintenance on aircraft received from the using activity. Contractor shall coordinate with PACAF and program office to create an aircraft induction schedule by tail number when drop-in maintenance is required. Certain tasks during maintenance may require data input into common inspection reporting engine data base (CIRE) in accordance with engineering disposition via 107T. This data base can be accessed through the following web site: [HTTPS://FS-YPVS-FALCON.HILL.AF.MIL/CIRE/DEFAULT.ASPX](https://fs-ypvs-falcon.hill.af.mil/cire/default.aspx) and data input shall be coordinated through DCMA. Drop-in maintenance is defined as any repair and/or replacement of aircraft components.

Examples of drop in maintenance include but are not limited to:

- Battle damage/mishap repair

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- Maintenance induced damage
- Inspections
- Corrosion damage repair/parts replacement
- Hard Landing Assessments
- A/C Misc Part Production
- Wing Piece Part Production
- Packing and Crating of F-16's to be shipped to the United States
- Minor aircraft miscellaneous modifications/TCTOs

Flexibility of inductions will be necessary. Maintenance extensions will be approved and flow days negotiated through the ACO and OO-ALC/GHBWD. Examples of factors which may require schedule extensions include but not limited to weather, additional over and above work, unavailability of flight crews, GFM, GFE shortage, waiting for government and/or engineering disposition.

1.6.1 Disassembly of each aircraft shall be limited to the extent necessary to accomplish required maintenance and/or paint procedures. The contractor shall not accomplish maintenance that is not authorized by this Spec, Over and Above Work Procedures, or the ACO.

1.6.2 Existing installations/repairs: Existing installations/repairs which do not conform to established instruction/procedures and are not documented in historical aircraft records shall be reported to OO-ALC/GHBEX for disposition.

1.6.3 Accessories and Components: Identify, protect, and ensure safe storage of all removed parts and components. See individual TCTO for Disposition of Removed and Replaced Parts/Materials if applicable.

1.6.4 Corrosion Treatment and Painting: Treat corrosion in accordance with TO 1F-16CG-23/1F-16CJ-23 series. All authorized F-16 coatings are specified in 1F-16CG-23/1F-16CJ-23 series. Strip and application of all F-16 authorized coatings shall be performed in accordance with TOs 1-1-691, 1-1-8, and 1F-16CG-23/1F-16CJ-23 series. Touch up paint is only applied to those areas where paint has been removed/disturbed as a result of maintenance or over and above repair activities.

1.6.5 All panels, doors, and covers opened or removed for access or compliance with work requirements herein shall be reinstalled by the maintenance facility.

1.6.6 Inspection (i.e., Examination & Inspection phase, work area inspections): The contractor shall visually inspect the aircraft. All unsafe/unsatisfactory conditions

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identified shall be documented, referenced to the ACO and handled in accordance with Over and Above Work Procedures. Materials and parts required for any discrepancies will be CFM from an approved government source. No local manufacture of parts is authorized without approval from OO-ALC/GHBEX engineering.

1.6.7 Contract Field Team (CFT): The contractor must have the capability to deploy a CFT off-site to accomplish limited depot-level maintenance separate from their primary facility in cases where an F-16 is not safe for flight or when a Delivery Order is negotiated to accomplish aircraft modifications off-site. CFT will be responsible to perform all maintenance related tasks as defined through engineering disposition provided by DCMA via AFTO form 202 or 107T as described in paragraph 1.4.2.

1.6.8 Recording of Defects: All noted defects which are not part of a project requirement shall be recorded in the affected aircraft 781 series forms.

1.6.9 TCTO Accomplishment: Individual TCTO accomplishment will be negotiated separately or accomplished as over-and-above. If missing (unaccomplished) TCTO's are discovered on an aircraft, submit an AFTO form 202 or 107T and notify the ACO for disposition.

1.6.10 Surge Requirements: When aircraft are inducted into the depot facility for emergency drop-in repair and maintenance, the contractor shall coordinate with the ACO and the F-16 SPO to establish workload priorities for drop-in aircraft and aircraft already in work. When directed by the ACO, the contractor shall, to the maximum extent feasible, increase production rate and/or capacity to accomplish drop-in and/or other over-and-above work requirements in accordance with the USG's delivery schedule objectives/requirements. The contractor shall take efforts to minimize delays to the delivery schedule of aircraft already in-work. In addition, the ACO may direct surge operations to accelerate delivery of in-work aircraft and/or induct additional aircraft above and beyond the standard induction schedule. Surge requirements will be negotiated on a case by case basis and will be billed to the Over and Above CLIN on the contract.

1.6.11 Non Destructive Inspection (NDI): When required through the applicable TO or otherwise directed via 107T/202 engineering disposition the contractor will accomplish all non destructive inspections in accordance with TO 1F-16C-36.

1.6.12 FS 341 Lower Bulkhead Repair: FS 341 lower bulkhead shall be repaired in accordance with the latest version of 16RB511 and applicable specifications.

1.6.13 FS 341 Lower Bulkhead Replacement: FS 341 lower bulkhead replacement shall be performed in accordance with all applicable assembly drawings (see paragraph 1.2.2.7).

1.7 POST MAINTENANCE:

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1.7.1 Provide towing and taxing; pre-flight; servicing; handling in accordance with TO 1F-16CG-2JG/1F-16CJ-2JG Series. 1.7.2 FINISH: As a minimum, inspect and clean all interior and exterior work areas after completion of work (i.e., remove all filings, chips, loose hardware and debris, secure and close all doors, access plates and panels.)

1.7.2 WEIGHT AND BALANCE: The contractor shall accomplish aircraft weight and balance when necessary prior to acceptance in accordance with the instructions in TO 1F-16CG-5/1F-16CJ-5 Series and the maintenance TOs. Personnel shall be qualified in accordance with the intent of TO 1-1B-50.

1.7.3 CHECK-OUT: The contractor shall functionally check non classified systems in sufficient depth to ensure operational reliability in accordance with applicable TOs and TCTOs. Systems not disturbed or not required for ferry mission shall be returned to the using activity in the same condition received, unless otherwise directed by the ACO.

1.7.4 MARKINGS: Contractors will be responsible for replacing all markings removed as a result of maintenance or strip and paint to include Tail number, Star Rescue, Danger, Place Painted, and Logos (PACAF, base and organizational) in accordance with AFI 21-105, 1F-16CG-2-OOGV-00-1, and 1F-16CJ-2-OOGV-00-1. The units will supply the required stencils for individual unit logos.

1.7.5 FUNCTIONAL CHECK FLIGHTS (FCF): If functional Check Flight is required, the owning unit will be responsible to perform FCF in accordance with T.O. 1F-16CG-6CF-1/1F-16CJ-6CF-1 and 1F-16CG-6/1F-16CJ-6.

1.7.6 PRE-FLIGHT/POST-FLIGHT:

1.7.6.1 Pre-flight inspection in accordance with TO 1F-16CG-6/1F-16CJ-6 Series for FCFs and ferry flights. Preflight inspection shall not occur until directed by the ACO who will notify the unit and the pilot 72 hours prior to the jet being ready for acceptance.

1.7.6.2 Provide personal equipment care and maintenance; crew transportation, flight planning facilities, materials, and briefings; servicing, maintenance; pre-flight and post-flight inspection; and aircraft launch and recovery support.

1.7.6.3 All aircraft fuel, nitrogen, liquid oxygen, hydrazine removed from the aircraft for maintenance purposes must be stored and then reinstalled. All materials will be supplied by the contractor as CFM. .

1.7.6.4 Basic post-flight inspection and any maintenance will be performed in accordance with TO 1F-16CG-6/1F-16CJ-6 Series and applicable TOs.

1.7.7 ACCEPTANCE:

1.7.7.1 The contractor shall prepare the applicable forms and records required for transfer of responsibility for the aircraft back to the using activity. Ref 1.9.2

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1.7.7.2 Final acceptance of maintenance and strip & paint task will be by the ACO via DD Form 250 upon successful completion of required work.

1.7.7.3 Unless otherwise directed, prepare the aircraft in the same configuration as received external fuel tanks, pylons, stores, etc..

1.7.7.4 The contractor shall maintain the complete aircraft in accordance with applicable TOs for a period not to exceed seven (7) days after DD 250 pending return of the aircraft to the using activity. Should it become necessary to store the completed aircraft beyond seven days, the contractor shall maintain the aircraft in accordance with applicable TOs. Storage costs, aircraft preparation and additional FCF flights dictated beyond seven days will be authorized using Over and Above Work Procedures.

1.7.8 ENGINE RUN: Due to the classified nature of the aircraft upon reinstallation of all LRUs, USG Personnel will be responsible for engine runs prior to delivery. The contractor will provide the facility and equipment (trim pad, hush house etc) to the owning unit to perform engine runs.

1.8 OVER-WATER DELIVERY REQUIREMENTS:

1.8.1 Aircraft requiring over-water flight from the maintenance facility require certain systems and equipment to be operational for the flight. Depending on the requirements of the delivery flight, the following systems and equipment will be operational.

1.8.1.1 IFF/AIF

1.8.1.2 Air refueling (AR) system-if in-flight refueling is required for the delivery flight.

1.8.1.3 Radar-weather avoidance and tanker locating (search and beacon) modes operational.

1.8.1.4 Communications - all equipment required for the delivery flight.

1.8.1.5 Navigation - all equipment required for the delivery flight.

1.8.1.6 Exterior lights-all applicable lights for night/formation flying as required for the delivery flight.

1.8.2 The required systems/equipment will be sufficiently ground/operationally checked to insure operational status. This requirement is not to mean that the systems and equipment must be totally operational with no discrepancies, only the subsystems and equipment essential for the delivery flight need be operational.

1.8.3 These requirements must first be coordinated and approved by ACO before accomplishment.

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1.9 DATA:

1.9.1 The contractor shall prepare and deliver data to the government in contractor format except where specific forms are required. The contractor shall establish and maintain procedures to ensure accurate identification, preparation, marking, tracking, and delivery of all contract data.

1.9.2 Marking of technical data: The contractor shall ensure all technical data, including drafts and working papers, are marked and controlled in accordance with appropriate distribution statements and export control warning notices.

1.9.3 Maintenance records, forms and publications. The contractor shall:

1.9.3.1 Control and maintain publications delivered with the aircraft in accordance with TO 00-5-1.

1.9.3.2 Maintain forms/records in accordance with the table listed below.

Record/Form No.	Form Title	TOs and Applicable Directives
DD Form 365 Series	Weight & Balance	1-1B-50 & TO 00-20 Series
AFTO Form 95	Significant History	TO 00-20-Series Data
AFTO Form 350	Reparable Item Processing Tag	TO 00-20 Series
AFTO Form 781 Series	A/C Flt Data Record	TO 00-20 Series
AFTO Form 290	Aerospace Vehicle Delivery Receipt	TO 00-20 Series
AFTO Form 302	Temporary Import/Export Record	N/A
AFTO Form 2692	Inventory Checklist	TO 00-20 Series

1.9.3.3 Document maintenance actions in accordance with TO 1F-16CG-06/1F-16CJ-06 work unit code manual .

1.9.3.4 Maintain a sign-off sheet with the aircraft records of all close-out inspections by access panel.

1.10 OVER AND ABOVE WORK PROCEDURES:

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1.10.1 The contractor shall not perform individual inspections except in relation to normal security of installation and system checks, unless a failure occurs. Items requiring repair/replacement beyond those called for in the basic program authorization will be authorized in accordance with Over and Above Work Procedures.

1.10.2 Cannibalization: If parts or component shortages will delay delivery of aircraft, serviceable parts or components which are readily exchangeable may be removed from another aircraft by cannibalization. The ACO will authorize all such actions prior to removal. Compensation shall be limited to extra man-hours associated with cannibalizing where GFM cannot be supplied in a timely manner and work stoppage would occur. No compensation shall be made for man-hours required to effect original removal or replacement action, nor to remove a part which would have required removal during the normal rework process, nor cannibalization as a result of fault or negligence of the contractor.

1.10.3 Periodic and phase inspections: The owning unit should accomplish all periodic and phase inspections prior to delivery of aircraft to the contractor for maintenance. All aircraft are expected to have sufficient hours remaining to return aircraft to unit after completion of maintenance if possible before the next periodic or phase inspection. If these inspections should become due during the maintenance period, the contractor shall request direction from the ACO.

1.10.4 Repair of composite parts/material: If a requirement exists and a determination is made to repair composite material, special procedures and cautions must be adhered to in accomplishing work, with funding as approved in accordance with, Over and Above Work Procedures.

1.10.5 Engineering dispositions requiring repairs/replacement out of the scope of maintenance defined in section 1.6 will be funded through O&A with ACO approval.

SECTION II – SERVICE DELIVERY SUMMARY

The Contractor shall ensure the following service delivery requirements are accomplished:

2.1 SERVICE DELIVERY SUMMARY (SDS) REQUIREMENTS: The Contractor shall ensure the performance objectives, performance thresholds, and surveillance methods are achieved as follows:

2.1.1 PERFORMANCE OBJECTIVES AND THRESHOLDS: The Contractor shall achieve performance thresholds identified in Table 2-1 of this PWS.

NOTE 1: The performance thresholds are designed to:

- a. Align contractor performance with objectives.
- b. Focus on critical success factors in meeting performance objectives.

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- c. Reflect performance goals.
- d. Promote continuous improvement in performance.

NOTE 2: The government will exercise surveillance over the performance thresholds. The absence of any contract requirement from the SDS shall not detract from its enforceability nor limit the rights or remedies of the Government under any other provision of the contract.

2.2 CONTRACTOR PERFORMANCE EVALUATION

Required Service	PWS Para	Performance Standard
<p>Master Program Plan and Schedule:</p> <p>Contractor will provide a single POC for this effort. Contractor shall develop and maintain a Master Program Plan and Schedule. The Master Program Schedule will include but not limited to major milestones and events. The Master Program Plan will include but not limited to providing status, controlling program performance, identifying cost and schedule impacts, and defining recovery plans.</p>	<p>1.3.6.1</p>	<p>On-time document delivery 100% of the time. First document delivery within 60 days following contract award, with government coordination achieved NLT 45 days thereafter. Document will reflect current state of the program. Thereafter updates to the Master Program Plan and Schedule will be required monthly.</p> <p>CDRL on contract</p>

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<p>Document Compliance:</p> <p>Where there is a specific call out of a Technical Order or other document in this specification, the contractor will ensure aircraft operations, handling, servicing, maintenance, inspection, repair, and documentation actions relating to F-16 C/D aircraft are performed in accordance with the intent of that document or technical order. Reference to technical data including TOs and other publications and directives include all the applicable supplements, changes and revisions. All publications should be current. Changes in the scope of work caused by changes or additions to such documents and technical orders made after contract award will be considered for equitable adjustment to the cost and/or schedule of the contract.</p>	<p>1.3.6.2</p>	<p>Actions are performed in accordance with the intent of that document or technical order 100% of the time. CDRL on contract</p>
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Required Service	PWS Para	Performance Standard
<p>Configuration Management:</p> <p>Establish and implement control procedures for managing established baselines for structural, mechanical systems and avionics per appropriate drawings and TO 1F-16CG-4/1F-16CJ-4 series and affected commodity-series Illustrated Parts Breakdown.</p>	<p>1.3.6.3</p>	<p>No more than one configuration non-conformance noted during aircraft acceptance inspection by the receiving unit.</p>
<p>Security:</p> <p>Identify security requirements for the safeguarding of all U.S. government property (unclassified and classified) while in the contractor's possession.</p>	<p>1.3.6.4</p>	<p>Provide security requirements within 45 days after contract award, with government approval achieved NLT 45 days later. No breach of the security requirements is acceptable. Security vault operational 60 days after contract award.</p>
<p>Quality Assurance:</p> <p>Develop a quality assurance program and plan identifying compliance criteria against guidelines defined in this specification.</p>	<p>1.4</p>	<p>In compliance with QA approved plan 100% of the time. No more than two minor and no major discrepancies noted during aircraft acceptance inspection by the receiving unit.</p>
<p>Safety:</p> <p>Develop a system safety program plan tailored to the requirements of maintenance and strip & paint programs.</p>	<p>1.3.6.5</p>	<p>Provide a program and plan within 45 days after receipt of contract. Per RFP Appendix C.</p>
<p>Data:</p> <p>Data deliveries.</p>	<p>1.3.6.7</p>	<p>100% on-time delivery. CDRL on contract</p>
<p>Pre-Maintenance Instruction:</p> <p>Contractor will perform all requirements listed in PWS.</p>	<p>1.5</p>	<p>No more than one instance of non-compliance with PWS per quarter.</p>

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Required Service	PWS Para	Performance Standard
<p>Maintenance Instructions:</p> <p>Contractor shall adhere to the negotiated aircraft delivery schedule.</p>	<p>1.6</p>	<p>100% on-time aircraft deliveries.</p>
<p>Inspection:</p> <p>Contractor shall visually inspect aircraft work areas for all unsafe, unsatisfactory conditions. All conditions identified shall be documented and referenced to the ACO.</p>	<p>1.5.2</p>	<p>Inspection will be required 100% of the time on all aircraft.</p>
<p>Contract Field Teams:</p>	<p>1.6.7</p>	<p>ROM for CFT support provided within 5 working days of receipt of request.</p>
<p>Post-Maintenance Instructions:</p> <p>Contractor shall accomplish all post structural maintenance requirements listed in the PWS.</p>	<p>1.7</p>	<p>No more than one instance of non-compliance with PWS per quarter.</p>
<p>Data:</p> <p>The contractor shall prepare and deliver data to the government in contractor format except where specific forms are required. The contractor shall establish and maintain procedures to ensure accurate identification, preparation, marking, tracking, and delivery of all contract data.</p>	<p>1.9</p>	<p>Actions to be performed in accordance with the intent of the contract 100%. 100% accuracy of all data.</p>
<p>Forms:</p> <p>Maintain required forms and records listed in the performance plan.</p>	<p>1.9.3.2</p>	<p>Actions to be performed per applicable directives 100%. 100% accuracy of all forms.</p>