

PERFORMANCE WORK STATEMENT
FOR INTERIOR ENHANCEMENT OF
RAYTHEON BEEHCRAFT
300 SUPER KING AIR AIRCRAFT

FEDERAL AVIATION ADMINISTRATION
AVIATION SYSTEMS STANDARDS (AVN)

April 17, 2009

RAYTHEON BEECHCRAFT 300 SUPER KING AIR AIRCRAFT

**Performance Work Statement
Be-300 Interior Enhancement**

1.0 GENERAL

1.1 Requiring Office. Federal Aviation Administration (FAA), Aviation System Standards (AVN), Flight Program Support Team, AJW-314.

1.1.2 Task Name. Beechcraft 300 Super King Air (Be-300) Aircraft Interior Enhancement. Interior Enhancement to Pilot, Co-Pilot, and three (3) Passenger Cabin seats (Mission Specialist, Mission Observer, and Lavatory Seat).

1.1.3 FAA Contracting Officer's Technical Representative. The Contracting Officer (CO) shall delegate, in writing, an authorized Contracting Officer's Technical Representative (COTR) to interact with the Contractor during the development of the specification and software. The COTR shall possess no implied or express authority to change the contract, the Performance Work Statement (PWS), or otherwise commit or obligate the Government. The COTR is not authorized to make changes that affect cost, schedule, or scope of work. The CO is the only individual authorized to make these changes. The Contractor shall propose any changes of technical nature to the CO. Upon receipt, the CO will coordinate the proposed changes with the COTR and Program Office for review. The CO will then respond back to the Contractor with approval, denial, or possible negotiations. Any matter concerning price will be coordinated strictly through the CO.

1.1.4 Work Location. Contractor services for this task shall be performed primarily at the contractor's facility. Some services may require performance at the Mike Monroney Aeronautical Center (MMAC), Oklahoma City, Oklahoma.

1.2 Introduction. This PWS describes tasks, obligations, and responsibilities that the Contractor will be required to perform to accomplish the design, modification, installation, testing, and certification in FAA's Beech King Air (Be-300) aircraft regarding the interior enhancements identified within this PWS.

1.2.1 This PWS shall form the basis for work to be accomplished on this program. Deviation from the tasks defined in this PWS shall require a change proposal that must be coordinated and agreed to by all parties before starting a revised scope of work.

1.2.2 This PWS establishes communication channels and is the basis for the development of a top-level milestone schedule. All program activities to include changes to the contract terms and conditions, PWS, schedules, milestones, equipment, colors, and materials are the exclusive responsibility of the FAA's CO or as delegated by the CO in writing to the FAA's COTR.

1.2.3 In addition to design reviews, weekly teleconferences and/or monthly program review meetings between FAA and the Contractor, including sub-tier suppliers if required, shall be held. These program reviews are to address the applicable design status, program schedules, component deliveries, program actions, and issues to ensure the success of the program. Should concerns arise over any contractual items, program meeting(s) will be held more frequently to address specific contract issues.

1.3 Interior Enhancement Project Requirements

1.3.1 Colors and Materials. The FAA will select all colors. Unless otherwise specified, the Contractor shall propose and AVN will select all materials. All materials used in the cockpit and cabin shall be durable, easy to maintain (easy to clean, remove/install, repair, etc), and shall meet FAR 23.853 and 25.853 for flammability. Interior furnishing/hardware plating shall be Satin Nickel or equivalent (See Appendix A).

1.3.2 Procurement Provisioning. In order to ensure fleet configuration consistency, reduce the need for material change options, or if prudent to ensure certain materials are available throughout this project's duration for any reason (seating surface lot color matching with flammability testing, interior furnishing/hardware, etc.), the Contractor shall identify these materials as candidates for "one time – up front" purchase in quantity enough for the entire fleet (18 aircraft total). These shall be priced Options as shown in Part I, Section B, Schedule of Items, of the Contract Document and are referenced by Appendix A to the PWS by paragraph number.

1.3.3 Inspection of Aircraft. Upon arrival at the location of the aircraft, the Contractor and FAA personnel shall inspect the aircraft. A walk-around will be accomplished to confirm the configuration of the aircraft (similar to a rental car walk-around inspection).

1.3.4 Design Review/Acceptance and Modification Approval. Proposed changes to design configuration and installation shall be submitted by the Contractor to the FAA for review and concurrence. The Contractor is responsible for obtaining Technical Modification approval from the FAA (see Appendix A, Paragraph 1.0.4).

1.3.6 Certification and Data. The Contractor is responsible for meeting all Federal Aviation Regulation (FAR) requirements and developing a complete Data Package for the certification and approval of this Interior Enhancement (see Appendix A, Paragraph 1.0.5).

1.3.7 Technical Specification for Interior Enhancement. The Contractor will be required to perform all activities to accomplish the design, modification, installation, testing, and certification in the FAA's Beech King Air (Be-300) aircraft regarding the interior enhancements identified within this PWS in accordance with the Technical Specification as contained in Appendix A attached hereto.

1.4 Government Furnished Property.

1.4.1 Miscellaneous Equipment Installation. The Contractor will be provided miscellaneous equipment for installing, mounting or storing, etc., in accordance with Appendix A, Paragraph 1.0.7.

1.4.2 Aircraft. The FAA will supply to the Contractor a total of 18 Beech Model 300 aircraft as shown below for Interior Enhancement based on satisfactory completion of the prototype aircraft:

Identification Number	Description	Quantity	Acquisition Cost
N-66	Be-300 aircraft	1 each	\$3,140,025.00
N-67	Be-300 aircraft	1 each	\$3,140,025.00
N-68	Be-300 aircraft	1 each	\$3,140,025.00
N-69	Be-300 aircraft	1 each	\$3,140,025.00
N-70	Be-300 aircraft	1 each	\$3,140,025.00
N-71	Be-300 aircraft	1 each	\$3,140,025.00
N-72	Be-300 aircraft	1 each	\$3,140,025.00
N-73	Be-300 aircraft	1 each	\$3,140,025.00
N-74	Be-300 aircraft	1 each	\$3,140,025.00
N-75	Be-300 aircraft	1 each	\$3,140,025.00
N-76	Be-300 aircraft	1 each	\$3,140,025.00
N-77	Be-300 aircraft	1 each	\$3,140,025.00
N-78	Be-300 aircraft	1 each	\$3,140,025.00
N-79	Be-300 aircraft	1 each	\$3,140,025.00
N-80	Be-300 aircraft	1 each	\$3,140,025.00
N-81	Be-300 aircraft	1 each	\$3,140,025.00
N-83	Be-300 aircraft	1 each	\$3,140,025.00
N-84	Be-300 aircraft	1 each	\$3,140,025.00

1.5 Program Management.

1.5.1 The contractor shall identify a Program Manager (PM) and alternate who shall have sufficient corporate authority to direct, execute, and control all elements of the program. These positions may not be subcontracted and must be a part of the prime Contractor's management team. The PM shall serve as the point of the contact for administrative and technical issues pertaining to the performance of this PWS and resulting Task Orders (TO) under the basic contract. PM responsibilities shall include planning, organizing, directing, coordinating, controlling, approval, and documentation of administrative and technical issues.

1.5.2 The PM shall be prepared at all times, given reasonable notice, to present and discuss the status of the contract and/or TOs with the CO or the COTR. The PM and alternate shall be designated by name in the Contractor's proposal. Any proposed changes to these individuals must be identified in advance to the CO for verification of qualifications.

1.5.3 The PM shall develop and implement an integrated Program Management Plan (PMP). The PMP shall integrate all functional program areas (e.g., management, engineering, design, development, integrated logistics, materials, hardware, software, testing, technical support, etc.) and articulate how the PM will manage the overall program (see CDRL P001, Program Management Plan).

1.5.4 The PM shall administratively coordinate and participate in joint Program Management Reviews (PMR) and Technical Interchange Meetings (TIM). The PM shall schedule PMRs and TIMs as necessary to assure successful contract and TO performance and/or as may be requested by the CO or COTR to address specific issues as they arise. The Contractor shall keep the CO or COTR informed of all problems that will affect or may potentially impact any aspect of TO performance

1.5.4.1 PMRs shall be coordinated with the CO or COTR to identify current issues and define meeting agendas. The intent of a PMR is to provide a forum for the presentation and discussion of the Contractor's technical progress, program planning, and overall contract/TO management. The Contractor should review the status of TO action items, cost, schedule and overall performance at each PMR. The Contractor should be prepared to discuss significant problems and/or discrepancies in detail. PMRs shall at a minimum address the following subject matter:

- a. Summary of TO achievements.
- b. Actual TO status versus plan.
- c. Material or Sub-contract requirements.
- d. Cost performance versus funding.
- e. Status of open actions items.
- f. Configuration Management requirements.
- g. Anticipated problems and recommended resolutions.

1.5.4.2 TIMs may require scheduling on short notice to discuss specific operational issues. The intent of a TIM is to clarify, resolve, or discuss technical issues as necessary for successful TO performance. The PM shall make all key contractor personnel available to respond to Government questions. The following technical data shall be made available at TIMs as required: engineering data, specifications, drawings, schematics, design and test documentation, software development files, schedules, working papers, and results of studies and analyses.

1.5.4.3 Reports. The Contractor shall provide Monthly Program Status Reports under this contract (see CDRL P002, Program Management Review/Technical Interchange Meetings, and CDRL P003, Agenda/Meeting Minutes).

1.5.5 Logistics Management.

1.5.5.1 The Contractor shall provide all manuals/publications for all basic and revised systems, subsystems and support equipment necessary to support testing, operations, maintenance, and training for all operational, test, and support equipment and software. Manuals/publications shall include all configuration changes, modifications, directives, and bulletins to support operations and maintenance provided in support of Flight Inspection Systems. This effort includes all technical manuals/publications for all deliverables, or as a part of any Flight Inspections

Systems work. The Contractor shall provide copies of applicable specifications, exhibits, source data, and drawings to support manual/publications. Drawings shall be provided on electronic media as available and be compatible with the FAA computer aided engineering graphics (CAEG) system

1.5.5.2 As a minimum, the Contractor shall supply manuals and documentation as required herein or as may be defined in more detail in individual TOs.

1.5.3 Printing of all text and illustrations shall be clear, sharp, and reproducible. Manuals/publications shall reflect the final configuration of the delivered item including all revisions and changes.

Technical Manuals	1 each electronic copy
Operations Manual	1 each electronic copy

1.5.4 The Contractor shall, if directed by a TO, provide a training program development and management plan which shall identify the training requirements. The contractor may be tasked to analyze, plan, develop, validate, and conduct training as defined in a TO.

1.5.5 The Contractor shall identify, quantify, and deliver recommended lists of items identified as spare parts and parts peculiar. The spare parts list and spare parts peculiar shall contain, but not be limited to the following information:

- Part Number
- Item Name
- Cage Code
- Cost per unit
- Long lead-time identification

1.5.6 The Contractor shall provide a justified listing of all common and special tools, support, and test equipment, and devices and connectors required for operation, maintenance and testing. The Contractor shall make every effort to minimize the requirements for special tools and/or test equipment. The Contractor shall identify any additional hardware, software and documentation required to support the maintenance of commercial or special support or test equipment (see CDRL P005, Manuals and Publications).

1.6 Contractor Furnished Property and Services. The Contractor shall provide the, design, development, materials, installation, and personnel qualified to perform the tasks required to complete the Interior Enhancement of the FAA's Beech-300 Flight Inspection Aircraft and in complying with all FAR requirements and developing a complete Data Package for the certification and approval of this Interior Enhancement. The Data Package shall only be for FAA aircraft serial numbers.

1.6.1 Special Insurance Coverage. The Contractor will be required to have and provide proof of insurance for \$3,200,000 for property damage to each FAA aircraft when in their possession. This annual cost will be shown as a contract line item in Section B.

1.7 Travel. The Contract may be required to travel to the MMAC for PMRs or TIMs. The cost of this travel will be limited in accordance with the contract.

1.8 Required Deliverables. The Contractor shall furnish all labor, facilities, purchase equipment, materials, services, to complete the interior enhancement of the Be-300 aircraft as set forth below in accordance with the terms, conditions, and provisions set forth in the contract, the PWS, and its Appendix A - Technical Specification. Aircraft cost will be based on contract year that the order is placed. The FAA has a total of 18 Be-300 aircraft to be enhanced over the five years of the contract. Ordering periods will based on date of award of the basic contract.

1.8.1 The Government desires and requires delivery of the supplies under this contract within the number of calendar days stated below beginning on the date of Contractor's receipt of aircraft for installation at the Contractor's site:

<u>Line</u>	<u>Quantity to be Delivered</u>	<u>Desired Delivery</u>	<u>Required Delivery</u>
Base Year Prototype	1 each	180 Days ARO	210 Days ARO
Base Year (production)	1 each		280 days ARO
Option Years 2 through 4	NTE 4 per year (NTE 1 per quarter) (Total of 18 aircraft over 5 year contract period)		

1.9 Communications. The FAA and the Contractor shall assign a primary focal point for all communications. The Contractor's focal point shall be the assigned Program Manager. The FAA's focal point is the CO, and the COTR as authorized in writing by the CO.