

# ORDER FOR SUPPLIES OR SERVICES

1. CONTRACT/PURCH. ORDER/ AGREEMENT NO. F08637-02-D-6999	2. DELIVERY ORDER/ CALL NO. 5074	3. DATE OF ORDER/CALL 2002Nov25	4. REQ./ PURCH. REQUEST NO. F5ESCU232902	5. PRIORITY
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6. ISSUED BY 325 CONS/LGCB/STOP 28 501ILLNOIS AVE, STE 5 TYNDALL AFB FL 32403-5526	CODE F08637	7. ADMINISTERED BY  <b>SEE ITEM 6</b>	CODE	8. DELIVERY FOB <input checked="" type="checkbox"/> DEST <input type="checkbox"/> OTHER  (See Schedule if other)
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9. CONTRACTOR READINESS MGT SUPPORT LC DWIGHT CLARK 239 SOUTHWOOD DRIVE PANAMA CITY FL 32405-3932	CODE 08PT5	FACILITY	10. DELIVER TO FOB POINT BY (Date) <b>SEE SCHEDULE</b>	11. MARK IF BUSINESS IS <input type="checkbox"/> SMALL <input type="checkbox"/> SMALL DISADVANTAGED <input type="checkbox"/> WOMEN-OWNED
			12. DISCOUNT TERMS Net 30 Days	13. MAIL INVOICES TO THE ADDRESS IN BLOCK See Item 15

14. SHIP TO HQ AFCESA/CEX STOP/21 - F5ESCU CAPT ERIK LAGERQUIST 139 BARNES DR TYNDALL AFB FL 32403-6001	CODE F5ESCU	15. PAYMENT WILL BE MADE BY DFAS LIMESTONE OPLOC - F67100 3 ARKANSAS ROAD LIMESTONE ME 04751-1500	CODE F67100	<b>MARK ALL PACKAGES AND PAPERS WITH IDENTIFICATION NUMBERS IN BLOCKS 1 AND 2.</b>
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16. TYPE OF ORDER	DELIVERY/ CALL	<input checked="" type="checkbox"/>	This delivery order/call is issued on another Govt. agency or in accordance with and subject to terms and conditions of above numbered contract.
	PURCHASE		Reference your quote dated _____ Furnish the following on terms specified herein.
ACCEPTANCE. THE CONTRACTOR HEREBY ACCEPTS THE OFFER REPRESENTED BY THE NUMBERED PURCHASE ORDER AS IT MAY PREVIOUSLY HAVE BEEN OR IS NOW MODIFIED, SUBJECT TO ALL OF THE TERMS AND CONDITIONS SET FORTH, AND AGREES TO PERFORM THE SAME.			
NAME OF CONTRACTOR		SIGNATURE	
		TYPED NAME AND TITLE	
		DATE SIGNED (YYYYMMDD)	
<input type="checkbox"/> If this box is marked, supplier must sign Acceptance and return the following number of copies:			

17. ACCOUNTING AND APPROPRIATION DATA/ LOCAL USE  
**See Schedule**

18. ITEM NO.	19. SCHEDULE OF SUPPLIES/ SERVICES	20. QUANTITY ORDERED/ ACCEPTED*	21. UNIT	22. UNIT PRICE	23. AMOUNT
<b>SEE SCHEDULE</b>					

* If quantity accepted by the Government is same as quantity ordered, indicate by X. If different, enter actual quantity accepted below quantity ordered and encircle	24. UNITED STATES OF AMERICA <i>James Garred</i> BY: JAMES GARRED CONTRACTING / ORDERING OFFICER	25. TOTAL \$283,768.00	29. DIFFERENCES
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26. QUANTITY IN COLUMN 20 HAS BEEN <input type="checkbox"/> INSPECTED <input type="checkbox"/> RECEIVED <input type="checkbox"/> ACCEPTED, AND CONFORMS TO THE CONTRACT EXCEPT AS NOTED  DATE _____ SIGNATURE OF AUTHORIZED GOVT. REP. _____	27. SHIP NO. <input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL	28. DO VOUCHER NO.	30. INITIALS	33. AMOUNT VERIFIED CORRECT FOR
36. I certify this account is correct and proper for payment.  DATE _____ SIGNATURE AND TITLE OF CERTIFYING OFFICER _____	31. PAYMENT <input type="checkbox"/> COMPLETE <input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL	32. PAID BY	34. CHECK NUMBER	35. BILL OF LADING NO.

37. RECEIVED AT	38. RECEIVED BY	39. DATE RECEIVED (YYYYMMDD)	40. TOTAL CONTAINERS	41. S/R ACCOUNT NO.	42. S/R VOUCHER NO.
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## SECTION B Supplies or Services and Prices

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0002		1.00	Lump Sum		\$ \$ EST

Task Order 5074

CPAF - Contractor shall provide the necessary supplies, equipment, personnel, and transportation to perform operations in accordance with the Statement of Work dated 25 Nov 02.

NSN S216-01AFCAP01

MILSTRIP F5ESCU23290200

PURCHASE REQUEST NUMBER F5ESCU232902

SIGNAL CODE A

ESTIMATED COST	\$265,204.00
BASE FEE	\$2,652.00
SUBTOTAL EST COST + BASE	\$267,856.00
MAX AWARD FEE	\$15,912.00
TOTAL EST COST + FEE	\$283,768.00
ACRN AA Funded Amount	\$267,856.00

## SECTION C Descriptions and Specifications

**STATEMENT OF WORK**  
**For**  
**AIR TRAFFIC MANAGEMENT PLANNING**  
**Supporting**  
**OPERATION ENDURING FREEDOM**  
**25 Nov 02**

### SECTION 1 – GENERAL INFORMATION

1.1 SCOPE OF WORK: The contractor shall provide all personnel, equipment, tools, materials, supervision, logistics support, and other items necessary to plan for Air Traffic Management services as defined in this Statement of Work (SOW). All work performed by the contractor in support of this SOW shall be in accordance with applicable Federal Aviation Administration (FAA) or International Civil Aviation Organization (ICAO) standards.

1.2 TIMELINE: Upon notification, the contractor will commence planning and provide a recommended executable plan within 60 days.

### SECTION 2 – DEFINITIONS

#### 2.1 TECHNICAL PROVISIONS APPLICABLE TO THIS SOW:

2.1.1 Qualified Air Traffic Controller. A qualified air traffic controller is defined as a controller who is trained, certified, and meets FAA and/or ICAO licensing and rating requirements and standards.

2.1.2 Qualified Maintenance Technician. A qualified maintenance technician is generally defined as a technician with at least four years of experience maintaining equipment similar to that used at the assigned location. At least one of those years will include experience on the models used at the assigned sites. Comprehensive formal training on specific models can be substituted for one year of experience. Completion of related formal technical training and or an associate's degree in applied sciences is desired.

2.1.3 Qualified Airfield Manager. A qualified airfield manager is generally defined as an airfield manager who is trained/certified and knowledgeable of ICAO and/or United States federal and military air regulations, flight data and NOTAM systems. Is familiar with navigational aids, basic aircraft design characteristics, fundamentals of meteorology, and principles of organization, purpose, operation, and management of airfield operational areas.

2.1.4 ATC Liaison. A qualified tower or radar air traffic controller who provides technical ATC expertise and advice to host nation air traffic control personnel. Clarifies miscommunications between host nation controllers and U.S. military pilots resulting from language barriers in order to facilitate the safe and expeditious flow of air traffic. These duties do not involve actively controlling aircraft, however, ATC liaisons may be required to repeat/clarify host nation control instructions to ensure understanding and compliance by U.S. military pilots.

2.1.5. Air Traffic Management (ATM). ATM refers to the performance of air traffic control (ATC), airfield management, and navigational aid maintenance services in support of coalition flying operations at airports specified in this document.

### SECTION 3 - BACKGROUND

3.1. In Nov 01 the Coalition Forces Air Component Commander (CFACC) requested AF/XOO develop a recovery plan to restore civil ATC in Afghanistan. In Dec 01 a team composed of

representatives from AF/XOO and AFFSA deployed to the CENTCOM AOR and developed a 3-phase plan, which was implemented in Jan 02. The three phases are:

3.1.1. Phase One: Secure immediate flight safety for military and humanitarian aircraft within the CENTCOM AOR.

3.1.2. Phase Two: Restore and stabilize civil air traffic.

3.1.3. Phase Three: Facilitate long-term sovereign controlled airspace by civil means.

3.2. Efforts towards accomplishing Phase One are essentially complete. Support of Phase One continues through use of U.S. forces providing terminal control at key airfields. En route advisory service is provided through use of traditional ground and airborne radar platforms as well as procedural deconfliction through the Regional Air Movement Control Center (RAMCC) providing flow control/access to Afghan airfields via mandatory slot times. The Kabul Flight Information Center (FIC) also provides limited flight information service to over civil flights.

#### **SECTION 4 -TASK OBJECTIVE**

**4.1** The task objective of this SOW is to develop site-specific management plans for Air Traffic Management Planning in Southwest Asia. These management plans define how the contractor intends to meet the requirements outlined in this SOW. Paragraph 6 contains preliminary planning information to start the execution phase of this planning effort. The U.S. government reserves the right to implement the execution task order in its entirety, in part or not at all. The overall intent of this task is to provide the planning for interim ATM services that will bridge the gap between the current U.S. military run ATC system and the ultimate end state of ICAO supervised ATM.

**SECTION 5 - SPECIFIC TASKS** Plan to provide the following:

**5.1 Control Tower Service (Terminal):** Plan to control air/ground traffic at designated airports and give pilots, air traffic instructions/clearances. Plan to provide visual flight rules sequencing between landing and departing aircraft and aircraft in the local traffic pattern. Plan to transfer control of aircraft to adjacent facilities when the aircraft leaves the Terminal Movement Area (TMA), and receive control of aircraft coming into the TMA from controllers at adjacent facilities. Plan to monitor the status of assigned navigational aids (NAVAIDs) and report alarms to maintenance personnel unless monitors are located in radar approach control facility. Plan to interface with the supervisor of flying will be in accordance with local flying instruction. Comply with requirements of Air Force Instruction (AFI) 13-203, Air Traffic Control, and local operating procedures unless otherwise waived by the appropriate authority.

**5.2 Approach Control Service (Terminal):** Plan to provide radar/non-radar approach control service to include but not limited to sequencing and separation of aircraft, navigation assistance, and airspace control services to military, civil, and state-owned aircraft operating within the assigned terminal airspace area. Also plan to provide CAT I precision approach radar capability. Plan to monitor the status of assigned NAVAIDs and report alarms to maintenance personnel unless monitors are located in air traffic control tower. Plan to comply with requirements of AFI 13-203, Air Traffic Control, and local operating procedures unless otherwise waived by the appropriate authority.

**5.3 Non-radar En route Services:** Plan to provide procedural air traffic services provided aircraft operating on active civil airways.

**5.4 Airfield Management Services:** Plan to procure, maintain, and produce information on safe operation of aircraft. Information includes flight plans, Flight Information Publications, aeronautical charts and maps, Notice to Airmen (NOTAM), local airfield and navigational aid status, and weather information. Plan to direct, assist and provides aircrews with information and services to accomplish operational activities relating to airfield management and flight planning. Plan to coordinate with base agencies to meet aircrew requirements for billeting, messing, refueling, transportation, and transient aircraft maintenance. Plan to inspect runway and airfield environment.

Expect to plan and coordinate airfield construction. Ensures a safe operating environment for personnel and aircraft operation. Comply with requirements of AFI 13-213, Airfield Management, and local operating procedures unless otherwise waived by the appropriate authority.

**5.5 Maintenance Services:** Plan to provide logistics support for NAVAIDs, control tower, radars, radios, telephone systems, meteorological systems, and other systems necessary for navigation and communications in support of the ATM system. Plan all services will be available for use at least 95 percent of the time. Plan for redundancy, fail-safe systems, and backup systems may be used to meet this requirement. Plan for site spares, support equipment allocations and maintenance staffs will be scaled to meet this standard. Availability is defined as (active hours minus all outage time) divided by active hours, multiplied by 100.

5.5.1 Plan for test equipment used to maintain air traffic control and landing systems will be calibrated to National Institute of Standards and Technology (NIST) standards. The contractor is responsible for calibration and repair service.

5.5.2 Plan for the contractor to be responsible for shipping spares and supplies to each site as needed.

**5.6 Communications.** Plan for the contractor will provide as a minimum the communications capability as dictated by local operating requirements.

## **SECTION 6 – Preliminary Planning for Location Specific Equipment/Personnel/Service Requirements**

### **6.1 Bagram Air Base, Afghanistan:**

**6.1.1 Equipment.** The contractor shall provide the following equipment. All equipment must meet applicable FAA and/or ICAO standards.

6.1.1.1 Airport Surveillance Radar. Contractor provided radar system should provide a minimum service volume of 40 NMI PSR with 100 NMI SSR up to FL300.

6.1.1.2 CAT I precision approach radar capability to primary runway. Precision landing system and associated visual aids capable of operations with a decision height lower than 60 meters (200 ft) and either a visibility not less than 800 meters or a visual range not less than 550 meters.

6.1.1.3 VOR and TACAN or VORTAC Beacon-type, air navigation aid that provides slant range, bearing, identification information, and distance measuring equipment. Minimum performance requirements: 360 degree azimuth coverage, 0-12 degree elevation coverage, 40 NM range, +/- 3.5 degree bearing accuracy.

6.1.1.4 Control Tower.

6.1.1.5 Airfield lighting system - runway edge, approach, precision approach path indicators, runway end identifiers, and taxiway lighting.

**6.1.2 Personnel/Services.** The contractor shall provide an adequate number of qualified personnel, as outlined in Section 2 of this SOW, to provide terminal radar, control tower, associated maintenance services, and airfield management support, as outlined in Section 5 of this SOW. All services must comply with applicable FAA and/or ICAO standards.

**6.1.3 Hours of Operations.** The contractor shall provide services, as outlined in Section 5 of this SOW 24 hours, 7 days a week. No-NOTAM downtime will be planned so not more than one major system is taken out of service at any given time. These times will be approved by the government and published

**6.1.4. Anticipated traffic.** Contractor can expect a mixture of rotary and fixed wing (fighters and airlift) military aircraft.

## **6.2 Kandahar International Airport, Afghanistan:**

**6.2.1 Equipment.** The contractor shall provide the following equipment. All equipment must meet applicable FAA and/or ICAO standards.

6.2.1.1 Airport Surveillance Radar. Contractor provided radar system should provide a minimum service volume of 40 NMI PSR with 100 NMI SSR up to FL300.

6.2.1.2 CAT I precision approach radar capability to primary runway. Precision landing system and associated visual aids capable of operations with a decision height lower than 60 meters (200 ft) and either a visibility not less than 800 meters or a visual range not less than 550 meters.

6.2.1.3 VOR and TACAN or VORTAC Beacon-type, air navigation aid that provides slant range, bearing, identification information, and distance measuring equipment. Minimum performance requirements: 360 degree azimuth coverage, 0-12 degree elevation coverage, 40 NM range, +/- 3.5 degree bearing accuracy.

6.2.1.4 Control Tower.

6.2.1.5 Airfield lighting system - runway edge, approach, precision approach path indicators, runway end identifiers, and taxiway lighting.

**6.2.2 Personnel/Services.** The contractor shall provide an adequate number of qualified personnel, as outlined in Section 2 of this SOW, to provide terminal radar, control tower, associated maintenance services, and airfield management support, as outlined in Section 5 of this SOW. All services must comply with applicable FAA and/or ICAO standards.

**6.2.3 Hours of Operations.** The contractor shall provide services, as outlined in Section 5 of this SOW 24 hours, 7 days a week. No-NOTAM downtime will be planned so not more than one major system is taken out of service at any given time. These times will be approved by the government and published

**6.2.4. Anticipated traffic.** Contractor can expect a mixture of rotary and fixed wing (fighters and airlift) military aircraft.

## **6.3 Kabul Flight Information Center**

**6.3.1 Equipment.** The contractor will provide air-to-ground UHF and VHF radios and other associated equipment required to support positive en route control procedures.

**6.3.2 Personnel/Services.** The contractor shall provide an adequate number of qualified personnel, as outlined in Section 2 of this SOW, to provide positive en route ATC services to aircraft transiting the Kabul Flight Information Region (FIR).

**6.3.3 Hours of Operations.** The contractor shall provide en route services, as outlined in Section 5 of this SOW 24 hours per day 7 days per week. No-NOTAM downtime will be planned so not more than one major system is taken out of service at any given time. These times will be approved by the government and published.

**6.3.4. Anticipated traffic.** Contractor can expect a mixture of heavy jets, commercial carriers, business aircraft, turboprops, and civil humanitarian flights.

## **SECTION 7 - ADDITIONAL LOCATION REQUIREMENTS**

**7.1** Although this effort primarily focuses on ATM in Afghanistan, the nature of operations in neighboring countries dictate that additional locations be considered as well. However, there are two potential showstoppers. First, by authority of the Ministry of Civil Aviation and Tourism of the Interim Administration of Afghanistan, the CFACC is

designated the Airspace Control Authority for the Kabul Flight Information Region (FIR). However, he does not exercise this authority outside of Afghanistan. Second, due to political/military considerations, host nation officials may not be receptive to contractors and/or coalition forces providing ATC/airfield management services at their airfields. With that in mind, contract support of these locations should be considered on a case-by-case basis once these issues are resolved.

## **7.2 Karshi-Khanabad, Uzbekistan.**

**7.2.1 Equipment.** The contractor shall provide the following equipment. All equipment must meet applicable FAA and/or ICAO standards.

7.2.1.1 Airport Surveillance Radar. Contractor provided radar system should provide a minimum service volume of 40 NMI PSR with 100 NMI SSR up to FL300.

7.2.1.2 CAT I precision approach radar capability to primary runway. Precision landing system and associated visual aids capable of operations with a decision height lower than 60 meters (200 ft) and either a visibility not less than 800 meters or a visual range not less than 550 meters.

7.2.1.3 VOR and TACAN or VORTAC beacon-type, air navigation aid that provides slant range, bearing, identification information, and distance measuring equipment. Minimum performance requirements: 360 degree azimuth coverage, 0-12 degree elevation coverage, 40 NM range, +/- 3.5 degree bearing accuracy.

7.2.1.4 Control Tower.

7.2.1.5 Airfield lighting system - runway edge, approach, precision approach path indicators, and taxiway lighting

**7.2.2 Personnel/Services.** The contractor shall provide an adequate number of qualified personnel, as outlined in Section 2 of this SOW, to provide terminal radar, control tower, associated maintenance services, and airfield management support, as outlined in Section 5 of this SOW. All services must comply with applicable FAA and/or ICAO standards.

**7.2.3 Hours of Operations.** The contractor shall provide services, as outlined in Section 5 of this SOW 24 hours, 7 days a week. No-NOTAM downtime will be planned so not more than one major system is taken out of service at any given time. These times will be approved by the government and published.

**7.2.4. Anticipated traffic.** Contractor can expect a mixture of rotary and fixed wing (fighters and airlift) military aircraft.

## **7.3 Bishkek-Manas, Kyrgyzstan.**

**7.3.1 Personnel:** The contractor will provide an adequate number of qualified personnel to provide one tower, and one radar controller in the host nation control tower and radar facility to serve as air traffic liaisons during coalition flying operations. Additionally, the contractor will provide qualified airfield management personnel, as outline in Section 5 of this SOW, to provide airfield management support as outline in Section 5 of this SOW.

**7.3.2 Hours of Operations.** The contractor shall provide services, as outlined in Section 5 of this SOW 24 hours, 7 days a week.

**7.3.3 Anticipated traffic.** Contractor can expect a mixture of rotary and fixed wing (fighters and airlift) military aircraft.

**7.3.4. Equipment.** VOR and TACAN or VORTAC beacon-type, air navigation aid that provides slant range, bearing, identification information, and distance measuring equipment. Minimum performance requirements: 360 degree azimuth coverage, 0-12 degree elevation coverage, 40 NM range, +/- 3.5 degree bearing accuracy.

## **7.4 Jacobabad, Pakistan.**

### **7.4.1 Equipment.**

7.4.1.1 VOR and TACAN or VORTAC Beacon-type, air navigation aid that provides slant range, bearing, identification information, and distance measuring equipment. Minimum performance requirements: 360 degree azimuth coverage, 0-12 degree elevation coverage, 40 NM range, +/- 3.5 degree bearing accuracy.

7.4.1.2 CAT I precision approach radar capability to primary runway. Precision landing system and associated visual aids capable of operations with a decision height lower than 60 meters (200 ft) and either a visibility not less than 800 meters or a visual range not less than 550 meters.

**7.4.2 Personnel.** The contractor will provide adequate qualified personnel, as outlined in Section 5 of this SOW, to provide terminal control tower services from the host nation control tower. The contractor will provide qualified airfield management personnel, as outline in Section 5 of this SOW, to provide airfield management support as outline in Section 5 of this SOW. Additionally, the contractor will provide qualified maintenance technicians, as outlined in section 5 of this SOW.

**7.4.3 Hours of Operation.** The contractor shall provide services, as outlined in Section 5 of this SOW 24 hours, 7 days a week. No-NOTAM downtime will be planned so not more than one major system is taken out of service at any given time. These times will be approved by the government and published.

**7.4.4 Anticipated traffic.** Contractor can expect a mixture of rotary and fixed wing (fighters and airlift) military aircraft.

## **SECTION 8 - MISCELLANEOUS REQUIREMENTS**

**8.1. Contractor-Furnished Items and Services:** Except for those items or services specifically stated in paragraph 8.2, as government furnished, the contractor shall furnish everything needed to perform all tasks according to all terms and applicable contract provisions. In particular, and as a minimum, the contractor shall provide the management, services, and equipment specified in sections 6 and 7 of this SOW.

**8.2 Government Furnished Property/Services:** The government shall furnish or make available facilities as described below and elsewhere located in foreign countries, i.e., host nation facilities provided to the U.S. government for their use and which may be provided to the contractor to support U.S. government operations. Host nation facilities may or may not have been inspected for hazards to human health and safety. Therefore, the contractor should not assume "no hazards exist." Contractor shall take prudent, economical measures to inspect facilities for hazards. If any hazards exist, contractor shall take action to develop work-arounds and notify the contracting officer of such facility deficiencies. No alteration/modification of facilities shall be made without specific written permission from the contracting officer. Contractor shall provide the contracting officer documentation describing in detail the desired alteration/modification.

**8.2.1 Utilities.** Contractor shall be provided the following utility services (consumption costs paid by government).

**8.2.2 Water.** Contractor shall be provided potable water utility service from government identified sources/connections.

**8.2.3 Sewer.** Contractor shall be provided sanitary sewer utility service from government identified sources/connections.

**8.2.4 Electrical.** Contractor shall be provided electrical power utility service from government identified sources/connections.

**8.2.5 Other Utility.** Contractor shall be provided official Local Area Network (LAN) utility service from government identified sources/connections. Government shall provide fuel for backup generators and vehicles.

