

Extra Copy

AWARD/CONTRACT		1.	RATING	PAGE 1	OF PGS 24
2. CONTRACT (Proc. Inst. Ident.) NO. DTFA-02-02-C-07472		3. EFFECTIVE DATE March 19, 2002	4. REQUISITION/PURCHASE REQUEST/PROJECT NO. 02-05162		
5. ISSUED BY A, Aviation, Medical, & Training Team (AMQ-310) 500 South MacArthur Boulevard P.O. Box 25082 Oklahoma City, OK 73125		6. ADMINISTERED BY (If other than Item 5) CODE FAA, Aviation, Medical, & Training Team (AMQ-340) 6500 South MacArthur Boulevard P.O. Box 25082 Oklahoma City, OK 73125			

7. NAME AND ADDRESS OF CONTRACTOR (No., street, city, county, State and ZIP Code) ADACEL INC. ATTN: Robert Montcalm 7900 Taschereau Blvd., Building E Brossard, Quebec, CANADA J4X 1C2 PHONE: (450) 672-3888 FAX: (450) 672-4434		8. DELIVERY FOB DESTINATION <input type="checkbox"/> FOB ORIGIN <input checked="" type="checkbox"/> OTHER (See below)	
CODE		9. DISCOUNT FOR PROMPT PAYMENT NET	
FACILITY CODE		10. SUBMIT INVOICES (4 copies unless otherwise specified) TO THE BLOCK 12.	
11. SHIP TO/MARK FOR FAA/MM Aeronautical Center Thoma P. Stafford Building, Room 156 Woolverton Oklahoma City, OK 73169		12. PAYMENT WILL BE MADE BY: CODE FAA, Financial Operations Division (AMZ-100) P.O. Box 25710 Oklahoma City, OK 73125 (405) 954-4304	
		14. ACCOUNTING AND APPROPRIATION DATA See page 1a	

15A. ITEM NO	15B. SUPPLIES/SERVICES	15C. QUANTITY	15D. UNIT	15E. UNIT PRICE	15F. AMO
Accepted as to items 1.0 and 13.0, in Part I, Section B. In accordance with the terms and conditions stated herein.					

15G. TOTAL AMOUNT OF CONTRACT \$892,467.00

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CONTRACTING OFFICER WILL COMPLETE ITEM 17 OR 18 AS APPLICABLE

17. CONTRACTOR'S NEGOTIATED AGREEMENT (Contractor is required to sign this document and return 1 copies to issuing office.) Contractor agrees to furnish and deliver all items or perform all the services set forth or otherwise identified above and on any continuation sheets for the consideration stated herein. The rights and obligations of the parties to this contract shall be subject to and governed by the following document (a) this award/contract, (b) the solicitation, if any, and (c) such provision representations, certifications, and specifications, as are attached or incorporated by reference herein. (Attachments are listed herein.)	18. [X] AWARD (Contractor is not required to sign this doc.) Your offer on RFO Number DTFA-02-02-R-05162r including the additions or changes made by you which additions or changes are set forth in full above, is hereby accepted as to the items listed above and on any continuation sheets. This award consummates the contract which consists of the following documents: (a) the Government's solicitation and your offer, and (b) this award/contract. No further contractual document is necessary.
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19A. NAME AND TITLE OF SIGNER (Type or print) ROBERT MONTCALM - CORPORATE SECRETARY	20A. NAME OF CONTRACTING OFFICER BRENT D. FOREMAN
19B. NAME OF CONTRACTOR <i>Adacel Inc</i> (Signature of person authorized to sign)	20B. UNITED STATES OF AMERICA BY <i>Brent D Foreman</i> (Signature of Contracting Officer)
19C. DATE SIGNED MAR 14, 2002	20C. DATE SIGNED 3-15-2002

SECTION B
SUPPLIES OR SERVICES AND PRICES/COSTS

Section B--The contractor shall furnish all supplies, development, integration, installation, license agreements, hardware and software, testing, training, and administrative, managerial, supervisory and clerical personnel necessary to perform the tasks defined in providing the upgrade/enhancement of Control Tower Simulation (CTS) systems currently in service at the FAA Academy in Oklahoma City in accordance with the terms and conditions set forth herein.

CLIN*	ITEM DESCRIPTION	Quantity	Unit	Unit Price	Total Price°
1.0	Program Management Contractor to provide Management Services required to accomplish the upgrade/enhancement of the FAA Academy's Electronic Debriefing Station located at the Mike Monroney Aeronautical Center Oklahoma City, Oklahoma. Service in accordance with Statement of Work (SOW), Paragraph 2.1., and management Plan IAW SOW 2.1.1(n).				Not-Separately-Priced
2.0*	Prototype Electronic Debriefing Station Contractor shall provide upgrade/enhancement of the Electronic Debriefing Station (EDS) training laboratory on the Control Tower Simulator Systems in accordance with the SOW paragraph 2.1.1 (o) with performance capabilities as stated in SOW Appendix B. (Includes all cost of development through capability demonstration test and approval)	1	each		\$221,663.00
2.1*	Production Run Debriefing Stations Contractor shall provide 7 additional EDS Stations. Production of these units is based upon approval of the Prototype unit approval by the FAA. Cost includes integration and installation of the EDS by the contractor IAW SOW paragraphs 2.1.1 (p) and 2.1.1 (q).	7	each		\$530,964.00
3.0	Maintenance Systems Spares All equipment for two spare positions Requirements in accordance with SOW Paragraphs 2.1.1(a).	1	lot		\$ 21,168.00
4.0	Academy Database Incorporation Contractor shall be provided a copy of the FAA Academy's current Airport Database for conversion for use under the enhanced EDS Systems. Delivery and acceptance shall be part of the Prototype testing.	1	lot		\$ 15,870.00
5.0	Airport Database Development/Editing Software Package. Contractor shall provided an airport database developing and editing software tool. Software to be provided within 30 calendar day after approval and acceptance of Prototype validation testing in accordance with SOW paragraph 2.1.1 (r).	1	lot		\$ 10,692.00
6.0	Scenario Development/Editing Tools Contractor shall provide a Scenario generation package (enables creation and editing of new scenerios). Requirements in accordance with Statement of Work Paragraphs 2.1.1(c).	1	lot		\$0.00 (included in CLIN 2.0)

* Contractor shall supply with the EDS units under CLINs 2.0 and 2.1 an appropriate software license providing for the use of source code on a limited basis. IAW Clause 3.5-13/ALT 3 -- RIGHTS IN DATA -- GENERAL ALTERNATE III (OCT 1996).

Section B, Continued

CLIN*	ITEM DESCRIPTION	Qty	Unit	Total Price°
7.0	Aircraft/Vehicle Target Development Editing Software Package (Enables development of new models, new visual databases. Requirements in accordance with Statement of Work Paragraphs 2.1.1(d).	1	lot	\$ 0.00 (Included in CLIN 2.0)
8.0	Training Scenarios Requirements in accordance with Statement of Work Paragraphs 2.1.1(e) and Contractor Data Requirements List CDRL 001, Exhibit A.	1	lot	\$11,040.00
9.0	Training of FAA Personnel Contractor shall provide training to FAA personnel in operation of System. IAW SOW Paragraphs 2.1.1.(f), (g), (h), (i), & (j). (Includes materials, course(s). Requirements in accordance with CDRL 002, Exhibit B.	1	lot	\$51,750.00
10.0	DATA-Source Code of Final Delivery One each printed copy of source code for each software component delivered. IAW SOW paragraph 2.1.1(k) and CDRL 003 Exhibit C. The rights to use such software shall be in accordance IAW Section I, Clause 3.5-13 RIGHTS IN DATA GENERAL--ALTERNATE III (OCT 1996).	1	lot	\$2,760.00
11.0	Technical User Documentation One set shop type hardware and software maintenance and software user manuals to include a recommended support equipment data package. IAW SOW Para 2.1.1(1) CDRL 004 and 004a	1	lot	\$1,380.00
12.0	Commercial Catalogs, Hardware, Software Repair parts Data--Contractor shall provide copies of all commercial catalogs and/or price list (including updates) applicable to the EDS Systems hardware and software and/or repair parts. IAW SOW Para 2.1.1 (s) CDRL 007 Exhibit G.	1	lot	\$1,380.00
SYSTEMS MAINTENANCE:				
13.0	System Maintenance Software & system maintenance support for one year starting upon acceptance of the system by the FAA. IAW SOW paragraph 2.1.1 (m).	1	year	\$23,800.00
13.1	Option A--System Maintenance Software & system maintenance support for additional one year period. IAW SOW paragraph 2.1.1 (m).	1	year	\$23,800.00
13.2	Option B--System Maintenance Software & system maintenance support for additional one year period. IAW SOW paragraph 2.1.1 (m).	1	year	\$23,800.00

Section B, Continued

<u>CLIN*</u>	<u>ITEM DESCRIPTION</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit PRICE</u>	<u>Total Price°</u>
13.3	Option C--Systems Maintenance Software & system maintenance support for additional one year period. IAW SOW paragraph 2.1.1 (m).	1	year		\$23,800.00
13.4	Option D--System Maintenance Software & system maintenance support for additional one year period. IAW SOW paragraph 2.1.1 (m).	1	year		\$23,800.00

PART I - SECTION C - DESCRIPTION/SPECS/WORK STATEMENT

C.1 WORK STATEMENT

The FAA has a requirement for the upgrade/enhancement of CTS systems currently in service at the FAA Academy in Oklahoma City. The FAA is therefore acquiring, to the extent feasible, Commercial Off-The-Shelf/Non Developmental Items (COTS/NDI) tower cab simulation hardware and software. The COTS/NDI components will be used to upgrade/enhance existing CTS systems to better meet the FAA's needs. The FAA expects software components being acquired to be common to both the EDS and TOTS systems, user friendly, upgradeable to provide future flexibility, and operable on standard system hardware configurations. The FAA expects hardware components to be designed/assembled utilizing an open systems architecture, enabling future system expansion.

C.2 DEFINITION OF CONTRACT TERMS (JAN 1997)

CLA.1510

(a) "Contractor's Cost" means the net cost to the contractor (after deducting cash or trade discounts, rebates, commissions and any other allowances and credits available to the contractor, regardless of date purchased, plus properly identified and supported freight or transportation costs) for parts acquired by the contractor for performance under this contract.

(b) "Direct Material" means those materials which are not encompassed by the definition of "Indirect Materials."

(f) "Indirect Material" means all supplies and materials which do not become an integrated part of the assembly, accessory, or component. Typical items are lubricants, solvents, wiping rags, emery cloth, plating material, safety wire and abrasives. Price of indirect material shall be included in the Hourly Composite Rate.

(h) "New, Unused Parts" means serviceable parts that have never been used, which conform to current production standards and which are intended for replacement for like irreparable parts.

(i) "Out-of-Plant Services" means those services performed for the contractor by its vendor, processor or subcontractor, such as special grinding, plating or similar rework processes, on components or parts removed from the Government-owned reparable items.

(m) "Test" means a test or check of equipment in its operational (or functional) environment, using equipment, procedures, and limits specified in applicable authorized manufacturer publications, manuals, and specifications and technical orders or FAA authorized changes in procedures and limits.

C.3 Emergency Situations and Exercises during Contract Performance (SEP 2001) CLA.4548

(a) Emergency situations and exercises are temporary exceptions to the prohibition of contractor personnel not being subject to the direction and control of Government personnel when performing non-personal contract services in FAA facilities.

(b) All contractor personnel at a FAA work site or facility during an actual emergency shall conform to the procedures posted or directed by FAA officials responsible for emergency response at that site or facility. Such officials include evacuation wardens/monitors, security personnel, Emergency Readiness Officers, management, etc.

(c) Contractor personnel shall participate in all emergency exercises, including evacuations, as part of performance under this contract. On rare occasions and based on advance arrangements that are then announced at the time of an exercise, contractor personnel will be excused from/evacuations.

(d) Contractor management/supervisors shall ensure that each contractor employee assigned work in FAA facilities possesses a general awareness of emergency and evacuation procedures at all locations where the employees might be during an emergency or exercise. Information on emergency procedures may be requested from the Contracting Officer's Technical Representative or a designated FAA contact point at the work site.

PART I - SECTION D - PACKAGING AND MARKING

D.1 PRESERVATION, PACKAGING, PACKING, AND MARKING (JAN 1997) CLA.2110

Preservation, packaging, and packing shall be in accordance with the industry's standard commercial practices to protect from contamination and damage. The outside of the shipping container shall be marked with the applicable contract number and delivery order number.

PART I - SECTION E - INSPECTION AND ACCEPTANCE

E.1 CAPABILITY DEMONSTRATION

(a) The Contractor shall provide the project management necessary to acquire hardware and software necessary for enhancement/upgrade of the Electronic Debriefing Station (EDS) laboratory equipment located at the Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma. The contractor shall design, integrate, install, and demonstrate a fully operational prototype EDS meeting the functional performance requirement of Attachment B of the Statement of Work. The prototype hardware and/or software shall be acquired as non-developmental materials for compatibility with the existing EDS lab monitors and cabinetry. The hardware and/or software shall be installed into existing government EDS monitors and cabinetry and shall be fully integrated for systems operability, sharing commonality with the Tower Operator Training Systems (TOTS) hardware/software, while enabling future system expansion. The Contractor shall establish, implement and maintain a formal configuration management program on all hardware and software items in accordance with current commercial practices. The contractor shall specify a single point of contact for all CM related issues. The configuration management shall include identification, control, and audit of hardware and software such that traceability is maintained between all representation of that item throughout the entire CM life cycle. Contractor shall support formal configuration audits conducted by the FAA in conjunction with test activities.

(b) In accordance with the Statement of Work (SOW) paragraph 2.4 the contractor is responsible for development of a test and evaluation program that will fully demonstrate the capabilities required in SOW Attachment B of the enhanced/upgraded EDS Stations. Contractor is responsible for providing the system training needs as described in the SOW for the operation and maintenance of the new enhanced EDS simulators and for the development and editing of scenarios, targets and airports.

(c) The provisions of this clause shall in no way be construed to limit the rights of the Government under the clause entitled Inspection of Services-- Both Fixed Price and Cost Reimbursement (AMS 3.10.4-4).

E.2 INSPECTION AND ACCEPTANCE AT DESTINATION (JAN 1997) CLA.1908

(a) Final inspection and acceptance shall be at destination.

(b) Although source inspection by the Government is not anticipated under this contract, the provisions of this clause shall in no way be construed to limit the rights of the Government under the clause entitled "Inspection of Supplies-Fixed Price" AMS 3.10.4-2 and "Inspection of Services -- Fixed-Price and Cost Reimbursement" AMS 3.10.4-4.

3.1-1 CLAUSES AND PROVISIONS INCORPORATED BY REFERENCE (June 1999)

This screening information request (SIR) or contract, as applicable, incorporates by reference one or more provisions or clauses with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make the full text available, or offerors and contractors may obtain the full text via Internet at: <http://fast.faa.gov> (on this web page, select "toolsets", then "procurement toolbox").

3.10.4-2 INSPECTION OF SERVICES--FIXED-PRICE (NOVEMBER 1997)

3.10.4-4 INSPECTION OF SERVICES--BOTH FIXED-PRICE & COST REIMBURSEMENT (April 1996)

PART I - SECTION F - DELIVERIES OR PERFORMANCE

F.1 DELIVERY SCHEDULE

CLA.0118

(a) The Government 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 order:

- | | | |
|------|---|---|
| 1.0 | Program Management/Plan | IAW CDRL 005 |
| 2.0 | Prototype Electronic Debriefing Station | Testing to start 60 days after receipt of award. |
| 2.1 | Production Run -- Debriefing Stations | Delivery 90 days after Prototype approval. |
| 3.0 | Maintenance Systems Spares | Delivery 30 days after receipt Production Run units. |
| 4.0 | Academy Database Incorporation | Delivery same as CLIN 2.0. |
| 5.0 | Airport Database Development/Editing Software | Delivery IAW CDRL 006. |
| 6.0 | Scenario Development/Editing Tools | 30 days after Prototype approval. |
| 7.0 | Aircraft/Vehicle Target Development | 30 days after Prototype approval. |
| 8.0 | Testing & Training Scenarios | Delivery IAW CDRL 001. |
| 9.0 | Training of FAA Personnel | Delivery IAW CDRL 002. |
| 10.0 | DATA-Source Code of Final Delivery | Delivery IAW CDRL 003. |
| 11.0 | Technical User Documentation | Delivery IAW CDRL 004 &004a. |
| 12.0 | Commercial Catalogs, Hardware, Software | Delivery IAW CDRL 007. |
| 13.0 | First Year Systems Maintenance | Starting upon acceptance of the Systems delivered under CLIN 2.1. |

(b) It is assumed that Order(s) issued under this contract will be received by the contractor in at least 10 calendar days after issuance by the Government. Accordingly, the delivery time for delivery orders issued hereunder will be increased to reflect the assumed transmission time.

F.2 PRINCIPAL PLACE OF TRAINING (JAN 1997)

CLA.0180

The principal place of performance where school training will be conducted.

FAA Academy
Mike Monroney Aeronautical Center
Oklahoma City, Oklahoma

F.3 CHANGE TO INDIVIDUAL TASK/DELIVERY ORDER SCHEDULE (JAN 1997)

CLA.1137

(a) The delivery schedule(s) of all delivery orders issued hereunder shall be established in accordance with the terms of the contract.

(b) In the event that the Contractor fails to deliver in accordance with the established delivery schedule(s) and if such failure is not due to an excusable delay as defined in the Default clause of this contract, the Government and the Contractor may at the Government's option, negotiate a revised delivery schedule(s) in exchange for adequate consideration to the Government. A contract modification will not be required, but the delivery order(s) shall be amended in writing accordingly.

(c) A delivery order change or amendment made pursuant to this clause shall not affect the delivery schedule(s) of any other delivery order(s) issued under this contract.

(d) This clause shall not limit the Government's rights under the Default clause.

F.4 ACCELERATED DELIVERY (JAN 1997) CLA.1817

Any Schedule for delivery or performance may be expedited at the contractor's option, if without additional expense to the Government.

3.1-1 Clauses and Provisions Incorporated by Reference (JUNE 1999)
3.10.1-8 SUSPENSION OF WORK (AUGUST (1998)
3.10.1-9 STOP-WORK ORDER (APRIL 1996)
3.11-35 F.O.B. DESTINATION, WITHIN COSIGNEE'S PREMISES (APRIL 1999)

PART I - SECTION G - CONTRACT ADMINISTRATION DATA

G.1 OPTION TO EXTEND SERVICES (JAN 1997) CLA.0116

The Government may unilaterally exercise its option to extend the term of the contract for performance of specified services pursuant to Section I, AMS Clause 3.2.4-34, Option to Extend Services, by written notice to the contractor not later than the expiration date of the current contract period.

G.2 INVOICING PROCEDURES - GENERAL (JUL 1997) CLA.0135

(a) In addition to the requirements set forth at AMS Clause 3.3.1-17, Prompt Payment, for the submission of a proper invoice, the contractor shall submit a separate invoice for (1) each month of performance of services, or (2) those items of supplies furnished, as follows:

- (1) The original to: FAA, Mike Monroney Aeronautical Center
Financial Operations Division (AMZ-100)
P.O. Box 25710
Oklahoma City, OK 73125-4913
- (2) One copy to: FAA, Mike Monroney Aeronautical Center
Contract Management Team (AMQ-340)
P.O. Box 25082
Oklahoma City, OK 73125
- (3) One copy to: FAA, Mike Monroney Aeronautical Center
System Support Branch (AMA-530)
P.O. Box 25082
Oklahoma City, OK 73125

(b) Each invoice shall highlight the following information:

- (1) Delivery Order number.
- (2) Noun description of services and/or supplies, including applicable line item number(s) and quantity(s) that were provided.
- (3) Extended totals for invoiced quantities.

G.3 ACCOUNTING AND APPROPRIATION DATA (MAR 1991) RSP-XX-04 CLA.0502

Accounting and appropriation data will be set forth on individual Task/delivery orders issued hereunder.

G.4 IDENTIFICATION/DELIVERY OF GOVERNMENT PROPERTY (JAN 1997) CLA.1401

Within 10 calendar days after award of contract the Government-owned property listed below will be accessible on site in Oklahoma City for use by the contractor for installation of the upgrade to the Electronic Debriefing Stations and for use in the performance of this contract.

<u>Identification Number</u>	<u>Description</u>	<u>Quantity</u>	<u>Acquisition Cost</u>
NA	EDS Cabinets	8 each	No priced
	Monitors	26 each	\$4,500.00
	Power Supply	10 each	\$500.00
	FAA Airport Database	1 each	no cost

G.5 AVAILABILITY AND USE OF UTILITY SERVICES (JAN 1997)

CLA.1405

The contractor may use existing utilities without charge, if available; however, the contractor at his own expense and in a workmanlike manner satisfactory to the Contracting Officer, shall furnish, install, and maintain all necessary temporary connections and distribution lines, and shall remove same prior to final acceptance of the construction.

3.3.1-25 MANDATORY INFORMATION FOR ELECTRONIC FUNDS TRANSFER (EFT) PAYMENT - CENTRAL CONTRACTOR REGISTRATION (CCR) (JUNE 2001)

(a) Method of payment. For any payment to be made after June 1, 2001, the Contractor shall provide EFT information to the CCR database. Payments by the Federal Aviation Administration (FAA) under this contract, including invoice and contract financing payments, will be made by EFT, except as provided in paragraph (a)(1). If payment is made by EFT, the FAA may, at its option, also forward the associated payment information by electronic transfer. As used in this clause, the term "EFT" refers to the funds transfer and may also include the information transfer.

(1) In the event the FAA is unable to release one or more payments by EFT, the Contractor agrees to either: (i) accept payment by check or some other mutually agreeable method of payment; or (ii) Request the FAA to extend the payment due date until such time as the FAA can make payment by EFT (but see paragraph (d) of this clause).

(b) Mandatory submission of Contractor's EFT information.

(1) The Contractor is required, as a condition to any payment under this contract, to provide the Central Contractor Registration (CCR) database with the information required in the CCR to make payment by EFT. The Contractor may register to the CCR online at www.ccr2000.com, or call the CCR Assistance Center toll free at (888)-227-2423 and request the necessary registration forms. The Contractor must have a DUNS number to begin registration. To obtain a DUNS number, call Dun & Bradstreet, Inc. at (800) 335-0505. In the event that the EFT information changes, the Contractor shall be responsible for providing the updated information to the CCR database.

(2) If the Contractor has identified multiple payment receiving points (i.e., more than one remittance address and/or EFT information set) in the CCR database, and the Contractor has not notified the FAA of the payment receiving point applicable to this contract, the FAA shall make payment to the first payment receiving point (EFT information set or remittance address as applicable) listed in the CCR database.

(c) Mechanisms for EFT payment. The FAA may make payment by EFT through either an Automated Clearing House (ACH) subject to the banking laws of the United States or the Federal Reserve Wire Transfer System at the FAA's option. The rules governing Federal payments through the ACH are contained in 31 CFR part 210.

(d) Suspension of payment.

(1) Notwithstanding the provisions of any other clause of this contract, the FAA is not required to make any payment under this contract until after the correct EFT payment information from the Contractor has been provided to the CCR database. No invoice or contract financing request shall be deemed to be valid, as defined by the Prompt Payment Act, until correct EFT information is received into the CCR database.

(2) Changes made to an existing record in the CCR database will become effective not later than the 30th day after receipt in the CCR database. However, the Contractor may request that no further payments be made until the changed EFT information is implemented into the CCR database. If such suspension would result in a late payment under the Prompt Payment clause of this contract, the Contractor's request for suspension shall extend the due date for payment by the number of days of the suspension.

(e) Contractor EFT arrangements. The Contractor shall designate a single financial agent capable of receiving and processing the electronic funds transfer using the EFT

methods described in paragraph (c) of this clause. The Contractor shall pay all fees and charges for receipt and processing of transfers.

(f) Liability for uncompleted or erroneous transfers.

(1) If an uncompleted or erroneous transfer occurs because the FAA failed to use the Contractor-provided EFT information in the CCR database in the correct manner, the FAA remains responsible for (i) making a correct payment, (ii) paying any prompt payment penalty due, and (iii) recovering any erroneously directed funds.

(2) If an uncompleted or erroneous transfer occurs because Contractor-provided EFT information in the CCR database was incorrect, or was revised within 30 days at the time of FAA release of the EFT payment transaction instruction to the Federal Reserve System, and:

(i) If the funds are no longer under the control of the payment office, the FAA is deemed to have made payment and the Contractor is responsible for recovery of any erroneously directed funds; or

(ii) If the funds remain under the control of the payment office, the FAA retains the right to either make payment by mail or suspend the payment in accordance with paragraph (d) of this clause.

(g) EFT and prompt payment.

(1) A payment shall be deemed to have been made in a timely manner in accordance with the Prompt Payment clause of this contract if, in the EFT payment transaction instruction given to the Federal Reserve System, the date specified for settlement of the payment is on or before the prompt payment due date, provided the specified payment date is a valid date under the rules of the Federal Reserve System.

(2) When payment cannot be made by EFT because of incorrect EFT information provided by the Contractor to the CCR database, no interest penalty is due after the date of the uncompleted or erroneous payment transaction, provided that notice of the defective EFT information is issued to the Contractor within 7 days after the FAA is notified of the defective EFT information.

(h) EFT and assignment of claims. If the Contractor assigns the proceeds of this contract as provided for in the Assignment of Claims clause of this contract, the Contractor shall require as a condition of any such assignment, that the assignee shall register in the CCR database and shall be paid by EFT in accordance with the terms of this clause. In all respects, the requirements of this clause shall apply to the assignee as if it were the Contractor. EFT information, which shows the ultimate recipient of the transfer to be other than the Contractor, in the absence of a proper assignment of claims acceptable to the FAA, is incorrect EFT information within the meaning of paragraph (d) of this clause.

(i) Liability for change of EFT information by financial agent. The Contractor agrees that the Contractor's financial agent may notify the FAA of a change to the routing transit number, Contractor account number, or account type. The FAA shall use the changed data in accordance with paragraph (d)(2) of this clause. The Contractor agrees that the information provided by the agent is deemed to be correct information as if it were provided by the Contractor. The Contractor agrees that the agent's notice of changed EFT data is deemed to be a request by the Contractor in accordance with paragraph (d)(2) that no further payments be made until the changed EFT information is implemented by the payment office. The FAA is not liable for errors resulting from changes to EFT information made by the Contractor's financial agent.

3.10.1-22 CONTRACTING OFFICER'S TECHNICAL REPRESENTATIVE (JULY 1996)

(a) The Contracting Officer may designate other Government personnel (known as the Contracting Officer's Technical Representative) to act as his or her authorized representative for contract administration functions which do not involve changes to the scope, price, schedule, or terms and conditions of the contract. The designation will be in writing, signed by the Contracting Officer, and will set forth the authorities and limitations of the representative(s) under the contract. Such designation will not contain authority to sign contractual documents, order contract changes, modify contract terms, or create any commitment or liability on the part of the Government different from that set forth in the contract.

(b) The Contractor shall immediately contact the Contracting Officer if there is any question regarding the authority of an individual to act on behalf of the Contracting Officer under this contract.

3.1-1 Clauses and Provisions Incorporated by Reference (June 1999)

3.3.1-17 PROMPT PAYMENT (AUGUST (1998)

3.9.1-2 PROTEST AFTER AWARD (August 1997)

- 3.10.3-2 GOVERNMENT PROPERTY - BASIC CLAUSE (DECEMBER 1997)
- 3.10.3-2 GOVERNMENT PROPERTY - BASIC CLAUSE Alt 1 (DECEMBER 1997)
- 3.10.3-10 MANAGEMENT OF GOVERNMENT PROPERTY IN CONTRACTOR'S POSSESSION (DEC 1997)

PART I - SECTION H - SPECIAL CONTRACT REQUIREMENTS

- H.1 NOTIFICATION OF CRIMINAL ACTIVITY BY CONTRACT EMPLOYEE (JULY 2000) CLA.0069

Upon learning that contractor personnel with authorized access to FAA facilities/resources has been charged by a law enforcement agency for any offense other than minor traffic offense, the contractor shall provide written notification within one workday to the Contracting Officer. The Contracting Officer (CO) shall then notify the FAA Servicing Security Element (SSE) AMC-700 at the Aeronautical Center in writing. A traffic offense will be considered minor when the maximum fine that could be imposed is \$300 or less. The contractor will be notified of the impact that the charge or results of the charge have on the contractor's personnel authorized access as soon as a determination is provided to the CO by the SSE.

- H.2 SAFETY AND HEALTH (JAN 1997) CLA.0090

(a) The Contractor shall assure that no person employed on this contract works in surroundings or under conditions that are unsanitary, hazardous, or dangerous to their health or safety. The contractor shall also ensure that all employees received appropriate and required safety, health, environmental, and equipment operational training. In fulfilling these requirements, the Contractor shall comply with:

(1) Department of Labor Safety and Health Standards for Construction under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 327 et seq. and CFR 1960).

(2) Occupational Safety and Health Act of 1970, (Public Law 91-598 and 29 CFR 1960) and applicable rules and regulations as may have been delegated to the States.

(3) Supplemental FAA safety and health requirements contained in FAA Order 3900.19A and Order AC3900.21E, Chg. 1, or elsewhere in the contract. Other standards used by FAA include the National Fire Codes, American National Standards Institute, American Society of Testing and Materials (ASTM), AC 3940.1C (Procedures for handling injury, illness, or fire at the Mike Monroney Aeronautical Center), etc. This list of standards or laws is not inclusive. Other safety and health FAA regulations can be found in the 3900 classification series entitled, "Employee Health and Safety." Other environmental FAA regulations can be found in the 1000 classification series entitled, "Administration, Management, and Policies -- General."

(b) If there are conflicts between any of the requirements referenced in this contract, the more stringent requirement will prevail.

(c) If the Contractor fails or refuses to promptly comply with any safety or health requirement, the Contracting Officer's Technical Representative (COTR) will notify the Contractor of any such noncompliance and the Contractor shall take immediate corrective action. Such notice, whether oral or written, when served on the Contractor or any of its employees at the site of the work, shall be deemed sufficient. If the Contractor fails or refuses to promptly correct the condition, the COTR may stop all or any portion of the work. When satisfactory corrective action has been taken, the contractor shall request permission to resume work from the COTR. No time extension or additional costs, resulting from the directive to stop work shall be allowed. Failure of the COTR to provide notice of noncompliance or to stop work shall not relieve the Contractor of its responsibility for the safe performance of the work.

(d) The Contractor shall require contract personnel to wear personal protective equipment when it is necessary because of the hazards on the job and in most instances will provide the equipment, except that which has been specified to be furnished by FAA. All personal protective equipment worn by contractors shall be equal to or exceed the level of protection provided to Government employees.

(e) Contractors shall include a clause in all subcontracts to require subcontractors to comply with this clause.

- H.3 REQUIREMENT FOR SCREENING OF CONTRACTOR PERSONNEL (JuL 2001) CLA.1262

(a) Contractor Screening of Personnel. The operation of this contract is intended to promote the continued safe and secure operation of Federal Aviation Administration (FAA) facilities, systems and resources that comprise or support the National Aerospace System. Access to most FAA locations, systems and equipment is restricted and controlled by the

responsible FAA Servicing Security Element. No rights of access to FAA facilities or resources are conferred to the contractor or contractor personnel by this contract. The contractor is responsible for identifying and providing qualified and acceptable personnel in performance of the contract. To meet this requirement, the contractor shall perform routine personnel screening prior to personnel having access to any FAA facility, resources, or sensitive information.

(1) The contractor shall obtain a criminal history report of the prospective employee from the appropriate state authority, i.e., the state where the individual was last employed. If the criminal history report reveals an occurrence of activity listed in paragraphs 1 through 6 of the contract attachment entitled "Screening Standards-Contractor" within the preceding 9 years, the prospective employee shall not be allowed access to any FAA facility, resources, or sensitive information. Payment of any fees charged for such criminal history reports shall be the responsibility of the contractor. If the cost is included in the price of the contract, it shall be subject to the usual tests of allocability and reasonableness.

(2) The Government expects that the contractor will normally contact prospective employees' previous employer(s) for employment history, and apply the contractor's customary standards for employment suitability. If this employment history check reveals a documented occurrence of activity listed in paragraph 7 of the contract attachment entitled "Screening Standards - CONTRACTOR" within the preceding 9 years, the prospective employee shall not be allowed access to any FAA facility, resources, or sensitive information.

(3) When specific experience or educational requirements apply to personnel performing on the contract, the contractor shall verify prospective employees' claimed experience or educational qualifications.

(b) Government Screening Standards for Contractor Personnel.

(1) The Contractor shall inform prospective employees that the FAA will perform background investigations on contractor personnel prior to their gaining access to any Federal Aviation Administration (FAA) facility, resource or sensitive information/system in performance of the contract.

(2) Prior to placing any employee in a position having access to FAA facilities, resources or sensitive information, the contractor shall provide that employee a copy of the contract attachment entitled "Adjudicative Standards: Issues". (Appendix 6, FAA Order 1600.72). In addition, the contractor must advise the prospective employee of FAA's intent to employ such adjudicative standards in determining employee access as described above.

(3) Any personnel the contractor employs to work on FAA facilities and resources found to have a conviction history within nine (9) years prior to beginning performance under this contract shall be denied access to any FAA-controlled facility/resource. No access will be granted until the Government's background investigation is complete and a favorable determination made as a result of the adjudication process.

(c) Upon written request to the CO or his/her designated representative, the FAA may waive the screening requirements with respect to:

(1) a contractor employee that has had a FAA background investigation within the previous five years, with uninterrupted employment and performance on a FAA facility, and a record of acceptable behavior; or

(2) a contractor employee that has had a FAA background investigation within the previous 12 months, with interrupted employment and performance on a FAA facility, and a record of acceptable behavior.

(d) If in unusual circumstances the contractor finds it necessary to utilize a person that does not meet the requirements of paragraph (a), the FAA may at its sole discretion, grant a waiver to this clause. Contractor's request for waiver shall be in writing to the contracting officer, providing information about mitigating circumstances to the negative screening results, and explain why the person should have access to FAA facilities, resources or sensitive information. The FAA will grant or deny the waiver request in writing within 15 days following receipt. The decision to grant or deny the waiver is solely the FAA's, and is not subject to appeal or to the "Disputes" clause of this contract. The contractor understands that access suitability determinations by the responsible Security Servicing Element, although conclusive under this contract, derive legal standing independent of the contract.

(e) If the contractor fails to perform the required screening, or disregards the results of the screening, and subject personnel are found to be unacceptable as a result of FAA background investigation(s), the contractor shall be responsible for FAA's cost of subsequent FAA background investigation(s) of the replacement personnel. The cost of additional FAA background investigation(s) may be deducted from requests for payment under the contract.

(f) The Contractor shall retain all reports and related documentation pertaining to (a)(1) through (3) for the duration of this contract, and shall make them available for review by the contracting officer, or his/her designated representative, within 10 days of written request.

(g) Neither the time required to perform the screening, nor the impact of any personnel action(s) required as a consequence of the screening shall be considered an "excusable delay" as described in the "Default" clause of this contract.

(h) Notwithstanding the diligent effort of the contractor to provide qualified and acceptable personnel for performance of the contract, the CO may by written notice deny access to FAA facilities, resources, or sensitive information to those personnel who have been deemed incompetent, careless, dangerous, unsuitable or otherwise objectionable, former federal employees in violation of a post-employment restriction, or those whose continued presence on Government property is contrary to the public interest or inconsistent with the interest of national security. The Contractor shall fill out, and cause each of its personnel on the contract to fill out for submission to the Government, such forms as may be necessary for security or other reasons relating to qualifications and suitability for contract work. Upon request of the CO, the Contractor's personnel shall be fingerprinted.

H.4 AERONAUTICAL CENTER REGULATIONS (JAN 1997)

CLA.3402

Contractor personnel, including employees of subcontractors, suppliers, etc., working or visiting the worksite, shall abide by all appropriate traffic, parking, security, and airport regulations in effect at the Mike Monroney Aeronautical Center/Will Rogers World Airport.

H.5 GOVERNMENT-ISSUED KEYS/IDENTIFICATION BADGES AND VEHICLE DECALS (July 2000) CLA.3403

(a) It may become necessary for the Government to issue keys, identification (ID) cards or vehicle decals to contractor personnel. Prior to or upon completion or termination of the work required hereunder, the contractor shall return all such government issued items to the issuing office with notification to the Contracting Officer Technical Representative (COTR). When contract personnel who have been issued such items, either directly by the Government or through the contract supervisor, no longer require them to perform the work, the Government issued items shall be returned to the Government immediately (within three workdays). Additionally, unauthorized duplication or use of such keys, ID cards or decals is a violation of security procedures and is prohibited.

(b) In the event such keys, ID cards, or vehicle decals are not returned, the contractor understands and agrees that the Government may, in addition to any other withholding provision of the contract, withhold \$200 for each key, ID card, or vehicle decal not returned. If the keys, ID cards, or vehicle decals are not returned within 30 days from the date the withholding action was initiated, any amount so withheld will be forfeited by the contractor.

(c) Access to aircraft ramp/hangar areas is authorized only to those persons displaying a flight line identification card and, for vehicles, a current ramp permit issued pursuant to Part 107 of the Federal Aviation Regulations.

(d) The Government retains the right to inspect, inventory, or audit the ID cards, keys, vehicle decals and RUSCARDS issued to the contractor in connection with the contract at the convenience of the Government. Any items not accounted for to the satisfaction of the Government shall be assumed to be lost and the provisions of paragraph (b) shall apply.

(e) Keys shall be obtained from the COTR who will require the contractor to sign a receipt for each key obtained. Lost keys or identification media shall immediately be reported concurrently to the Contracting Officer (CO), COTR, the Civil Aviation Security Division, AMC-700 and the Office of Facility Management, AMP-300. RUSCARD keys shall be handled in the same manner as metal keys.

(f) Each contract employee, during all times of on-site performance at the Mike Monroney Aeronautical Center, shall prominently display his/her current and valid identification card on the front portion of their body between the neck and waist.

(1) Prior to any contractor personnel obtaining any pass or ID, the contractor shall submit complete documentation required under AMS Clause 3.13-6 Contractor Personnel Suitability Requirements (July 2000).

(2) To obtain the ID contractor personnel shall submit an Identification Card/Credential Application, (DOT 1681), signed by the employee and authorized by the CO or the COTR. The DOT 1681 shall be submitted at the same time the personnel security investigation paperwork required by AMS Clause 3.13-6, Contractor Personnel Suitability Requirements (July 2000) is submitted. The DOT 1681 shall contain, as a minimum, under the

"Credential Justification" heading, the name of the contractor/company, the contract number or the appropriate acquisition identification number, the expiration date of the contract or the task (whichever is sooner), and the required signatures. This paperwork shall be submitted to the Civil Aviation Security Division, AMC-700 in the Airmen Records Building (ARB), Rm 124, by the contractor, in a sealed envelope, either hand-carried by the contractor or sent via U.S. Mail to: FAA, Civil Aviation Security Division, AMC-700, P.O. Box 25082, Oklahoma City, OK 73125. The contractor will be notified when the DOT 1681 has been approved and is ready for processing by the Aeronautical Center guards in the Headquarters Building, Room 151. Arrangements for processing the Identification Cards, including photographs and lamination, can be made by contacting the Aeronautical Center security guards at 405-954-4620.

(3) The contractor's project manager shall receive and sign for each ID card issued on the reverse of the DOT 1681. The DOT 1681 will be retained by the Government for accountability purposes.

(g) The contractor is responsible for ensuring final clearance is accomplished for all departing contact personnel. Final clearance will be accomplished by close of business the final work-day of the contract employee or the next day under special conditions. Aeronautical Center Form AC 3370-2, Contract Employee Clearance Form will be completed by the contractor and copies will be distributed to the COTR, CO, and AMC-700 after completion.

H.6 CONTRACT PERFORMANCE WITH FORMER GOVERNMENT EMPLOYEES (JAN 2000) CLA.4527

(a) After contract award or the effective date this clause is incorporated into the contract by modification, the Contractor agrees not to allow any former Government employee, who separated from Government service with a Voluntary Separation Incentive Payment (VSIP), to perform work on this contract before receipt of non-objection by the Contracting Officer.

(b) The contractor shall notify the Contracting Officer in advance of any proposed work or change in work to be done under this contract by a former government "buyout" employee. Such written notification shall include:

- 1) employee's full name and date of separation from Government service,
- 2) name and location of former Government agency of employment, and
- 3) either evidence of any one of the following;
 - (i) repayment of the separation incentive or a court approved settlement, or
 - (ii) a waiver of repayment granted under authority of the statute(s) or
 - (iii) that five years have lapsed since separation from government

service; or

4) proposed job title, work location and "a detailed statement of work to be performed by the former employee" under the contract

(c) The contracting officer's non-objection described in (a) above is at the sole discretion of the Government. In no event shall the Government's decision under (a) above with respect to any person, or the length of time to arrive at the decision, constitute grounds for adjustment of the contract price, or the contract performance or delivery requirements.

H.7 AGREEMENT TO PARTICIPATE IN ALTERNATIVE DISPUTE RESOLUTION (APRIL 1998) CLA.4540

(a) The Federal Aviation Administration encourages direct communications and negotiations between the contractor and the contracting officer in an attempt to resolve contract disputes. In those situations where the parties are not able to achieve resolution at the contracting officer level, the agency favors the use of alternative dispute resolution (ADR) techniques to resolve disputes.

(b) The parties hereby agree that, prior to referring a contract dispute to the Office of Disputes Resolution as described in contract clause 3.9.1-1 "Contract Disputes", the parties will discuss whether they are willing to utilize ADR techniques such as mediation or nonbinding evaluation of the dispute by a neutral party. Upon receipt of a contract dispute from the contractor, the contracting officer will explore with the contractor whether the use of ADR techniques would be appropriate to resolve the dispute.

(c) Both parties must agree that the use of such techniques is appropriate, and agree to fairly share the associated expenses. If the parties do not mutually agree to utilize ADR to resolve the dispute, the dispute will be processed in accordance with the procedures set forth in clause 3.9.1-1.

H.8 STRIKES OR PICKETING AFFECTING TIMELY COMPLETION OF THE CONTRACT WORK

Notwithstanding any other provision hereof, the Contractor is responsible for delays arising out of labor disputes, including but not limited to strikes, if such strikes are reasonably avoidable. A delay caused by a strike or by picketing which constitutes an unfair labor practice is not excusable unless the Contractor takes all reasonable and appropriate action to end such a strike or picketing, such as the filing of a charge with the National Labor Relations Board, the use of other available Government procedures, and the use of private boards or organizations for the settlement of disputes.

H.9 CONTRACTOR TESTIMONY

All requests for the testimony of the Contractor or its employees, and any intention to testify as an expert witness relating to: (a) any work required by, and/or performed under, this contract; or (b) any information provided by any party to assist the Contractor in the performance of this contract, shall be immediately reported to the Contracting Officer. Neither the Contractor nor its employees shall testify on a matter related to work performed or information provided under this contract, either voluntarily or pursuant to a request, in any judicial or administrative proceeding unless approved by the Contracting Officer or required by a judge in a final court order.

H.10 DISSEMINATION OF CONTRACT INFORMATION

The Contractor shall not publish, permit to be published, or distribute for public consumption, any information, oral or written, concerning the results or conclusions made pursuant to the performance of this contract, without the prior written consent of the Contracting Officer. Two copies of any material proposed to be published or distributed shall be submitted to the Contracting Officer.

H.11 FOREIGN NATIONALS AS CONTRACTOR EMPLOYEES (JUL 2001) CLA.4544

(a) All contractor personnel involved with the performance of this contract requiring access as defined by the Clause entitled 3.13-6 Contractor Personnel Suitability Requirements, in performance of this contract, shall be a citizen of the United States of America, or an alien who has been lawfully admitted for permanent residence as evidenced by Alien Registration Receipt Card form I-151, or who presents other evidence from the Immigration and Naturalization Service that employment will not affect his/her immigration status. Copies of applicable documentation must be available to appropriate Federal Officials upon request.

(b) Aliens and foreign nationals proposed under this contract who have access to FAA sensitive information, facilities and/or resources must meet the following conditions in accordance with FAA Order 1600.72, chapter 4, paragraph 407: (1) must have resided within the United States for 3 consecutive years of the last 5 years unless a waiver of this requirement is requested and approved in accordance with the requirements stated in FAA Order 1600.72, chapter 4, paragraph 409(b)(3); (2) a risk or sensitivity level designation can be made for the position; and (3) the appropriate security screening can be adequately conducted.

H.12 SECURITY FORMS SUBMITTAL REQUIREMENTS (JUL 2001) CLA.4545

(a) The contractor shall submit complete (meaning every blank filled in), accurate (to the best of their knowledge) and timely (within the time frame specified in the Clause entitled 3.13-6 Contractor Personnel Suitability Requirements) security forms with the required transmittal letter to the appropriate Servicing Security Element (SSE). A copy of the transmittal letter shall also be provided to the Contracting Officer.

(b) The applicable security forms are located on the Internet at <http://www.mmac.jccbi.gov/amq/security.htm> except for the Fingerprint Charts (Form No. FD-258) and ID Card Applications (DOT Form 1681) which will be provided by the COTR after contract award.

(c) Any discrepancies/incomplete forms shall be returned to the contractor's Project Manager or in lieu thereof, to the Government's Contracting Officer's Technical Representative (COTR) for return to the contractor.

(d) Failure on the contractor's part to submit complete, accurate and timely information (in whole or in part) may be grounds for termination under the Default clause of this contract.

PART II - SECTION I - CONTRACT CLAUSES

I.1 SAVE HARMLESS AND INDEMNITY AGREEMENT (JAN 1997) CLA.3211

The contractor shall save and keep harmless and indemnify the Government against any and all liability, claims, and costs of whatsoever kind and nature of injury to or death of any person or persons and for loss or damage to any property (Government or otherwise) occurring in connection with or in any way incident to or arising out of the occupancy, use, service, operations, or performance of work in connection with this contract, resulting from the negligent acts, fault or omissions of the contractor, any subcontractor, or any employee, agent, or representative of the contractor or any subcontractor.

I.2 QUALIFICATIONS OF EMPLOYEES (July 2000)

The Contracting Officer will provide notice to the Contractor when any contractor employee is found to be unsuitable or otherwise objectionable, or whose conduct appears contrary to the public interest, or inconsistent with the best interest of national security. The Contractor shall take appropriate action, including the removal of such employees from working on this FAA contract, at their own expense. The contractor agrees to insert terms that conform substantially to the language of this clause in all subcontracts under this contract.

I.3 ORDERING (applicable to Options under CLIN 13.0)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the Schedule. Such orders may be issued from date of contract through (12) twelve months thereafter unless extended by exercise of options extending the ordering period or specific provisions such as found under clause I.2 above.

(b) All delivery orders or task orders are subject to the terms and conditions of this contract. In the event of conflict between a delivery order or task order and this contract, the contract shall control.

(c) If mailed, a delivery order or task order is considered "issued" when the FAA deposits the order in the mail. Orders may be issued orally, by facsimile, or by electronic commerce methods only if authorized in the Schedule.

3.2.4-34 OPTION TO EXTEND SERVICES (APRIL 1996)

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised at the end of any contract order period and may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor within the period specified in the Schedule. (Applicable to CLIN 13.0)

3.2.4-35 OPTION TO EXTEND THE TERM OF THE CONTRACT (APRIL 1996) (Applicable to CLIN 13.0)

(a) The Government may extend the term of this contract by written notice to the Contractor no later than the expiration date of the current contract period; provided that the Government shall give the Contractor a preliminary written notice of its intent to extend at least 60 days before the contract expires. The preliminary notice does not commit the Government to an extension.

(b) If the Government exercises this option, the extended contract shall be considered to include this option provision.

(c) The total duration of this contract, including the exercise of any options under this clause, shall not exceed 5 years from date of acceptance of last production unit.

3.3.1-11 AVAILABILITY OF FUNDS FOR THE NEXT FISCAL YEAR (April 1996) (CLIN 13.0)

Funds are not presently available for performance under this contract beyond the current fiscal year. The FAA 's obligation for performance of this contract beyond that date is contingent upon the availability of appropriated funds from which payment for contract purposes can be made. No legal liability on the part of the FAA for any payment may arise

for performance under this contract beyond the current fiscal year, until funds are made available to the Contracting Officer for performance and until the Contractor receives notice of availability, to be confirmed in writing by the Contracting Officer.

3.5-13 RIGHTS IN DATA -- GENERAL (OCTOBER 1996)

(a) Definitions.

(1) "Computer software," as used in this clause, means computer programs, computer data bases, and documentation thereof.

(2) "Data," as used in this clause, means recorded information, regardless of form or the media on which it may be recorded. The term includes technical data and computer software. The term does not include information incidental to contract administration, such as financial, administrative, cost or pricing, or management information.

(3) "Form, fit, and function data," as used in this clause, means data relating to items, components, or processes that are sufficient to enable physical and functional interchangeability, as well as data identifying source, size, configuration, mating, and attachment characteristics, functional characteristics, and performance requirements; except that for computer software it means data identifying source, functional characteristics, and performance requirements but specifically excludes the source code, algorithm, process, formulae, and flow charts of the software.

(4) "Limited rights," as used in this clause, means the rights of the Government in limited rights data as set forth in the Limited Rights Notice of subparagraph (g) (2) if included in this clause.

(5) "Limited rights data," as used in this clause, means data (other than computer software) that embody trade secrets or are commercial or financial and confidential or privileged, to the extent that such data pertain to items, components, or processes developed at private expense, including minor modifications thereof.

(6) "Restricted computer software," as used in this clause, means computer software developed at private expense and that is a trade secret; is commercial or financial and is confidential or privileged; or is published copyrighted computer software; including minor modifications of such computer software.

(7) "Restricted rights," as used in this clause, means the rights of the Government in restricted computer software, as set forth in a Restricted Rights Notice of subparagraph (g) (3) if included in this clause, or as otherwise may be provided in a collateral agreement incorporated in and made part of this contract, including minor modifications of such computer software.

(8) "Technical data," as used in this clause, means data (other than computer software) which are of a scientific or technical nature.

(9) "Unlimited rights," as used in this clause, means the right of the Government to use, disclose, reproduce, prepare derivative works, distribute copies to the public, and perform publicly and display publicly, in any manner and for any purpose, and to have or permit others to do so.

(b) Allocations of rights.

(1) Except as provided in paragraph (c) of this clause regarding copyright, the Government shall have unlimited rights in-

- (i) Data first produced in the performance of this contract;
- (ii) Form, fit, and function data delivered under this contract;
- (iii) Data delivered under this contract (except for restricted computer

software) that constitute manuals or instructional and training material for installation, operation, or routine maintenance and repair of items, components, or processes delivered or furnished for use under this contract; and

(iv) All other data delivered under this contract unless provided otherwise for limited rights data or restricted computer software in accordance with paragraph (g) of this clause.

(2) The Contractor shall have the right to--

(i) Use, release to others, reproduce, distribute, or publish any data first produced or specifically used by the Contractor in the performance of this contract, unless provided otherwise in paragraph (d) of this clause;

(ii) Protect from unauthorized disclosure and use those data which are limited rights data or restricted computer software to the extent provided in paragraph (g) of this clause;

(iii) Substantiate use of, add or correct limited rights, restricted rights, or copyright notices and to take other appropriate action, in accordance with paragraphs (e) and (f) of this clause; and

(iv) Establish claim to copyright subsisting in data first produced in the performance of this contract to the extent provided in subparagraph (c) (1) of this clause.

(c) Copyright.

(1) Data first produced in the performance of this contract. Unless provided otherwise in paragraph (d) of this clause, the Contractor may establish, without prior approval of the Contracting Officer, claim to copyright subsisting in scientific and technical articles based on or containing data first produced in the performance of this contract and published in academic, technical or professional journals, symposia proceedings or similar works. The prior, express written permission of the Contracting Officer is required to establish claim to copyright subsisting in all other data first produced in the performance of this contract. When claim to copyright is made, the Contractor shall affix the applicable copyright notices of 17 U.S.C. 401 or 402 and acknowledgment of Government sponsorship (including contract number) to the data when such data are delivered to the Government, as well as when the data are published or deposited for registration as a published work in the U.S. Copyright Office. For data other than computer software the Contractor grants to the Government, and others acting on its behalf, a paid-up, nonexclusive, irrevocable worldwide license in such copyrighted data to reproduce, prepare derivative works, distribute copies to the public, and perform publicly and display publicly, by or on behalf of the Government. For computer software, the Contractor grants to the Government and others acting in its behalf, a paid-up nonexclusive, irrevocable worldwide license in such copyrighted computer software to reproduce, prepare derivative works, and perform publicly and display publicly by or on behalf of the Government.

(2) Data not first produced in the performance of this contract. The Contractor shall not, without prior written permission of the Contracting Officer, incorporate in data delivered under this contract any data not first produced in the performance of this contract and which contains the copyright notice of 17 U.S.C. 401 or 402, unless the Contractor identifies such data and grants to the Government, or acquires on its behalf, a license of the same scope as set forth in subparagraph (c)(1) of this clause; provided, however, that if such data are computer software the Government may acquire a copyright license as set forth in subparagraph (g)(3) of this clause if included in this contract or as otherwise may be provided in a collateral agreement incorporated in or made part of this contract.

(3) Removal of copyright notices. The Government agrees not to remove any copyright notices placed on data pursuant to this paragraph (c), and to include such notices on all reproductions of the data.

(d) Release, publication and use of data.

(1) The Contractor shall have the right to use, release to others, reproduce, distribute, or publish any data first produced or specifically used by the Contractor in the performance of this contract, except to the extent such data may be subject to the Federal export control or national security laws or regulations, or unless otherwise provided in this paragraph of this clause or expressly set forth in this contract.

(2) The Contractor agrees that to the extent it receives or is given access to data necessary for the performance of this contract which contain restrictive markings, the Contractor shall treat the data in accordance with such markings unless otherwise specifically authorized in writing by the Contracting Officer.

(e) Unauthorized marking of data.

(1) Notwithstanding any other provisions of this contract concerning inspection or acceptance, if any data delivered under this contract are marked with the notices specified in subparagraph (g)(2) or (g)(3) of this clause and use of such is not authorized by this clause, or if such data bears any other restrictive or limiting markings not authorized by this contract, the Contracting Officer may at any time either return the data to the Contractor, or cancel or ignore the markings. However, the following procedures shall apply prior to canceling or ignoring the markings.

(i) The Contracting Officer shall make written inquiry to the Contractor affording the Contractor 30 days from receipt of the inquiry to provide written justification to substantiate the propriety of the markings;

(ii) If the Contractor fails to respond or fails to provide written justification to substantiate the propriety of the markings within the 30-day period (or a longer time not exceeding 90 days approved in writing by the Contracting Officer for good cause shown), the Government shall have the right to cancel or ignore the markings at any time after said period and the data will no longer be made subject to any disclosure prohibitions.

(iii) If the Contractor provides written justification to substantiate the propriety of the markings within the period set in subdivision (e)(1)(i) of this clause, the Contracting Officer shall consider such written justification and determine whether or not the markings are to be canceled or ignored. If the Contracting Officer determines that the markings are authorized, the Contractor shall be so notified in writing. If the Contracting Officer determines, with concurrence of the head of the contracting activity, that the markings are not authorized, the Contracting Officer shall furnish the Contractor a written determination, which determination may become the final agency decision regarding the appropriateness of the markings unless the Contractor files suit in a court of competent

jurisdiction within 90 days of receipt of the Contracting Officer's decision. The Government shall continue to abide by the markings under this subdivision (e)(1)(iii) until final resolution of the matter either by the Contracting Officer's determination becoming final (in which instance the Government may thereafter have the right to cancel or ignore the markings at any time and the data will no longer be made subject to any disclosure prohibitions), or by final disposition of the matter by court decision if suit is filed.

(2) The time limits in the procedures set forth in subparagraph (e)(1) of this clause may be modified in accordance with agency regulations implementing the Freedom of Information Act (5 U.S.C. 552) if necessary to respond to a request thereunder.

(3) Reserved.

(4) Except to the extent the Government's action occurs as the result of final disposition of the matter by a court of competent jurisdiction, the Contractor is not precluded by this paragraph (e) from filing a claim under the "Contract Disputes" clause of this contract, as applicable, that may arise as the result of the Government removing or ignoring authorized markings on data delivered under this contract.

(f) Omitted or incorrect markings.

(1) Data delivered to the Government without either the limited rights or restricted rights notice as authorized by paragraph (g) of this clause, or the copyright notice required by paragraph (c) of this clause, may be deemed to have been furnished with unlimited rights, and the Government assumes no liability for the disclosure, use, or reproduction of such data. However, to the extent the data has not been disclosed without restriction outside the Government, the Contractor may request, within 6 months (or a longer time approved by the Contracting Officer for good cause shown) after delivery of such data, permission to have notices placed on qualifying data at the Contractor's expense, and the Contracting Officer may agree to do so if the Contractor-

(i) Identifies the data to which the omitted notice is to be applied;

(ii) Demonstrates that the omission of the notice was inadvertent;

(iii) Establishes that the use of the proposed notice is authorized;

(iv) Acknowledges that the Government has no liability with respect to the disclosure, use, or reproduction of any such data made prior to the addition of the notice or resulting from the omission of the notice.

(2) The Contracting Officer may also (i) permit correction at the Contractor's expense of incorrect notices if the Contractor identifies the data on which correction of the notice is to be made, and demonstrates that the correct notice is authorized, or (ii) correct any incorrect notices.

(g) Protection of limited rights data and restricted computer software. (1) When data other than that listed in subdivisions (b)(1) (i), (ii), and (iii) of this clause are specified to be delivered under this contract and qualify as either limited rights data or restricted computer software, if the Contractor desires to continue protection of such data, the Contractor may withhold such data and not furnish them to the Government under this contract. As a condition to this withholding, the Contractor may identify the data being withheld and furnish form, fit, and function data in lieu thereof. Limited rights data that are formatted as a computer data base for delivery to the Government are to be treated as limited rights data and not restricted computer software.

(2) Reserved.

(3) Reserved

(h) Subcontracting. The Contractor has the responsibility to obtain from its subcontractors all data and rights therein necessary to fulfill the Contractor's obligations to the Government under this contract. If a subcontractor refuses to accept terms affording the Government such rights, the Contractor shall promptly bring such refusal to the attention of the Contracting Officer and not proceed with subcontract award without further authorization.

(i) Relationship to patents. Nothing contained in this clause shall imply a license to the Government under any patent or be construed as affecting the scope of any license or other right otherwise granted to the Government.

3.5-13/ALT 3 RIGHTS IN DATA -- GENERAL ALTERNATE III (OCT 1996)

Insert the following in paragraph (g).

(g)(3)(i) Notwithstanding subparagraph (g)(1) of this clause, the contract may identify and specify the delivery of restricted computer software, or the Contracting Officer may require by written request the delivery of restricted computer software that has been withheld or would otherwise be withholdable. If delivery of such computer software is so required, the Contractor may affix the following Restricted Rights Notice to the computer software and the Government will thereafter treat the computer software, subject to paragraphs (e) and (f) of this clause, in accordance with the Notice:

RESTRICTED RIGHTS NOTICE

(a) This computer software is submitted with restricted rights under Government Contract No. DTFA-02-02-C-07472. It may not be used, reproduced, or disclosed by the Government except as provided in paragraph (b) of this Notice or as otherwise expressly stated in the contract.

(b) This computer software may be-

(1) Used or copied for use in or with the computer or computers for which it was acquired, including use at any Government installation to which such computer or computers may be transferred;

(2) Used or copied for use in a backup computer if any computer for which it was acquired is inoperative;

(3) Reproduced for safekeeping (archives) or backup purposes;

(4) Modified, adapted, or combined with other computer software, provided that the modified, combined, or adapted portions of the derivative software incorporating restricted computer software are made subject to the same restricted rights;

(5) Disclosed to and reproduced for use by support service Contractors in accordance with subparagraphs (b) (1) through (4) of this clause, provided the Government makes such disclosure or reproduction subject to these restricted rights; and

(6) Used or copied for use in or transferred to a replacement computer.

(7) Other uses _____

(c) Notwithstanding the foregoing, if this computer software is published copyrighted computer software, it is licensed to the Government, without disclosure prohibitions, with the minimum rights set forth in paragraph (b) of this clause.

(d) Any other rights or limitations regarding the use, duplication, or disclosure of this computer software are to be expressly stated in, or incorporated in, the contract.

(e) This Notice shall be marked on any reproduction of this computer software, in whole or in part.

(End of notice)

(ii) Where it is impractical to include the Restricted Rights Notice on restricted computer software, the following short- form Notice may be used in lieu thereof:

RESTRICTED RIGHTS NOTICE (SHORT FORM)

Use, reproduction, or disclosure is subject to restrictions set forth in Contract No. _____ (and subcontract _____, if appropriate) with _____ (name of Contractor and subcontractor).

(End of notice)

(iii) If restricted computer software is delivered with the copyright notice of 17 U.S.C. 401, it will be presumed to be published copyrighted computer software licensed to the Government without disclosure prohibitions, with the minimum rights set forth in paragraph (b) of this clause, unless the Contractor includes the following statement with such copyright notice: Unpublished-rights reserved under the Copyright Laws of the United States.

3.8.2-17 KEY PERSONNEL AND FACILITIES (JULY 1996)

(a) The personnel and/or facilities as specified below are considered essential to the work being performed hereunder and may, with the consent of the contracting parties, be changed from time to time during the course of the contract.

(b) Prior to removing, replacing, or diverting any of the specified personnel and/or facilities, the Contractor shall notify in writing, and receive consent from, the Contracting Officer reasonably in advance of the action and shall submit justification (including proposed substitutions) in sufficient detail to permit evaluation of the impact on this contract.

(c) No diversion shall be made by the Contractor without the written consent of the Contracting Officer.

(d) The key personnel and/or facilities under this contract are:

[List key personnel and/or facilities]

3.9.1-1 CONTRACT DISPUTES (August 1999)

(a) All contract disputes arising under or related to this contract shall be resolved through the Federal Aviation Administration (FAA) dispute resolution system at the Office of Dispute Resolution for Acquisition (ODRA) and shall be governed by the procedures set forth in 14 C.F.R. Parts 14 and 17, which are hereby incorporated by reference. Judicial review, where available, will be in accordance with 49 U.S.C. 46110 and shall apply only to final agency decisions. A contractor may seek review of a final FAA decision only after its administrative remedies have been exhausted.

(b) The filing of a contract dispute with the ODRA may be accomplished by mail, overnight delivery, hand delivery, or by facsimile. A contract dispute is considered to be filed on the date it is received by the ODRA.

(c) Contract disputes are to be in writing and shall contain:

(1) The contractor's name, address, telephone and fax numbers and the name, address, telephone and fax numbers of the contractor's legal representative(s) (if any) for the contract dispute;

(2) The contract number and the name of the Contracting Officer;

(3) A detailed chronological statement of the facts and of the legal grounds for the contractor's positions regarding each element or count of the contract dispute (i.e., broken down by individual claim item), citing to relevant contract provisions and documents and attaching copies of those provisions and documents;

(4) All information establishing that the contract dispute was timely filed;

(5) A request for a specific remedy, and if a monetary remedy is requested, a sum certain must be specified and pertinent cost information and documentation (e.g., invoices and cancelled checks) attached, broken down by individual claim item and summarized; and

(6) The signature of a duly authorized representative of the initiating party.

(d) Contract disputes shall be filed at the following address:

(1) Office of Dispute Resolution for Acquisition, AGC-70, Federal Aviation Administration, 400 7th Street, S.W., Room 8332, Washington, DC 20590, Telephone: (202) 366-6400, Facsimile: (202) 366-7400; or

(2) other address as specified in 14 CFR Part 17.

(e) A contract dispute against the FAA shall be filed with the ODRA within two (2) years of the accrual of the contract claim involved. A contract dispute by the FAA against a contractor (excluding contract disputes alleging warranty issues, fraud or latent defects) likewise shall be filed within two (2) years after the accrual of the contract claim. If an underlying contract entered into prior to the effective date of this part provides for time limitations for filing of contract disputes with the ODRA which differ from the aforesaid two (2) year period, the limitation periods in the contract shall control over the limitation period of this section. In no event will either party be permitted to file with the ODRA a contract dispute seeking an equitable adjustment or other damages after the contractor has accepted final contract payment, with the exception of FAA claims related to warranty issues, gross mistakes amounting to fraud or latent defects. FAA claims against the contractor based on warranty issues must be filed within the time specified under applicable contract warranty provisions. Any FAA claims against the contractor based on gross mistakes amounting to fraud or latent defects shall be filed with the ODRA within two (2) years of the date on which the FAA knew or should have known of the presence of the fraud or latent defect.

(f) A party shall serve a copy of the contract dispute upon the other party, by means reasonably calculated to be received on the same day as the filing is to be received by the ODRA.

(g) After filing the contract dispute, the contractor should seek informal resolution with the Contracting Officer.

(h) The FAA requires continued performance with respect to contract disputes arising under this contract, in accordance with the provisions of the contract, pending a final FAA decision.

(i) The FAA will pay interest on the amount found due and unpaid from (1) the date the Contracting Officer receives the contract dispute, or (2) the date payment otherwise would be due, if that date is later, until the date of payment. Simple interest on contract disputes shall be paid at the rate fixed by the Secretary of the Treasury that is applicable on the date the Contracting Officer receives the contract dispute and then at the rate applicable for each 6-month period as fixed by the Treasury Secretary until payment is made.

(j) Additional information and guidance about the ODRA dispute resolution process for contract disputes can be found on the ODRA Website at <http://www.faa.gov>.

3.13-6 Contractor Personnel Suitability Requirements
(JULY 2001) (AS REVISED 7/25/01)

CLA.4543

(a) Definitions.

(1) Access - In general the term "access" is defined as the ability to physically enter or pass through an FAA area or a facility; or having the physical ability or authority to obtain FAA sensitive information, materials or resources. In relation to classified information, the ability, authority or opportunity to obtain knowledge of such information or materials.

(2) Classified information - means official information or material that requires protection in the interest of national security and is classified for such purpose by appropriate classification authority in accordance with the provisions of Executive Order 12958, Classified National Security Information, in accordance with the provisions of Executive Order 12968, Access to Classified.

(3) Contractor employee as used for personnel security - any person employed as or by a contractor, subcontractor or consultant in support of the FAA.

(4) FAA Facility as it applies to personnel security - any manned or unmanned building, structure, warehouse, appendage, storage area, utilities, and components, which, when related by function and location form an operating entity owned, operated, or controlled by the FAA.

(5) Operating Office - a FAA line of business, an office or service in FAA headquarters, or a FAA division level organization in a region or center.

(6) Resources - FAA resources include a physical plant, information databases including hardware and software, as well as manual records pertaining to agency mission or personnel.

(7) Sensitive Information - any information which if subject to unauthorized access, modification, loss, or misuse could adversely affect the national interest, the conduct of Federal programs, or the privacy to which individuals are entitled under Section 552a of Title 5, United States Code (the Privacy Act), but which has not been specifically authorized under criteria established by an Executive Order or an Act of Congress to be kept secret in the interest of national defense or foreign policy. Sensitive data also includes proprietary data.

(8) Servicing Security Element - the FAA headquarters, region, or center organizational element, which is responsible for providing security services to a particular activity.

(b) This clause applies to the extent that this contract requires contractor employees, subcontractors, or consultants to have access to FAA: (1) facilities, (2) sensitive information, and/or (3) resources regardless of the location where such access occurs, and none of the exceptions listed in FAA Order 1600.72, Chapter 4, paragraph 403g, 403i-1 and/or 409, pertain.

(c) Consistent with FAA Order 1600.72, the FAA Servicing Security Element (SSE) has approved designated risk levels for the following positions under the contract:

<u>Position</u>	<u>Risk Level</u>
INSTRUCTOR	5
ENGINEER	5
COMPUTER ENGINEER	5
ELECTRONIC ENGINEER	5

(d) Not later than 30 days after contract award (or date of modification, if this provision is included by modification to an existing contract), for each employee in a listed position, provided, no previous background investigations can be supported as described below, the contractor shall submit the following documentation to the SSE for an employment suitability determination.

(1) Standard Form (SF) 85P, Questionnaire for Public Trust Positions, revised September 1995. The SF 85P shall be completed (all questions answered) in accordance with the instruction sheet.

(2) One single sheet fingerprint card (FD-258). The FAA SSE will provide information pertaining to the location of fingerprinting facilities. All fingerprint charts shall be written in ink or typewritten with all answerable question blocks completed, and shall be signed and dated within the 60 day period preceding the submission.

(3) The type of investigation conducted will be determined by the position risk level designation for all duties, functions, and/or tasks performed and shall serve as the basis for granting a favorable employment suitability authorization as described in FAA Order 1600.72. If an employee has had a previous background investigation completed by a federal Government entity, which meets the requirements of Chapter 4 of FAA Order 1600.72, it will be accepted by the FAA, however, the FAA reserves the right to conduct further investigations, if

necessary. For each employee for which a previous background investigation was completed the Contractor shall provide, in writing to the SSE, the name, date of birth, place of birth, and social security number of the employee, the name of the investigating entity and approximate date the previous background investigation was completed.

(4) The Contractor shall submit the required information with a transmittal letter referencing the contract number and this request to:

Mike Monroney Aeronautical Center Contracts:
Mgr., Investigations and Internal Security Branch, AMC-700
Federal Aviation Administration
6500 S. MacArthur Blvd.
Oklahoma City, OK 73169

(5) The transmittal letter shall also include a list of the names of employees and their positions for which completed forms were submitted to the SSE pursuant to this Clause. A copy of the transmittal letter shall also be provided to the Contracting Officer.

(e) The contractor shall submit the information required by Section (d) of this Clause for any new employee not listed in the Contractor's initial thirty (30) day submission who is hired into any position identified in Section (c) of this Clause.

(f) No contractor employee shall work in a high, moderate, or low risk position unless the SSE has received all forms necessary to conduct any required investigation and has authorized the contractor employee to begin work. However, if this provision is added by modification to an existing contract, contractor employees performing in the positions listed above may continue work on the contract pending:

- (1) the submittal of all necessary forms within 30 days, and
- (2) completion of a suitability investigation by the SSE, subject to the following conditions:

NONE

(3) If the necessary forms are not submitted by the Contractor to the SSE within 30 days of the effective date of the modification, the contractor employee shall be denied access to FAA facilities, sensitive information and/or resources until such time as the forms are submitted.

(g) As applicable, the Contractor shall submit quarterly reports providing the following information to the Contracting Officer with a copy to the SSE and the Operating Office on or before the fifth day following each report period: A complete listing by full name in alphabetical order with the social security number, of all contractor personnel who had access to an FAA facility, sensitive information and/or resources anytime during the report period (social security number shall be omitted from CO and Operating Office copies of report(s)).

(1) In addition to the above mentioned quarterly report requirements, the Contractor shall submit to the SSE on or before the fifth day of each month, any employment changes made during the reporting period. Examples of such changes are terminations (to include name, SSN, termination date), new hires (to include name, SSN, hire date), and name changes. All lists should be in alphabetical order and have the name of the Contractor and the contract number.

(h) The Contractor shall notify the CO within one (1) day after any employee identified pursuant to Section (c) of this Clause is terminated from performance on the contract.

(i) The Contracting Officer may also, after coordination with the SSE and other security specialists, require contractor employees to submit any other security information (including additional fingerprinting) deemed reasonably necessary to protect the interests of the FAA. In this event, the Contractor shall provide, or cause each of its employees to provide such security information to the SSE, and the same transmittal letter requirements of Section (d) of this Clause shall apply.

(j) Failure to submit information required by this clause within the time required may be determined by the Contracting Officer a material breach of the contract.

(k) If subsequent to the effective 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.

(l) The contractor agrees to insert terms that conform substantially to the language of this clause, including this paragraph (l) but excluding any reference to the Changes clause of this contract, in all subcontracts under this contract that involve access and where the exceptions under Chapter 4, paragraph 403g, 403i-1, and 409 of FAA Order 1600.72 do not apply.

- 3.2.2.7-6 PROTECTING THE GOVERNMENT'S INTEREST WHEN SUBCONTRACTING WITH CONTRACTORS
DEBARRED, SUSPENDED, OR PROPOSED FOR DEBARMENT (APRIL 96)
- 3.2.2.3-7 SUBMITTALS IN U.S. CURRENCY (April 1996)
- 3.2.5-1 OFFICIALS NOT TO BENEFIT (APRIL 96)
- 3.2.5-2 INDEPENDENT PRICE DETERMINATION (OCTOBER 1996)
- 3.2.5-3 GRATUITIES OR GIFTS (January 1999)
- 3.2.5-4 CONTINGENT FEES (October 96)
- 3.2.5-5 ANTI-KICKBACK PROCEDURES (October 96)
- 3.2.5-7 LIMITATION ON PAYMENTS TO INFLUENCE CERTAIN FEDERAL TRANSACTIONS. (June 1999)
- 3.3.1-1 PAYMENTS (APRIL 96)
- 3.3.1-6 DISCOUNTS FOR PROMPT PAYMENT (APRIL 1996)
- 3.3.1-9 INTEREST (APRIL 96)
- 3.3.1-14 ASSIGNMENT OF CLAIMS (APRIL 96)
- 3.4.2-6 FEDERAL, STATE, AND LOCAL TAXES--FIXED PRICE CONTRACT (APRIL 1996)
- 3.5-1 AUTHORIZATION AND CONSENT (APRIL 96)
- 3.5-2 NOTICE AND ASSISTANCE REGARDING PATENT AND COPYRIGHT INFRINGEMENT (APRIL 96)
- 3.5-3 PATENT INDEMNITY (APRIL 96)
- 3.6.2-1 CONTRACT WORK HOURS AND SAFETY STANDARDS ACT-OVERTIME COMPENSATION (APRIL 96)
- 3.6.2-9 EQUAL OPPORTUNITY (August 1998)
- 3.6.2-12 AFFIRMATIVE ACTION FOR SPECIAL DISABLED AND VIETNAM ERA VETERANS (JAN 98)
- 3.6.2-13 AFFIRMATIVE ACTION FOR WORKERS WITH DISABILITIES (APRIL 2000)
- 3.6.3-2 CLEAN AIR AND WATER. (APPLICABLE TO CONTRACTS THAT EXCEED \$100,000) (APRIL 96)
- 3.6.4-2 BUY AMERICAN ACT -- SUPPLIES (JULY 1996)
- 3.6.4-8 BUY AMERICAN ACT --NAFTA IMPLEMENTATION ACT -- BALANCE OF PAYMENTS PROGRAM
(JULY 1996)
- 3.9.1-2 PROTEST AFTER AWARD (August 1997)
- 3.10.1-7 BANKRUPTCY (APRIL 96)
- 3.10.1-12 CHANGES--FIXED-PRICE (APRIL 1996)
- 3.10.6-1 TERMINATION FOR CONVENIENCE OF THE FAA (FIXED PRICE) (OCTOBER 96)
- 3.10.6-4 DEFAULT (OCTOBER 96)
- 3.10.6-7 EXCUSABLE DELAYS (OCTOBER 96)

PART III - SECTION J - LIST OF ATTACHMENTS

<u>ATTACHMENT</u>	<u>TITLE</u>	<u>DATE</u>	<u>NO. OF PAGES</u>
1.	Statement of Work	10-16-2001	8
	SOW Appendix A	10-16-2001	10
	SOW Appendix B	10-16-2001	22
	SOW Appendix C, EDS Consoles	na	2
	Contractor Data Requirement Lists (CDRLs)--(listed below)		
	CDRL 001 Exhibit A, Test Scenarios for Capability Demonstration		2
	CDRL 002 Exhibit B, Training Requirements		2
	CDRL 003 Exhibit C, Source Code Delivery		2
	CDRL 004 Exhibit D, Shop Type Maintenance/Software Manuals		3
	CDRL 005 Exhibit E, Program Management Plan		2
	CDRL 006 Exhibit F, Airport Database Developing/Editing Software		2
	CDRL 007 Exhibit G, Commercial Catalogs, Hardware/Software Repair Parts Data.		2
2	FAA Adjudicative Standards	none	1
3	SCREENING Standards--Contractor	none	1

Appendix A

Contract Terms/Acronyms:

for use in connection with the solicitation for

AIR TRAFFIC CONTROL TOWER SIMULATOR
SYSTEMS UPGRADE

ENHANCED DEBRIEFING STATION (EDS)

PHASE I

January 16, 2002

Appendix A

SECTION 1 Terms and Expressions

The following terms and expressions, as used within the Statement of Work, other related contract documents, or in the course of normal operations, shall have the meaning set forth below.

Acceptable Quality Level (AQL): A standard, established by the FAA, below which work is considered unsatisfactory.

Air Traffic Control Specialist (ATCS): A person involved in and directly responsible for the safe, orderly, and expeditious movement of aircraft both in the air and on the ground, utilizing radar and/or non-radar procedures for separation. Air traffic control specialists also perform safety and advisory functions relating to aircraft operations.

Alternate Work Schedule (AWS): Any work schedule other than five eight-hour work days, with work normally scheduled from Monday through Friday, and with work commencing at the same time each work day.

Compatible: Applicable in discussions of computer equipment and/or computer networking. Allows for direct electronic transfer of data on computer equipment. Compatible equipment shall run identical software packages with no loss of performance capability.

Contracting Officer (CO): An agent of the U.S. Government responsible for government contracting activity, specifically as it relates to any contract awarded to accomplish the work outlined in this document.

Contracting Officer's Representative (COR): An agent of the U.S. Government who provides assistance to the contracting officer in the administration of the contract.

Developer: An instructor who's primary responsibility is developing instructional courseware.

Developmental: (See Specialist in Training).

Facilities and Equipment (F&E): One component of the Government's budget, used in support of specific projects, and which must only be used to support the specific project identified. Funds from an F&E account cannot be used to support any activities other than those which are directly related to the identified project, and which are in accordance with all applicable guidelines and/or restrictions.

Federal Aviation Administration (FAA): A component agency of the U.S. Department of Transportation.'

Fiscal Year (FY): The U.S. Government's fiscal year, beginning on the first day in October, and ending on the last day of the subsequent September.

Government Property: All property owned by or leased to the Government or acquired by the Government under the terms of this contract. It includes, but is not limited to, any Government-furnished property or contractor-acquired property identified in the contract.

Government-Furnished Property (GFP): Property in the possession of, or directly acquired by, the Government and subsequently made available to the contractor.

Instructor: An individual whose primary responsibility is to teach and/or evaluate learning in a formal environment. Under this contract, certain instructors may be utilized as developers (which see).

International Training Service Center (ITSC), (AMA-3): One of the FAA's initial franchise organizations providing various training courses to international participants.

Laboratory: A learning environment that simulates the actual job environment.

Laboratory Problem : An educational medium used to instruct or evaluate a student's ability to perform specific job tasks.

National Airspace System (NAS): The persons, organizations, facilities, and equipment related to the safe and efficient utilization and management of the navigable airspace.

Pseudo-Pilot: A training support position utilized in certain medium and high fidelity simulation training laboratories and classrooms. These support personnel utilize computer entries and voice responses to student's instructions to create a realistic simulation training environment.

Quality Assurance: Actions taken by the FAA to ensure contractor compliance with the provisions of this statement of work, to ensure the compliance of both FAA and contract personnel to applicable orders, policies, and regulations, and to ensure the overall effectiveness of air traffic instruction conducted at the FAA Academy.

Quality Control: Actions taken by the contractor to ensure compliance with the provisions of this statement of work.

Specialist in Training (SIT): An air traffic control specialist, in any option, who is engaged in air traffic training courses and has not yet achieved full-performance level in the option.

Statement of Work (SOW): A document which describes the essential and technical requirements for items, materials, tasks, or services including the standards used to determine whether the requirements have been met.

Student: A person formally engaged in learning at the FAA Academy.

Task: A general grouping of contract support activities, defined to provide for the organization of deliverables along lines which correspond to the FAA's general organizational and/or functional needs.

Training Materials: Course materials, equipment, and supplies used in the conduct, practice and evaluation of training.

Training Outcome: The total combination of skills and knowledges that the student must acquire to perform a job assignment, usually derived by converting a task into measurable performance objectives.

SECTION 2 Acronyms

The following acronyms, as used within the Statement of Work, other related contract documents, or in the course of normal operations, shall have the meaning set forth below.

ACRONYM: MEANING:

ABC	Activity Based Costing
AF	Airway Facilities
AFSS	Automated Flight Service Station
AGL	Above Ground Level
ALS	Approach Lighting System
AMA	FAA Academy, Mike Monroney Aeronautical Center
AMP	Office of Facility Management, Mike Monroney Aeronautical Center
AMQ	Office of Acquisition, Mike Monroney Aeronautical Center
ARTS	Automated Radar Tracking System
ASOS	Airport Surface Observing System
ASDE	Airport Surface Detection Equipment
ASR	Airport Surveillance Radar
AT	Air Traffic
ATC	Air Traffic Control
ATCS	Air Traffic Control Specialist
ATCT	Airport Traffic Control Tower
CM	Configuration Management

CM	Contract Manager
CO	Contracting Officer
COR	Contracting Officer's Representative
COTR	Contracting Officer's Technical Representative

ACRONYM: MEANING:

COTS Commercial Off The Shelf

CPAF Cost Plus Award Fee

CSCI Computer Software Configuration Item

CTS Control Tower Simulator

DBRITE Digital Bright Radar Indicator Equipment

DOT United States Department of Transportation

EASL Existing Automation Service Level

EDA Environmental Display Area

EDS Enhanced Debrief Station

EEO Equal Employment Opportunity

EPDS Evaluation Proficiency Development Specialist

EPF Employee Personnel File

ESL Emergency Service Level

ETMC Enhanced Traffic Management Coordinator

ETVS Enhance Terminal Voice Switch

F&E Facilities and Equipment

FAA Federal Aviation Administration

FAATP Federal Aviation Administration Travel Policy

FAR Federal Aviation Regulations (PRIMARY REFERENCE)

FAR Federal Acquisition Regulations (ALTERNATE REFERENCE)

FOD Foreign Object Damage

FOV Field of View

FPL Full Performance Level

ACRONYM: MEANING:

FSAS	Flight Service Automation System
FSDPS	Flight Service Data Processing System
FSS	Flight Service Station
FTE	Full Time Equivalent
FTLO	Facility Technical Liaison Officer
FY	Fiscal Year
GC	Ground Control
GFP	Government Furnished Property
GOES	Geostationary Operational Environmental Satellite
GPS	Global Positioning System
GSA	General Services Administration
HIRL	High Intensity Runway Lights
HWCI	Hardware Configuration Item
ICAO	International Civil Aviation Organization
ICSS	Integrated Communication Switching System
IFR	Instrument Flight Rules
IIDS	Interactive Instructional Delivery System
IO	Instructor Orientation
IPG	Instructional Program Guide
ISD	Instructional Systems Design

IT	Instructional Testing, Course 10XXX
ITSC	International Training Service Center
LAWRS	Limited Aviation Weather Reporting Stations

ACRONYM: MEANING:

LC	Local Control
M1FC	Model 1 Full-Capacity (AFSS)
METAR	Aeronautical Meteorological Code
MHK	Membrane Hardkey
MIRL	Medium Intensity Runway Lights
MIS	Management Information System
MMAC	Mike Monroney Aeronautical Center
MPB	Multi-Purpose Building, Mike Monroney Aeronautical Center
MSS	Managers, Supervisors, and Staff
NACI	National Agency Check with Inquiries
NAPRS	National Airspace Performance Reporting System
NAS	National Airspace System
NAVAID	Navigational Aid
NDI	Nondevelopmental Item
NEXRAD	Next Generation Radar
NFPA	National Fire Protection Association
NOTAM	Notices to Airmen
NTSB	National Transportation Safety Board
OASIS	Operational and Supportability Implementation System
OATS	Office Automation Technology and Services

ODL	Oceanic Data Link
OE	Obstruction Evaluation
OJT	On-the-Job Training

ACRONYM:	MEANING:
OPF	Official Personnel File
OPM	Office of Personnel Management
OPS	Operations
OSHA	Occupational Safety and Health Administration
PC	Personal Computer
PCB	Polychlorinated BiPhenol
PIREP	Pilot Reports
PMR	Project Management Review
PN	Part Number
PRM	Precision Runway Monitor
PWS	Performance Work Statement
QCPP	Quality Control Program Plan
QRO	Quality and Reliability Officer
RAIM	Receiver Autonomous Integrity Monitor
RCLS	Runway Centerline Lighting System
RDO	Regular Day Off
RDVS	Rapid Deployment Voice Switch
REILS	Runway End Identifier Lights
RIF	Reduction In Force
RTF	Radar Training Facility, Mike Monroney Aeronautical Center

SAAS	Stand Alone Assembly System
SCT	System Configuration Terminal
SFL	Sequenced Flashing Lights

ACRONYM:	MEANING:
SFO	Simulated Flameout
SIT	Specialist in Training
SN	Stock Number
SOW	Statement of Work
STARS	Standard Terminal Arts Replacement System
TAF	Terminal Area Forecast
TAL	Transaction Application Language
TCAS	Traffic Alert and Collision Avoidance System
TDP	Training Development Plan
TDS	Task Description Sheet
TDWR	Terminal Doppler Weather Radar
TDZL	Touchdown Zone Lights
TED	Touch Entry Device
TIMS	Technical Interchange Meetings
TMC	Traffic Management Coordinator
TMS	Traffic Management System
TMU	Traffic Management Unit

ACRONYM: MEANING:

TOTS Tower Operator Training System

TPR Technical Performance Review

TPSB Thomas P. Stafford Building, Mike Monroney Aeronautical Center

TRACON Terminal Radar Approach Control

VASI Visual Approach Slope Indicator

VDF VHF Directional Finder

VFR Visual Flight Rules

VRS Voice Retrieval and Store System

VSCS Voice Switching and Control System

VTABS VSCS Training and Backup System

WINGS Weather Information and Navigational Graphics System

WIND Weather Information Network Display

U S . D E P A R T M E N T O F T R A N S P O R T A T I O N

F E D E R A L A V I A T I O N A D M I N I S T R A T I O N

A I R T R A F F I C C O N T R O L T O W E R S I M U L A T O R
S Y S T E M S U P G R A D E

(A T C T S S U)

P H A S E I E N H A N C E D D E B R I E F I N G S T A T I O N S (E D S)

Requirements and Specifications

for EDS Simulators

Appendix B

January 16, 2002

1.0 General - Minimum Requirements / Optional Features

The following information is primarily intended to describe the FAA's minimum performance requirements for the CTS system components being acquired. However, offerors should note that several paragraphs also describe optional or additional features that may be included as separate line items, along with any associated costs. These optional features do not represent minimum requirements. Rather, they proscribe capabilities that are desired by the FAA if they can be obtained within available funds. As such, they need not be addressed unless offerors choose to do so, and the absence of any (or all) such optional features shall not constitute a basis for disqualifying an offer. Further, the inclusion of one or more of these optional features shall not be considered as an offset to any noted deficiencies from stated minimum requirements. Offerors should note that the inclusion of one or more of these optional features in a proposal may only be viewed as an enhancement to the perceived value of an otherwise acceptable proposal.

Note: Throughout these requirements and specifications, reference is made to Phases I, II and III. As a matter of clarification, Phase I is the all inclusive hardware and software modifications of the EDS Lab. Phases II and III are the all inclusive modifications of hardware and software for the TOTS A and B Labs. All Phases are listed throughout these requirements and specifications, however, this document is specifically written for the requirements of Phase I (EDS Lab).

2.0 Primary Presentation Subsystem

The tower simulation-training environment, applicable to both TOTS (Phases II and III) and EDS (Phase I) systems except where otherwise indicated, shall have the following visual presentation capabilities and characteristics:

2.1 Visual Depiction / Field of View

The system software shall provide a capability of depicting a 360degree representation of the airfield and environment. The system software shall present a visual scene in full color, with color fading of background and targets as a function of distance from the controller eye-point, and as permitted by target image size. The system shall provide the capability of supporting a 210 degree horizontal field-of-view (FOV) and a 60 degree vertical (15 degrees down and 45 degrees up) FOV. The up view will continue beyond 45 degrees, if applicable, to the limits imposed by the presentation media. The FOV will be scaled with the horizon fixed at 7 statute miles and from ground level to an altitude of no less than 4000 feet above ground level (AGL).

2.2 Simulated Airport Environment

The system software shall provide the capability for accurately depicting a simulated airport environment, visually to scale as viewed from the air traffic control tower. The airport environment shall include visual depiction of runways, taxiways, ramps and other movement areas, roads, hangars and other buildings, navigational aids (as applicable), movement area markings and lighting, and realistic "off-airport" features normally visible beyond the boundaries of the airport proper.

NOTE: Two distinct simulated airport environments are described in this document. The first is required, while the second is a highly desired option. The first shall be a Phase I deliverable, while the second optional environment will be, if proposed, a Phase III deliverable.

2.2.1 Simulated Environment - Basic Airport

This environment, a deliverable under Phase I of the contract, is intended to replicate, to the extent possible, the environment currently utilized in both the TOTS and EDS. It is depicted in two separate diagrams included in this document, and shall be constructed in accordance with the dimensional data found therein. It shall also contain elements reflected in the following tables.

2.2.2 Simulated Environment - Enhanced Airport--OPTIONAL

This environment, an optional deliverable under Phase III of the contract, resembles the basic airport, but also incorporates additional movement area features and airport environment elements. This is intended to allow for the development and utilization of more complex training scenarios. It is depicted in two separate diagrams included in this document, and shall be constructed in accordance with the dimensional data found therein. It shall also contain elements reflected in the following tables.

2.2.3 Simulated Environment - Visual Reporting Points

Both the required basic airport and the optional enhanced airport shall have the following visual reporting points and visibility check points depicted. All visibility checkpoints shall include appropriate lighting (unfocused lights of medium intensity).

VISUAL REPORTING POINTS		
Name of Reporting Point	Direction from Tower	Distance from Tower
Owasso Antenna	230 degrees	4 statute miles
McDonald's Bridge	110 degrees	5 statute miles
Riverside Water Tank	160 degrees	5 statute miles
Sand Springs (town)	200 degrees	5 statute miles
Chandler (town)	260 degrees	6 statute miles

VISIBILITY CHECK POINTS			
Name of Check Point	Direction from Tower	Distance from Tower	Lighted / Unlighted
McDonald's Bridge	110 degrees	5 statute miles	See note 1 below
Owasso Antenna	230 degrees	4 statute miles	See note 2 below
Red Barn	180 degrees	3 statute miles	Unlighted
KYLT Radio Antenna	See note 3 below	3 statute miles	Lighted
Silo	See note 4 below	2 ¼ statute miles	Lighted

Note 1: McDonald's bridge, a suspension bridge approximately 400 feet tall, shall be depicted as being illuminated with spotlights highlighting the bridge's superstructure.

Note 2: The Owasso antenna shall be depicted as being approximately 1000 feet tall. It shall be lighted with one flashing red light on top and 2 steady red lights halfway up.

Note 3: The KYLT radio antenna shall be depicted as being approximately 2.5 statute miles from the approach end of runway 28R, at approximately 120 degrees, and as being 270 feet tall. It shall be lighted with one flashing red light on top and 2 steady red lights halfway up.

Note 4: The silo shall be depicted as being located at approximately 0.85 statute miles north of the approach end of runway 34 (runway 34L in the enhanced airport), at approximately 175 degrees, and as being 150 feet tall. It shall be lighted with two steady red lights.

2.3 Airport Lighting

The system software shall provide the capability to accurately depict appropriate airport lighting, including but not limited to the following.

2.3.1 Edge Lighting

Edge lighting shall be simulated for both runways and taxiways. All precision runways shall be depicted as equipped with High Intensity Runway Lights (HIRL) with five (5) levels of intensity, selectable by the controller trainee. All non-precision runways shall be depicted as equipped with Medium Intensity Runway Lights (MIRL) with three (3) levels of intensity, selectable by the controller trainee. Taxiway lighting shall be of fixed intensity. Variations in runway lighting intensity shall be appropriate and realistic.

2.3.2 Approach Lighting

Each precision runway shall be depicted with an approach lighting system (ALS/MALSF). Sequenced flashing lights shall start at the landing threshold and extend to the visual equivalent of between 2400 and 3000 feet, and shall appear to move down the rail at a rate of once every 1.5 seconds. Each non-precision runway shall include a representation of a two bar (two light units on glide path) visual approach slope indicator (VASI) lighting system.

2.3.3 In-Runway Lighting

Each precision runway shall be depicted with a runway centerline lighting system (RCLS), touchdown zone lights (TDZL), taxiway lead-off lights, and land and hold short lights. Each non-precision runway shall be depicted with runway end identifier lights (REILS).

2.3.4 Rotating Beacon

The rotating beacon shall be simulated as alternate green and white lights flashed to appear to fully rotate every 10 seconds. The green and white lights shall each appear for approximately one second and be 180 degrees out of phase from one another. The beacon shall be located atop whichever building (i.e. hangar) within the simulated airport area that is located furthest from the tower.

2.4 Moving Elements (Targets)

The system software shall provide the capability for a minimum of 30 independent, moving elements, or targets (aircraft and vehicles), not including weather phenomenon, within the 210 degree by 60 degree FOV. Each of these moving elements shall be detectable/recognizable according to specifications outlined in the following table. Each moving element shall be depicted so as to visually approximate realistic appearance and performance characteristics.

TARGET APPEARANCE CRITERIA (with unrestricted visibility)	
TARGET	MINIMUM DISTANCE
Large size (includes heavy)	DETECT at 7.0 Statute Miles
Large size (heavy only)	RECOGNIZE at 4.0 Statute Miles
Large size (non-heavy)	RECOGNIZE at 3.5 Statute Miles
Small-Plus size	RECOGNIZE at 3.0 Statute Miles
Small size	RECOGNIZE at 2.5 Statute Miles
Landing Gear	DETECT Landing Gear Down at 1.75 Statute Miles
All Aircraft	IDENTIFY Type Designation at 1.5 Statute Miles
All Ground Vehicles	IDENTIFY Type Designation at 1.25 Statute Miles
See note on the following page	

NOTE: It may be of value to the FAA, and Offerors may propose, a capability for a greater number of independent moving elements. Should this be proposed, and should additional costs result, those costs should appear as a separate line item. It must be stressed, however, that any such increased capability must not result in either (a) elements not being identifiable by trainees as specified below, or (b) a derogation of the visual depiction of appropriate performance.

2.4.1 Aircraft Performance

The system software shall, as a minimum, accurately simulate typical aircraft maneuvers, profiles and speeds for each aircraft type provided, and have the capability to program performance, speed characteristics, and profiles, to include rectangular patterns, re-entry patterns, straight-in approaches, VFR patterns, and IFR patterns, with variable pattern entry profiles, that air traffic controllers are normally exposed to. In addition, the system software should be capable of accurately simulating additional aircraft maneuvers, including simulated flameout operation (SFO) profile procedures for single engine military jet aircraft (straight-in, high-key entry, low-key entry), formation flight and flight break-ups, and 360 degree overhead patterns.

2.4.2 Collisions

The system software shall, as a minimum, accurately simulate collisions between vehicles and/or aircraft. Collisions shall be displayed with both aircraft and/or vehicles being replaced for five seconds by a simple, clearly visible model representing an explosion, which shall be appropriately scaled based on the distance of the collision from the tower. At the end of the five seconds, the explosion image/animation shall then disappear. In situations involving collisions between aircraft in flight, no further representation shall be required. In situations involving collisions on the airport movement area, a model of debris shall replace the explosion image/animation at the conclusion of the five-second period.

2.4.3 Aircraft Modeling

Aircraft shall be modeled with a minimum of three levels of polygon details. The highest level of detail shall only be used when the binocular function is activated. Special attention should be given to the highest level of detail models in order to show targets appropriately scaled and oriented in binocular viewing mode. The remaining levels of detail shall be used for normal viewing from the tower. Models with higher level of detail will be displayed at closer viewing distances from the tower (see target range criteria table below), while lower levels of detail shall be acceptable beyond proscribed minimum recognition distances.

Aircraft Models - Level of Detail Requirements							
Level of Detail	Landing Gear	Navigation Lights	Obstruction Lights	Landing Lights	Tail Lights	Fuselage	Wings
High	X	X	X	X	X	X	X
Medium	X	X	X	X	X	X	X
Low		X	X	X	X	X	

Aircraft Models - Lighting Requirements				
	Landing Lights	Obstruction Lights	Navigation Lights	Tail Lights
Civilian				
Air Carriers	3	2	2	1
Twin Engine	2	1	2	1
Single Engine	1	1	2	1
Military				
Transport	3	2	2	1
Fighter type	2	2	2	1

2.5 Runway Operations

The system software shall be capable of emulating civilian aircraft in a variety of normally encountered operations, including but not limited to both normal and aborted departures, full stop landings, touch and go, stop and go, low approach, land and hold short, and go around operations. Taxi speeds, takeoff roll distances and climb rates, landing distances (rollout), and approach angles and speeds, shall be typical of the aircraft type involved.

2.5.1 Emergency Situations

The system software shall be capable of emulating civilian aircraft in various runway obstruction and/or emergency situations including but not limited to wheels up landings, flat tire situations, veering off the runway (both left and right sides), landing short of the runway, and overrunning the runway. The system shall also be capable of emulating other emergency situations including but not limited to engine failure, emergency fuel, gear up conditions, and loss of brakes (hydraulics).

NOTE: Offerors may also propose additional capabilities, such as military barrier/cable engagement situations, but should price these enhancements as a separate line item if so proposed, and if additional costs will result from their inclusion.

2.6 Weather

The system software shall be capable of providing visual representation and programmable levels of weather phenomenon as described below.

NOTE: Offerors may propose additional weather presentation capabilities from those specified here. Should such additional capabilities be proposed, and should there be additional costs as a result, those costs should appear as a separate line item.

2.6.1 Clouds / Ceilings

The system software shall be capable of displaying variable clouds/ceilings at varying altitudes, displaying up to three cloud layers at a time. The software shall have the capability to display clear, scattered, broken and overcast sky conditions. The system shall accurately portray cloud formations and typical conditions associated with various cloud configurations, and display varying levels of light and visibility that complements the cloud/ceiling conditions being presented.

2.6.2 Visibility / Obstruction to Visibility

The system software shall be capable of displaying, as a minimum, 5 selectable levels of visibility, (e.g., unrestricted, 5 miles, 3 miles, 1 mile, $\frac{1}{4}$ mile). The system software shall also be capable of presenting a reasonable simulation of various obstructions to visibility (e.g. smoke, haze, fog, rain, and snow).

2.6.3 Changing Conditions

The software shall be capable of depicting both gradually and rapidly changing weather elements to include as a minimum altimeter falling rapidly, altimeter rising rapidly, cloud ceiling formation, cloud ceiling breakup, falling visibility, rising visibility, wind direction shifts, and wind speeds rising and falling rapidly.

2.6.4 Runway Conditions

The system software shall be capable of accurately depicting wet runways (along with other surface movement areas) during inclement weather.

2.6.5 Time passage

The system software shall accurately portray elements of time passage in regard to day/dusk/night/dawn and the associated environmental lighting and visibility limitations associated with each. Time transitions shall include the depiction of a rising or setting sun on the appropriate horizon, as applicable.

2.7 Airfield Hazards

The system software shall be capable of accurately depicting bird activity as a local hazard to flight.

NOTE: Offerors may propose an enhanced capability of depicting other hazards to flight, e.g., major construction, and airfield lighting, radio/television tower obstructions etc. Should this be proposed, and should there be additional costs as a result, those costs should appear as a separate line item.

2.8 Binocular View

The system software shall provide the capability to emulate a binocular view accessible from each control position for the purpose of verifying situations that are not easily recognizable to controllers (e.g., aircraft wheels down, FOD on runway, etc.). The binocular view will be an inset (window-in-window) on an area of the view screen or display. The inset will be of a predetermined size, with the target selectable by mouse interface. Binocular zoom shall meet the standard ATC requirement of 7X50 zoom.

NOTE: Offeror may propose a variable zoom capability, but should such additional capability be proposed, and should there be additional costs as a result, those costs should appear as a separate line item.

2.9 Image Generator

The image generator should have a refresh rate of 60 Hz, and shall have a minimum update rate of 30Hz. However, although not desirable, the update rate can drop below 30 Hz for short periods (no longer than one second) for load management.

3.0 Auxiliary Display Subsystem

While the TOTS (Phase II and III) and EDS (Phase I) systems will utilize different presentation systems to satisfy the following requirements, all shall have the following auxiliary visual presentation capabilities and characteristics. The EDS systems shall utilize, due to space limitations, a windows-based display referred to as the Environmental Display Area (EDA). This EDA, utilizing either a mouse-driven or touch-screen interface, will be utilized to satisfy the requirements of paragraphs 3.1, 3.2, and 3.3 below. The TOTS (Phase II and III) systems will utilize multiple display devices to satisfy the requirements described in paragraphs 3.1 and 3.2, and will have a separate operator's console.

3.1 RADAR Display

The system software shall accurately emulate tower radar display information, as related to a terminal area (D-BRITE presentation). The radar display shall display information corresponding to "active" aircraft in the scenario, regardless of whether or not the aircraft is visible in the 210 degree by 60 degree FOV defined earlier. As an example, an aircraft in the scenario inbound for landing may be beyond the seven mile defined visual horizon for the FOV, and yet be eligible for display on the D-BRITE presentation. The radar representation shall be scaleable from 2-50 miles in range (selectable by mouse or touch-screen interface), provide alpha-numeric representation of aircraft information (D-BRITE presentation, ARTS III), provide accurate radar echo returns for alignment purposes (analog radar display only), and provide local airport radar map information. The radar display shall provide weather processing display information in six (6) calibrated levels of intensity, as defined by the National Weather Service (NWS).

NOTE: Offeror may propose a capability of using this display, in addition to the D-BRITE presentation described above, to simulate an Airport Surface Detection Equipment (ASDE) presentation. However, should such additional capability be proposed, and should there be additional costs as a result, those costs should appear as a separate line item.

3.2 Airport and Environmental Status Display

The system software shall provide the capability to emulate a variety of airport and environmental status display features to be available continuously and include: wind indicators (digital), altimeter display, runway light monitor and selector panel, and radio navigational aid (NAVAID) monitor and control panels. The runway light panel shall include approach lights (varying intensity levels), runway lighting and intensity levels, sequenced flashing lights (SFL), taxiway lights, visual approach slope indicator (VASI) lighting to applicable runways, rotating beacon, and any applicable obstruction lighting. These displays shall be interactive where appropriate (e.g. runway light selection and intensities), utilizing either a mouse-driven or touch-screen interface.

3.3 Scenario Operator Workstation (TOTS only- Phases II and III) (information only)

The CTSS system for the TOTS (Phases II and III) simulators shall include a scenario operator's console that will allow the operator (instructor) to perform the simulation runtime functions listed in the following table. The console shall also have full voice communication capabilities.

Selection, start-up and termination of scenarios	Selection of time of day
Monitor/Freeze/Back-up/Reset of scenarios	Selection of weather conditions
Selection of scenario speed (fast, slow, normal)	Serve as a scenario development workstation
	Control of eye-point
Monitor voice communication between controllers and voice generation system and/or pseudo pilots	
Activation of playback/record functions (both voice and full scenario)	
Scenario control (i.e., add events, add/delete targets, override voice recognition, etc.)	
Serve as a third pseudo pilot position and/or "ghost" position during scenarios	

4.0 Target Database Information

4.1 Aircraft Database

The system software shall provide a comprehensive aircraft database of current commercial, civilian, and, U. S. military aircraft, including both civilian and military helicopters. The system shall display aircraft visual recognition characteristics that will allow a controller trainee to identify aircraft in accordance with the parameters listed elsewhere in this document. As a threshold, the system database shall contain those aircraft types listed in the following table, with call signs assigned to specific aircraft types as reflected in the following table. Air carrier aircraft are to appear in realistic livery; other aircraft are to have a variety of realistic appearances; with U.S. military aircraft possessing realistic service-specific appearances

AIRCRAFT DATABASE - CALL SIGNS AND TYPES					
CALL SIGN	TYPE	CALL SIGN	TYPE	CALL SIGN	TYPE
AAL637	MD80	DAL779	B767	N332VS	C750
AAL766	MD80	DAL179	A340	N546RM	LJ35
AAL403	B757	CDM899	E145	N5503J	LJ35
EIA113	B757	CDM757	E145	N176FM	B06

AAL1089	F100	CDM855	E145	N542PD	B06 (Lifeguard)
AAL646	F100	SWA1008	B737	N109LT	C152
AAL350	B777	SWA54	B737	N72LT	C152
AAL1152	MD11	SWA858	B737	N146LT	C152
AAL835	MD11	SWA819	B737	N360LT	C152
AAL1014	A340	NWA309	A310	N133LT	C152
EXK1094	SF34	UPS199	MD11	N213LT	C152
EXK616	SF34	FDX350	A310	N386LT	C152
EXK1191	ATR72	N935DQ	C172	GRAND23	C130
EXK853	ATR72	N614VP	C172	GRAND24	C130
EXK1057	ATR72	N661UL	PA28	SOONER11	C130
COA1356	MD80	N879JP	PA28	SOONER13	C130
COA530	MD80	N995GJ	PA28	SOONER14	C130
COA293	CARJ	N576TP	PA32	REACH43	C141
COA1283	CARJ	N420FE	PA44	REACH45	C141
BTA790	E120	N422LK	C421	REACH47	C141
BTA1349	E120	N544PU	BE58	RHINO31	F16
TWA981	MD80	N686PU	BE58	RHINO32	F16
TWA586	MD80	N116QD	BE76	RHINO33	F16
UAL391	MD80	N279LL	PA42	STRIKE05	F18
UAL1387	MD80	N287NC	BE10	STRIKE06	F18
UAL788	B737	N605SV	BE30	JUMBO17	C5
UAL603	B737	N828L	FA50	LIFTER05	C17
UAL1215	B767	N735SH	FA90	VANDY55	T38
UAL677	B777	N125HD	GLF5	VANDY56	T38
DAL785	B757	N925QJ	GLF5	LUNAR25	RAH66
DAL1284	B757	N112VZ	CL60	LUNAR26	RAH66
DAL236	B737	N698PP	CARJ	DUKE37	H60
DAL1202	B737	N653PN	C650	R359	H500C

AIRCRAFT DATABASE - TYPES AND NUMBERS							
Type	No.	Type	No.	Type	No.	Type	No.
A310	2	BE76	1	CL60	1	RAH66	2
A340	2	C130	7	E120	2	LJ35	2
ATR72	3	C141	2	E145	3	MD11	3
B06	2	C152	7	F100	2	MD80	8
B737	8	C17	1	F16	3	PA28A	3
B757	5	C172	2	F18	2	PA32	1
B767	2	C421	1	FA50	1	PA42	1
B777	2	C5	1	FA90	1	PA44	1
BE10	1	C650	1	GLF5	2	SF34	2
BE30	1	C750	1	H500	1	T38	2
BE58	2	CARJ	3	H60	1		

NOTE: Offerors may propose a more comprehensive database of aircraft than described in this document. Such an enhancement, if proposed, is to be priced as a separate line item in the event additional costs are associated with the enhancement.

4.2 Vehicle Database

The system software shall provide a database of commercial vehicles that are commonly seen on the airfield environment by air traffic controllers. As a threshold, the system database shall contain those specific vehicle types

included in the following table. System software shall emulate vehicle recognition in a manner consistent with 20/20 vision and in accordance with specifications elsewhere in this document. All vehicles shall be appropriately lighted.

VEHICLE TYPES - MINIMUM REQUIREMENTS		
AIRPORT SEDAN	AIRPORT SECURITY 4X4 SUV	AMBULANCE
LARGE FIRE TRUCK	AIRWAY FACILITIES PICK-UP TRUCK	FUEL TRUCK
SMALL FIRE TRUCK	FIRE RESPONSE PICK-UP TRUCK	RUNWAY SWEEPER
MOWER #1	PAVEMENT MAINTENANCE VEHICLE	MOWER #2
TOW VEHICLE	PICK-UP TRUCK (GENERAL)	STEP VAN
AIR GUARD HUMVEE	AIR GUARD ORDINANCE TRUCK (5-TON)	AIR GUARD STAFF CAR

NOTE: Offerors may propose a more comprehensive database of vehicles than described in this document. Such an enhancement, if proposed, is to be priced as a separate line item in the event additional costs are associated with the enhancement.

5.0 Voice Recognition/Generation Subsystem

The CTS system shall provide voice recognition and generation capability.

5.1 Voice Recognition System

The voice recognition system shall be speaker independent, and translate controller trainee speech to keyboard characters compatible with the hardware architecture. The voice recognition system shall operate in conjunction with, yet independently of, the simulation software. Voice recognition shall be capable of translating and in adherence to ATC phraseology requirements in accordance with FAA ORDER 7110.65 and normal accepted communication terminology (commercial and military) to include; ground-to-air, air-to-ground communications recognition. Voice recognition shall meet a single attempt 90 percent accuracy rate of acceptance. The system shall operate in continuous speech mode, not requiring a pause between words or phrases. The system provided for EDS (Phase I) simulators shall be the sole method for interpreting controller trainee speech. The system provided for TOTS (Phases II and III) simulators must be capable of operating in two modes; as the sole method of interpreting controller trainee speech, and used in conjunction with pseudo pilots who may override erroneous interpretations. The TOTS (Phases II and III) voice recognition systems must also be capable of being deselected in situations where pseudo pilots will be used exclusively.

5.2 Voice Generation System

The voice generation system shall provide aural responses to controller trainee directions, appropriate to the situation. Simulated (computer generated) voices are acceptable, but playback of actual voice recordings is preferred. Regardless of the methodology used, however, a minimum of seven (7) different voices are required so that a realistic aural environment can be created when operating the CTS systems. Of these voices, four (4) should resemble male voices and the remaining three (3) should resemble female voices. The system provided for EDS (Phase I) simulators shall be the sole method for responding to controller trainees. The system provided for TOTS (Phases II and III) simulators must be capable of operating in two modes; as the sole method of responding to controller trainees, and used in conjunction with pseudo pilots who will also respond to trainees. The TOTS (Phases II and III) voice

generation systems must also be capable of being deselected in situations where pseudo pilots will be used exclusively.

NOTE: Offerors may propose a greater number of voices than described in this document. Such an enhancement, if proposed, is to be priced as a separate line item in the event additional costs are associated with the enhancement.

5.3 Voice Database Management Capability

The voice recognition/generation system shall provide the FAA with the capability to modify the voice database in the future to accommodate changes in procedures and recognized phraseology.

6.0 Miscellaneous

The following paragraphs describe other performance requirements not covered in previous sections.

6.1 Control Positions

The CTSS shall provide for at least two control positions, Local Control (LC) and Ground Control (GC). Each position shall be capable of either independent operation and/or combined with other operational position.

6.2 Weather Display

The system software shall provide the capability to display local weather observation information.

6.3 Flight Strips

System shall provide the capability for providing flight strip information on arriving and departing aircraft. Flight strip information format shall be in accordance with FAA ORDER 7110.65.

6.4 Recording and Playback

The system software shall provide the capability of recording and replaying all elements of a scenario, including all oral communications over the voice communication system. Recording capability shall be sufficient to record a one-hour scenario. Users of the system shall have the ability to record entire scenarios with voice for playback. In addition users shall be able to freeze the scenario with an added stop and backup feature, transpose the scenario for playback to continue the scenario from any desired point in time and save a scenario for future use.

7.0 Voice Communications System

The voice communication system shall be multi-person capable. The system shall provide at least four (4) switchable channels (two per control position). The communication system shall utilize either a touch screen or mouse based interface and shall be reconfigurable as part of the off-line scenario preparation process.

7.1 Voice Recognition/Generation

The system shall work in conjunction with voice recognition and voice generation systems to provide intercom communication between controllers, simulated "radio" communication with aircraft and vehicles, and simulated interphone communication.

7.2 Pseudo Pilot Utilization

The system provided for the TOTS (Phases II and III) simulators must allow for the utilization of pseudo pilots (at both the pseudo pilot workstations and at the scenario operator's console).

8.0 Pseudo Pilot Workstations (TOTS only Phases II and III) (information only this complete section)

Each of the two TOTS systems shall be equipped with two pseudo pilot workstations, which will be located in a separate room (all four workstations to be located in a single room). These workstations will allow pseudo pilots to input messages to control aircraft movements within the system based on clearances provided by the controller trainees, to either supplement or to override the voice recognition system's generated actions. Each pseudo pilot workstation will include the following functionality.

8.1 Input Interface

Each workstation must allow instructions for aircraft and vehicles to be input using keyboard or mouse. Each command instruction sequence must be initiated by selection of the target. Typical inputs by pseudo pilots will include changes in direction, speed and altitude (for aircraft in flight). Inputs will include, but need not be limited to: engine startup; pushback, full, abbreviated, or detailed taxi clearances; acknowledgement of air traffic control clearances; changes in aircraft headings (direction); aircraft speed adjustments on final approach, in the pattern, while taxiing, and in other situations; altitude adjustments; final approach descent altitude/angle adjustments; pattern entry assignments; traffic pattern adjustments needed for spacing (e.g., 360 degree turns, 270 degree turns, extended pattern legs, etc); pattern breakout/go-around/re-entry actions; landing, low approach, stop-and-go and touch-and-go instructions; circling approaches; taxi control instructions; and assignment of airport traffic patterns. The system shall keep the keystrokes required to input these instructions to a minimum through the use of macro-instruction "hot" keys or some other user-friendly technique. Each position will allow an operator to control up to 20 aircraft and/or vehicles simultaneously.

8.2 Plan-view (RADAR) Window

Each workstation shall show the position of all active aircraft and/or vehicles in the air or on the ground. Aircraft and vehicles shall be color coded or shall be displayed with discrete symbols to identify which pseudo pilot is controlling it. The window shall be displayed either as an ASDE-type or D-BRITE-type of presentation, selectable by the user and independent of presentations selected by controller trainees in the TOTS.

8.3 Communications Equipment

Each workstation shall be equipped with communications equipment equivalent to that provided to the controller trainees at the local and ground control positions in the TOTS (Phases II and III)

8.4 Airport Information Window

Each workstation shall provide a window that will display information on each aircraft under control of the operator in a series of user-defined data records. This window must be capable of being resized by the operator, using standard window-style control bars and functionality. As a minimum, all data associated with the selected aircraft and/or vehicles shall be simultaneously displayed.

8.5 Voice Recognition Monitor Window

Each workstation shall include a window displaying the voice recognition system's interpretation of controller trainee clearances and voice generation responses. The intent of this feature is to allow pseudo-pilots to monitor the voice recognition system and make manual corrections when needed.

8.6 Timed Event Prompts

Each workstation shall include a method for prompting pseudo pilots in advance of timed events during the operation of a scenario.

9.0 Auxilliary Software Packages

The following software is required in order to facilitate future scenario development and revision activities.

9.1 Scenario Development/Editing Software

Offerors shall provide a scenario generation/modification tool for scenario generation and modification. This software tool shall be user friendly to permit local scenario development and adaptation by on-site FAA personnel, with little or no computer knowledge.

9.2 Target Development/Editing Software

Offerors shall provide a scenario generation/modification tool for target (aircraft and vehicle) generation and modification. This software tool shall be user friendly to permit local target development and adaptation by on-site FAA personnel, with little or no computer knowledge.

9.3 Airport Development/Editing Software

Offerors shall provide a scenario generation/modification tool for airport generation and modification. This software tool shall be user friendly to permit local airport development and adaptation by on-site FAA personnel, with little or no computer knowledge.

10.0 Physical Integration

The following must be considered by offerors in their plans for integration of upgraded CTS components into existing systems.

10.1 Real Estate

TOTS (Phases II and III) and EDS (Phase I) equipment shall be integrated into existing FAA Academy facilities located at the Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma.

10.2 Space

In the event the proposed CTS systems (EDS (Phase I) and TOTS(Phases II and III)) will require associated storage and supporting technology (i.e. cables, etc.), those space requirements shall be made known to the Government as part of the offeror's proposal.

10.3 Environmental

All installations shall comply with all applicable Orders, Regulations, and industry standard practices. As an example, all hardware components acquired through this contract shall be free of hazardous material, to include but not limited to: (1) Asbestos, (2) Polychlorinated BiPhenols (PCBs), (3) Lead, and (4) Class 1 Ozone Depleted Substances.

10.4 Energy Conservation

All installations shall comply with the National Energy Conservation Policy Act.

10.5 Heating, Ventilation, Air Conditioning

Any renovations that will be necessary to accomplish these CTS upgrades shall be identified to the Contracting Officer, and their designated technical representative, for the purposes of coordination with the Office of Facility Management (AMP). No renovations shall be initiated prior to receiving approval from AMP.

10.6 Grounding, Bonding, Shielding, and Lightning Protection

All grounding and bonding of FAA training upgrades/refresh shall adhere to applicable FAA rules, regulations, and orders.

10.7 Power Systems and Commercial Power

Power required for any NAS Training Modernization equipment shall be provided in accordance with applicable FAA Orders and NFPA Standards.

10.8 Occupational Safety and Health Administration

Physical Integration shall be accomplished in such a manner as to maintain facility compliance with Occupational Safety and Health Administration (OSHA) regulations. Currently, FAA facilities are required to be in compliance with applicable OSHA regulations for maintainability, fire protection, and fall protection.

11.0 Training Requirements

The statement of work lists several training-related requirements. The following provides more specific information about these requirements. However, as general information, the FAA will provide classroom space as required for the following training, subject to availability, equipped with projection systems, computers (if needed), and other typical classroom equipment. The contractor should include any specific requirements for Government furnished space and/or equipment in their proposal if it is wished those requirements be considered. Absent such inclusion, the Government will only provide such space and equipment as it deems appropriate.

11.1 Instructor/Operator Training

This training shall be delivered under this requirement. The training shall be designed and presented to up to 10 instructional personnel with a need to successfully operate the new CTS systems being integrated into the existing EDS (Phase I) simulators. The Phase II training will be presented to those same instructional personnel, who will then have a need to successfully operate the new CTS systems being integrated into the TOTS (Phase II and III) simulators. Training may be accomplished in a single class in each phase if the target audience can be appropriately scheduled. However, in no case will more than two classes be needed in either Phase I or Phase II. Training outcomes will be that instructional personnel receiving this training be able to demonstrate those actions normally required during FAA student training sessions, including, but not limited to the following. (Turning on the CTS system, logging on students, loading scenarios, and utilizing the various record/playback features listed in paragraph 6.4 above)

11.2 Software Maintenance Training

This training shall be delivered under this requirement. The training shall be designed and presented to up to 3 support personnel with a need to understand and maintain the software for the new CTS systems being integrated into the existing EDS (Phase I) simulators. The Phase II training will be presented to those same support personnel, who will then have a need to maintain the software for the new CTS systems being integrated into the TOTS simulators. Training is intended to be accomplished in a single class in each phase. Training outcomes will be that support personnel receiving this training be able to provide satisfactory software maintenance. Toward that end, the training provided should emphasize, but need not be limited to, software troubleshooting, data base management, and data base modification.

11.3 Hardware Maintenance Training

This training will be delivered as part of this requirement. The training shall be designed and presented to up to 5 support personnel with a need to understand and maintain the hardware for the new CTS systems being integrated into the existing EDS (Phase I) simulators. The Phase II (informational) training will be presented to those same support personnel, who will then have a need to maintain the hardware for the new CTS systems being integrated into the TOTS (Phase II) simulators. Training is intended to be accomplished in a single class in each phase. Training outcomes will be that support personnel receiving this training be able to provide satisfactory hardware maintenance. Toward that end, the training provided should emphasize, but need not be limited to, system orientation, system configuration, and hardware troubleshooting.

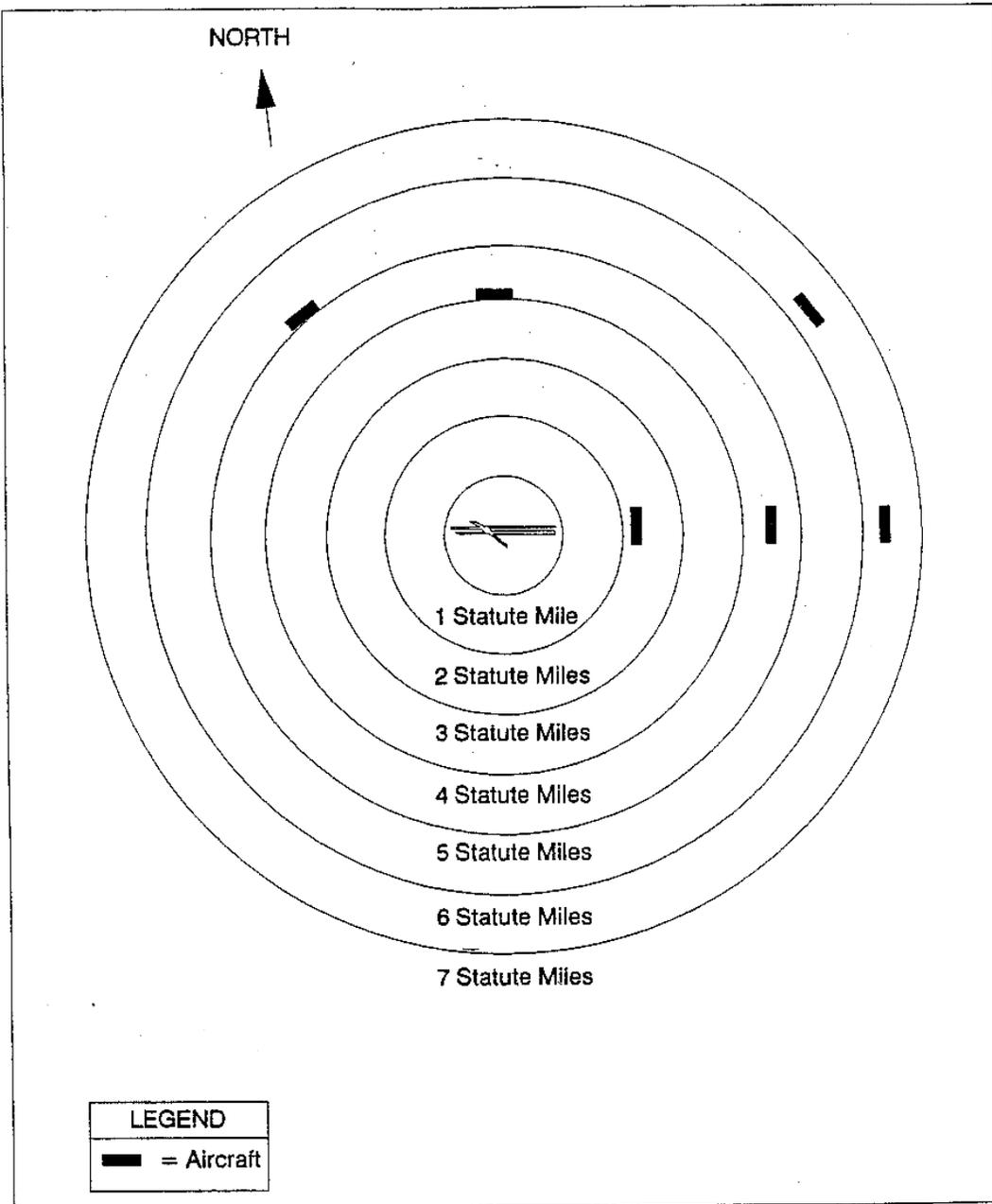
11.4 Scenario Development Training

This training shall be delivered under this requirement. The training will be designed and presented to up to 3 support personnel with a need to develop and maintain scenarios for use in the new CTS systems being integrated into the existing EDS simulators. Phase II training will only be required in the event that scenario development differs between the EDS (Phase I) and TOTS (Phase II and III) systems. If required, it will be presented to those same support personnel, who will then have a need to develop and maintain scenarios for the new CTS systems being integrated into the TOTS (Phase II and III) simulators. Training is intended to be accomplished in a single class in each phase. Training outcomes shall be that support personnel receiving this training be able to develop training scenarios utilizing the enhanced functionality of the new CTS systems.

11.5 Pseudo Pilot Training

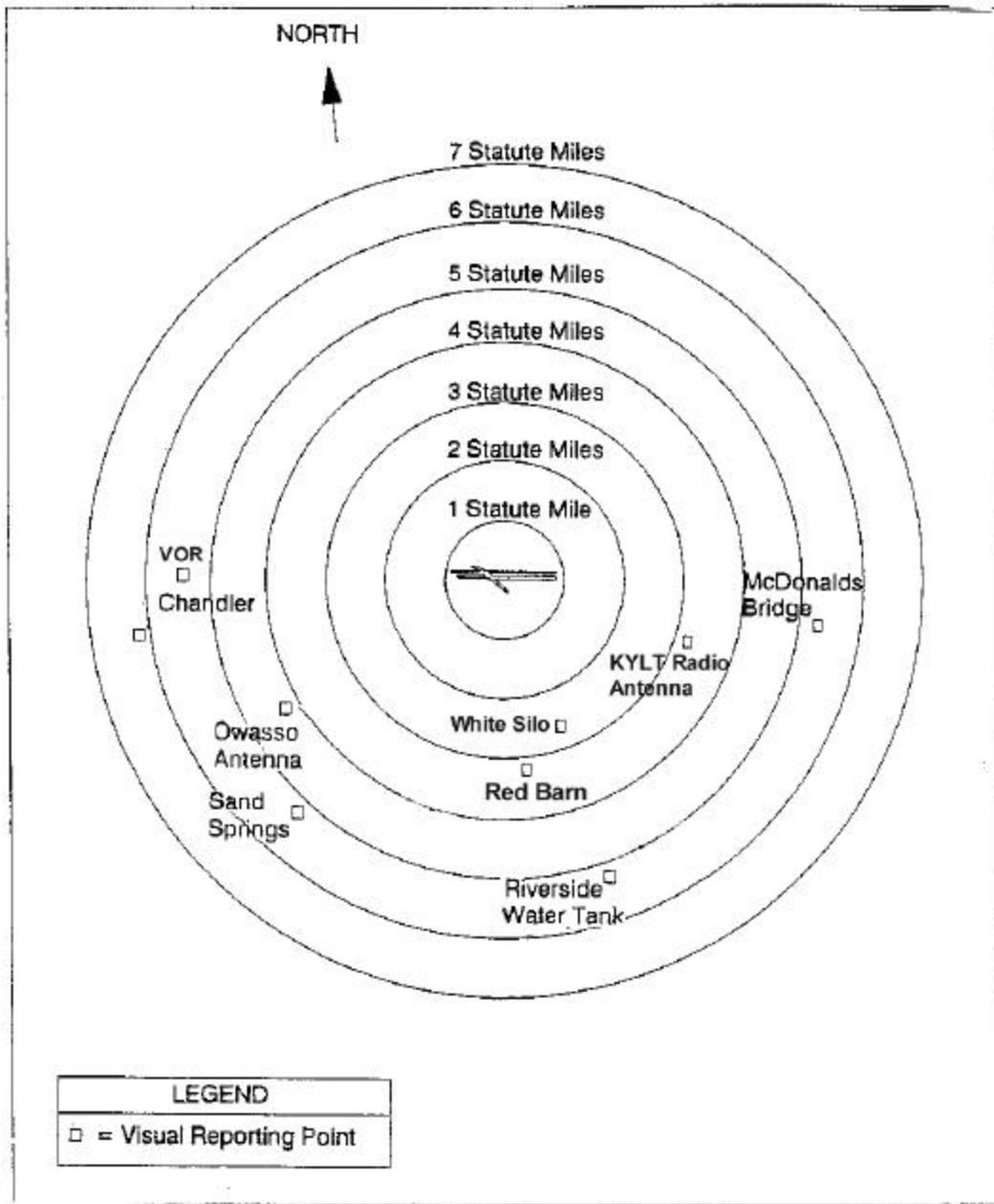
This training may be delivered in one phase (Phase II). The training will be designed and presented to up to 4 support personnel who will serve as Pseudo-pilots for the new CTS systems being integrated into the TOTS (Phase II and III) simulators. Personnel targeted for this training will have previous experience as Pseudo-pilots in either the existing CTS systems, in the FAA's radar training facility, or both. Training is intended to be accomplished in a single class. Training outcomes shall be that support personnel receiving this training be able to demonstrate those actions normally required by Pseudo-pilots during FAA student training sessions, including, but not limited to the following.
(Responding to controller directions, initiating calls to controllers, and making appropriate keyboard entries)

TACTICAL BRITE DISPLAY



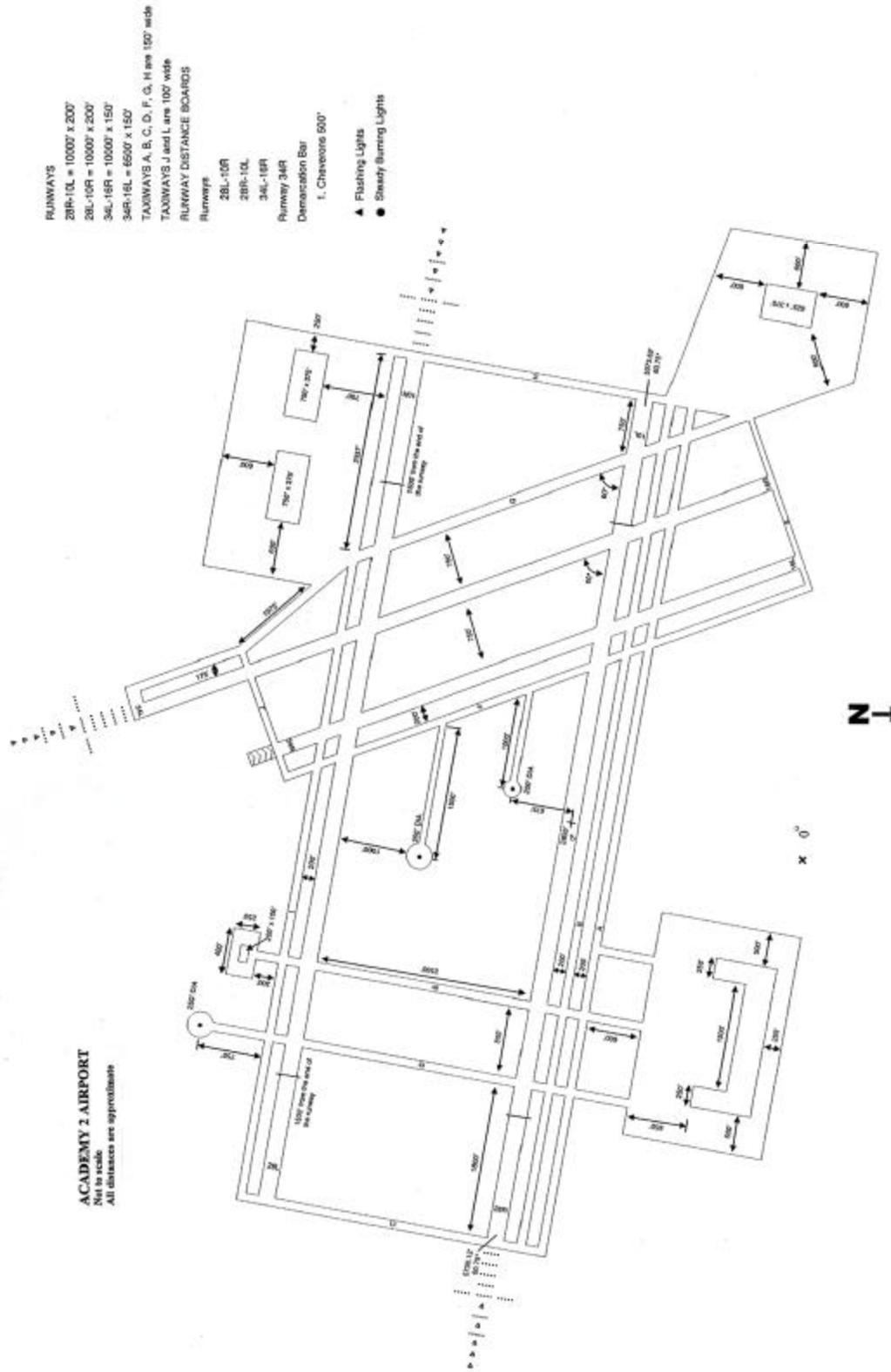
Tactical BRITE Display

SCENARIO PLAYING AREA



Scenario Playing Area - Seven Statute Miles Radius

OPTIONAL ENHANCED AIRPORT



ED S Consoles



Rear Left

Rear Center

Rear Right

Cabinet inside dimensions are 25" wide and 31" deep and 72" tall

Height between the shelves from top to bottom

Top 26.25"

10.25"

9.25"

Bottom 15.75"

Top 26.25"

Bottom 37"

Top 26.25"

17"

8.25"

Bottom 10.25"

Equipment that will be reused in the existing EDS consoles are as follows:

NEC Model XP-2990

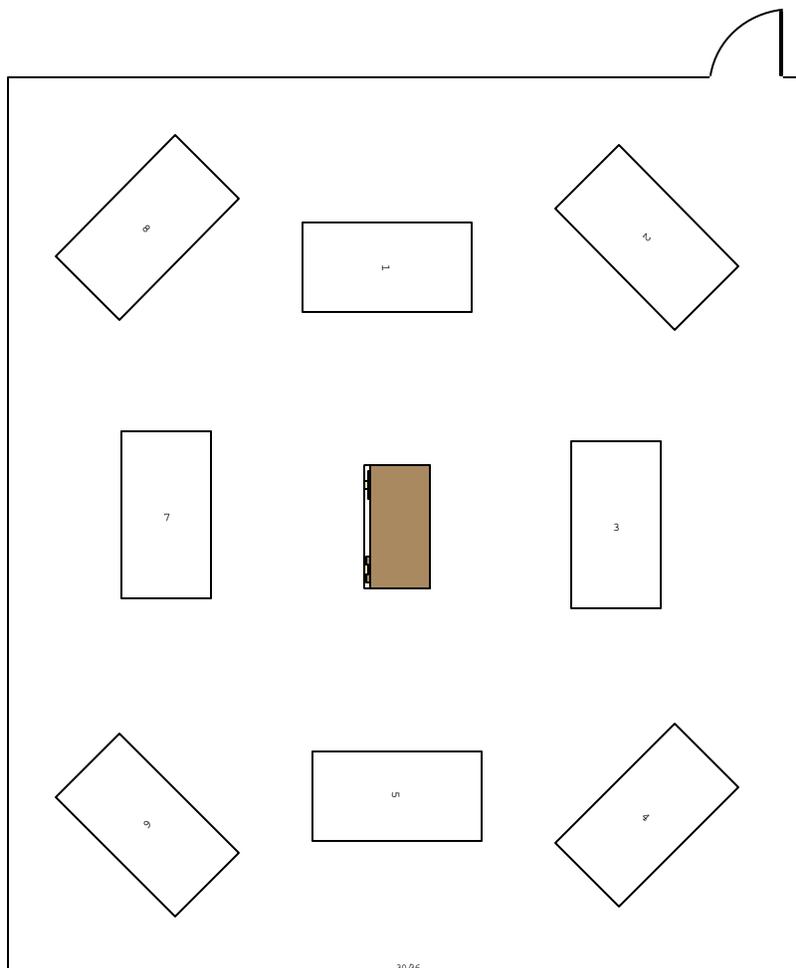
http://support.nectech.com/ViewMonitors/xm_xp29plus/specs.pdf

Pulizzi Z-Line Power Supply

PC-420C

<http://www.pulizzi.com/datasheets/pc420.pdf>

Room Layout is 30X36
NOT TO SCALE



CONTRACT DATA REQUIREMENTS LIST (CDRL)

A. Contract line Item No. EDS PH I—CLN 8.0	B. Exhibit A	C. Category (Check appropriate one) 11-2-2001 TDP <input checked="" type="checkbox"/> TM <input type="checkbox"/> Other <input type="checkbox"/>		
D. System /Item CTS/EDS, Phase I	E. Contract/PR No.	F. Contractor		

1. Data Item No. CDRL 001	2. Title of Data Item Test Scenarios, for Demonstration	3. Subtitle SOW paragraph 2.1.1 (e)
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4. Authority	5. Contact Reference DTFA-02-02-C-07427	6. Requiring Office AMA-500
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7. DD 250 Req'd No	8. APP Code	9. Distribution Statement Required Yes	10. Frequency ASGEN	11. As of Date (AOD)
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12. Date of First Submission See note below :	13. Date of Subsequent Submission : see below	15. Distribution
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14. REMARKS: CTS/EDS Phase 1: SOW 2.1.1 (e), 5 each test scenarios, of 15 minutes duration, for demonstration compliance with performance specifications. Proof of concept testing. BLOCK 12—Date of First Submission: Contractor shall provide initial submission of test scenarios 20 calendar days prior to start of Proto-Type Performance Validation Testing. Block 13—Date of subsequent submission—If correction required, contractor has 5 work days to resubmit after receipt of marked up copies from the FAA. FAA has 5-days for initial and subsequent reviews.	a. Addressee	b. Draft Copies	c. Final Copies	
	AMA-500	2	2	Repro
	16. Total			

G. Prepared By: Mark Woolverton, AMA-530	H. Date 7/25/01	I. Approved By	J. Date
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17. Price Group	18. Estimated Total Price
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INSTRUCTIONS FOR COMPLETING FAA Template No. 59 (6/98)

- A. Contract Line Item No. . Contract Line Item Number (CLIN) associated with this Contract Data Requirements List (CDRL).
- B. Exhibit. Exhibit Identifier for this CDRL item.
- C. Category. TDP, TM, or Other.
- D. System /Item. System, item, project designator or name, or title of services being acquired that the data will support.
- E. Contract/PR No. Procurement Instrument Identification Number (PIN) (i.e., the contract number, the Purchase Request (PR) number, the screening Information Request (SR) number, or other appropriate designator).
- F. Contractor. Contractor's name.
- G. Prepared by. Preparer's organization responsible for preparing the CDRL.
- H. Date. Date the form was prepared.
- I. Approved by. Office responsible for approving the CDRL. The approving official's signature appears on the last page of exhibit.
- J. Date. The date the CDRL was approved.

- 1. Data Item No. The 4-character Exhibit Line Item Number (ELIN). The first position consists of the exhibit identifier and the remaining positions are assigned sequentially.
- 2. Title of Data Item. The title of the Data Item Description (DI) cited in item 4.
- 3. Subtitle. Further identification of the data item to supplement the title, if required.
- 4. Authority (Data Acquisition Document No.) DI identification number where detailed preparation instructions are provided.
- 5. Contract Reference. The specific paragraph number of the applicable contractual document that contains the tasking that generates a requirement for the data item. Normally, this will be a Statement of Work (SOW) paragraph.
- 6. Requiring Office. The technical office having responsibility for ensuring the technical adequacy of the data.
- 7. DD 250 Required.
- 8. APP Code. Identification, by entry of an "A," of a requirement for advance written approval prior to final distribution of an item of data. An "A" in this item indicates that one or more draft submissions are required. Item 14 will show length of turn-around time for the contractor to resubmit the data after Government approval/disapproval has been issued.
- 9. Distribution Statement Required.
- 10. Frequency. The frequency of data submission. Entries in this item are explained in Table 1. If the data is of a recurring type, it is to be submitted at the end of the reporting period established in this item unless otherwise indicated in item 14.

Table 1. Data Submission Frequency Codes			
CODE	FREQUENCY	CODE	FREQUENCY
ANNU	Annually	ASGEN	As generated
ASREQ	As required	BIMO	Every two months
BIWE	Every two weeks	CP/RQ	Change pages as required
DAILY	Daily	DFDEL	Deferred delivery
MTHLY	Monthly	ONE/R	One time with revisions
OTME	One time (does not include draft submissions)	QRTLY	Quarterly
R/ASR	Revisions as required	SEMTA	Every six months
WEEKLY	Weekly	"N"TIME	Multiple separate submissions (2 time, 3 time, etc.)
See Item #14	Requirement is described in item #14. Used in lieu of other codes where such are inadequate to define requirement, or used in addition to other codes requiring amplification in item #14.		

- 11. As of Date. Date for cutting off collection of the data. If the data is to be submitted multiple times, a numeral will be entered to indicate the number of calendar days prior to the end of the reporting period, established in item 10, that data collection will be cut off. For example, "15" would place the "as of date" for the data at 15 days before the end of the month, quarter, or year, depending upon the frequency established in item 10; a "0" or blank would place the "as of" date at the end of each month, quarter, etc.
- 12. Date of First Submission. Due date for initial data submission. This is normally the postage date or date the data is delivered to the Contracting Officer or keyed to a specific event or milestone, using a code from Table 2.

Table 2. Data Submission Codes			
Code	Definition	Code	Definition
ASGEN	As generated	ASREQ	As required
DFDEL	Deferred delivery	"N"DAC	Days after contract award
"N"DACM	Days after contract modification	"N"DARP	Days after reporting period
"N"DARC	Days after receipt of comments	"N"DTC	Days after test completion
NLT	No later than	EOC	End of contract
EOM	End of month	EOQ	End of quarter
See item #14	Use to indicate requirement is described in item 14. Used in lieu of other codes where such are inadequate to define requirement or used in addition to other codes when amplification is included in item 14.		
The "N" is assigned a value indicating the number of days, e.g., 30 DAC			

- 13. Date of Subsequent Submission. Due date(s) for subsequent data submission(s), if data is to be submitted more than once. If submission is constrained by a specific event or milestone, the constraint will be given using a code from Table 2.
- 14. Remarks. Contains all pertinent information not specified elsewhere and any amplification of other items on this form at (e.g., DI tailoring, approval criteria and authority, inspection and acceptance clarification, distributions statements, specific submission instructions, explanation of reproducible copy and delivery requirements, alternative medium for delivery of the data item, etc.)
- 15. Distribution. Addressees and the number of draft and final copies (regular or reproducible) to be provided to each. FAA facility designator and/or office symbols/codes may be used; however, an explanation of these will be provided in the Addressee Listing. When reproducible copies (e.g., magnetic diskettes/tape, vellum, negative, etc.) are required, an explanation will be provided in item 14. If deferred delivery is required, amplification will be given in item 14.
- 16. Total. Total number of draft and final (regular/reproducible) copies required.

17. Price Group. Not used.

18. Estimated Total Price. Not used.

CONTRACT DATA REQUIREMENTS LIST (CDRL)

A. Contract line Item No. EDS PH I CLN 9.0	B. Exhibit B	C. Category (Check appropriate one) 11-02-2001 TDP <input checked="" type="checkbox"/> TM <input type="checkbox"/> Other <input type="checkbox"/>		
D. System /Item CTS/EDS, Phase I	E. Contract/PR No.	F. Contractor		

1. Data Item No. CDRL 002	2. Title of Data Item Training Requirements	3. Subtitle SOW Paragraph 2.1.1 (f-j)
4. Authority	5. Contact Reference DTFA-02-02-C-07427	6. Requiring Office AMA-500

7. DD 250 Req'd No	8. APP Code	9. Distribution Statement Required Yes	10. Frequency ASGEN	11. As of Date (AOD)
12. Date of First Submission	See note below	13. Date of Subsequent Submission	15. Distribution	

14. REMARKS: CTS/EDS Phase 1: SOW 2.1.1 (f), 2 each training scenarios of 30 minutes duration (scenario specification to be provided separately by the FAA) SOW 2.1.1.(g) Training for up to 10 instructional personnel in the operation of upgraded EDS simulators. SOW 2.1.1 (h) Training for up to 3 support personnel in software maintenance for upgraded EDS simulator. SOW 2.1.1 (i) Training for up to 5 support personnel in hardware maintenance for upgraded EDS simulators. SOW 2.1.1 (j) Training for up to 3 support personnel in the development and editing of scenarios (and targets if applicable). BLOCK 12—Delivery of data under this SOW 2.1.1 (f) is 45 days after FAA approval of the Proto-Type EDS system under CLIN 2.0. Delivery of SOW 2.1.1 (g, h, i, j). Training hardcopy material to be provided to the FAA 45 days after Approval of Prototype System with classes being held within 30 days thereafter.	a. Addressee	b. Draft Copies	c. Final Copies	
	AMA-500	2	2	Repro
	16. Total			

G. Prepared By: Mark Woolverton, AMA-530	H. Date 7/25/01	I. Approved By	J. Date
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17. Price Group	18. Estimated Total Price
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INSTRUCTIONS FOR COMPLETING FAA Template No. 59 (6/98)

- A. Contract Line Item No.. Contract Line Item Number (CLN) associated with this Contract Data Requirements List (CDRL).
- B. Exhibit. Exhibit Identifier for this CDRL item.
- C. Category. TDP (Technical Data package), TM (Technical Manual), or Other (other, such as Provisioning, Configuration Management, Progress Reports, Meeting Minutes, Commercial Catalogs, Commercial Data Sheets, Software License Agreements).
- D. System /Item. System, item, project designator or name, or title of services being acquired that the data will support.
- E. Contract/PR No. Procurement Instrument Identification Number (PIN) (i.e., the contract number, the Purchase Request (PR) number, the screening Information Request (SR) number, or other appropriate designator).
- F. Contractor. Contractor's name.
- G. Prepared by. Preparer's organization responsible for preparing the CDRL.
- H. Date. Date the form was prepared.
- I. Approved by. Office responsible for approving the CDRL. The approving official's signature appears on the last page of exhibit.
- J. Date. The date the CDRL was approved.

- 1. Data Item No. The 4-character Exhibit Line Item Number (ELN). The first position consists of the exhibit identifier and the remaining positions are assigned sequentially.
- 2. Title of Data Item. The title of the Data Item Description (DI) cited in item 4.
- 3. Subtitle. Further identification of the data item to supplement the title, if required.
- 4. Authority (Data Acquisition Document No.) DI identification number where detailed preparation instructions are provided.
- 5. Contract Reference. The specific paragraph number of the applicable contractual document that contains the tasking that generates a requirement for the data item. Normally, this will be a Statement of Work (SOW) paragraph.
- 6. Requiring Office. The technical office having responsibility for ensuring the technical adequacy of the data.
- 7. DD 250 Required.
- 8. APP Code. Identification, by entry of an "A," of a requirement for advance written approval prior to final distribution of an item of data. An "A" in this item indicates that one or more draft submittals are required. Item 14 will show length of turn-around time for the contractor to resubmit the data after Government approval/disapproval has been issued.
- 9. Distribution Statement Required.
- 10. Frequency. The frequency of data submittal. Entries in this item are explained in Table 1. If the data is of a recurring type, it is to be submitted at the end of the reporting period established in this item unless otherwise indicated in item 14.

Table 1. Data Submittal Frequency Codes				
CODE	FREQUENCY	CODE	FREQUENCY	
ANNU	Annually	ASGEN	As generated	
ASREQ	As required	BIMO	Every two months	
BIWE	Every two weeks	CP/RQ	Change pages as required	
DAILY	Daily	DFDEL	Deferred delivery	
MTHLY	Monthly	ONE/R	One time with revisions	
OTME	One time (does not include draft submittals)	QRTLY	Quarterly	
R/ASR	Revisions as required	SEMA	Every six months	
WEEKLY	Weekly	"N"TIME	Multiple separate submittals (2 time, 3 time, etc.)	
See Item #14	Requirement is described in item #14. Used in lieu of other codes where such are inadequate to define requirement, or used in addition to other codes requiring amplification in item #14.			

- 11. As of Date. Date for cutting off collection of the data. If the data is to be submitted multiple times, a numeral will be entered to indicate the number of calendar days prior to the end of the reporting period, established in item 10, that data collection will be cut off. For example, "15" would place the "as of date" for the data at 15 days before the end of the month, quarter, or year, depending upon the frequency established in item 10; a "0" or blank would place the "as of" date at the end of each month, quarter, etc.
- 12. Date of First Submittal. Due date for initial data submittal. This is normally the postage date or date the data is delivered to the Contracting Officer or keyed to a specific event or milestone, using a code from Table 2.

Table 2. Data Submittal Codes			
Code	Definition	Code	Definition
ASGEN	As generated	ASREQ	As required
DFDEL	Deferred delivery	"N"DAC	Days after contract award
"N"DACM	Days after contract modification	"N"DARP	Days after reporting period
"N"DARC	Days after receipt of comments	"N"DTC	Days after test completion
NLT	No later than	EOC	End of contract
EOM	End of month	EOQ	End of quarter
See item #14	Use to indicate requirement is described in item 14. Used in lieu of other codes where such are inadequate to define requirement or used in addition to other codes when amplification is included in item 14.		
The "N" is assigned a value indicating the number of days, e.g., 30 DAC			

- 13. Date of Subsequent Submittal. Due date(s) for subsequent data submittal(s), if data is to be submitted more than once. If submittal is constrained by a specific event or milestone, the constraint will be given using a code from Table 2.
- 14. Remarks. Contains all pertinent information not specified elsewhere and any amplification of other items on this form (e.g., DI tailoring, approval criteria and authority, inspection and acceptance clarification, distribution statements, specific submittal instructions, explanation of reproducible copy and delivery requirements, alternative medium for delivery of the data item, etc.)
- 15. Distribution. Addressees and the number of draft and final copies (regular or reproducible) to be provided to each. FAA facility designator and/or office symbols/codes may be used; however, an explanation of these will be provided in the Addressee Listing. When reproducible copies (e.g., magnetic diskettes/tape, vellum, negative, etc.) are required, an explanation will be provided in item 14. If deferred delivery is required, amplification will be given in item 14.

16. Total number of draft and final (regular/reproducible) copies required.

17. Price Group. Not used.

18. Estimated Total Price. Not used.

CONTRACT DATA REQUIREMENTS LIST (CDRL)

A. Contract line Item No. EDS PH I-CLN 10.0	B. Exhibit C	C. Category (Check appropriate one) 11-02-2001 TDP <input checked="" type="checkbox"/> TM <input type="checkbox"/> Other <input type="checkbox"/>		
D. System /Item CTS /EDS ,Phase I	E. Contract/PR No.	F. Contractor		

1. Data Item No. CDRL 003	2. Title of Data Item Source Code Delivery-Software License Agreement	3. Subtitle SOW Paragraph 2.1.1 (k)
4. Authority	5. Contact Reference DTFA -02-02-C -07427	6. Requiring Office AMA-500

7. DD 250 Req'd No	8. APP Code	9. Distribution Statement Required Yes	10. Frequency ASGEN	11. As of Date (AOD)
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12. Date of First Submission See block 14	13. Date of Subsequent Submission See Block 12	15. Distribution
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14. REMARKS: CTS /EDS Phase 1: SOW 2.1.1 (k), 1 each printed copy of source code for each software component delivered. (see note below) NOTE: The source code will be used by FAA personnel to familiarize themselves with CTS /EDS software operation and database management, in preparation for the transition to FAA maintenance of the CTS-EDS software at the completion of this contract. The software design and configuration documentation shall be included as part of the deliverable. It is not intended to permit, and will not be used by FAA personnel to make any modification to delivered CTS /EDS software components during the life of this contract. (see Software License Agreement). BLOCK 12: Date of first submission—contractor shall deliver draft copies of the source code for FAA review no later than 30 calendar days after approval of the Proto-type unit. FAA will have 10 working days to review /approve the submittal. If approved, contractor will have 15 calendar days to deliver the final submission. If revision is required, contractor shall have 5 days to make corrections and resubmit to the FAA. Upon approval, contractor shall have 15 calendar days to deliver the final submission.	a. Addressee AMA-500	b. Draft Copies 2	c. Final Copies Reg. 2 Repro	
	16. Total			

G. Prepared By: Mark Woolverton, AMA-530	H. Date 7/25/01	I. Approved By	J. Date
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17. Price Group	18. Estimated Total Price
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INSTRUCTIONS FOR COMPLETING FAA Template No. 59 (6/98)

- A. Contract Line Item No. . Contract Line Item Number (CLIN) associated with this Contract Data Requirements List (CDRL).
- B. Exhibit. Exhibit identifier for this CDRL item.
- C. Category. TDP (Technical Data package), TM (Technical Manual), or Other (other, such as Provisioning, Configuration Management, Progress Reports, Meeting Minutes, Commercial Catalogs, Commercial Data Sheets, Software License Agreements).
- D. System /Item. System, item, project designator or name, or title of services being acquired that the data will support.
- E. Contract/PR No. Procurement Instrument Identification Number (PIN) (i.e., the contract number, the Purchase Request (PR) number, the screening Information Request (SIR) number, or other appropriate designator).
- F. Contractor. Contractor's name.
- G. Prepared by. Preparer's organization responsible for preparing the CDRL.
- H. Date. Date the form was prepared.
- I. Approved by. Office responsible for approving the CDRL. The approving official's signature appears on the last page of exhibit.
- J. Date. The date the CDRL was approved.

- 1. Data Item No. The 4-character Exhibit Line Item Number (ELIN). The first position consists of the exhibit identifier and the remaining positions are assigned sequentially.
- 2. Title of Data Item. The title of the Data Item Description (DI) cited in item 4.
- 3. Subtitle. Further identification of the data item to supplement the title, if required.
- 4. Authority (Data Acquisition Document No.) DD identification number where detailed preparation instructions are provided.
- 5. Contract Reference. The specific paragraph number of the applicable contractual document that contains the tasking that generates a requirement for the data item. Normally, this will be a Statement of Work (SOW) paragraph.
- 6. Requiring Office. The technical office having responsibility for ensuring the technical adequacy of the data.
- 7. DD 250 Required.
- 8. APP Code. Identification, by entry of an "A," of a requirement for advance written approval prior to final distribution of an item of data. An "A" in this item indicates that one or more draft submittals are required. Item 14 will show length of turn-around time for the contractor to resubmit the data after Government approval/disapproval has been issued.
- 9. Distribution Statement Required.
- 10. Frequency. The frequency of data submittal. Entries in this item are explained in Table 1. If the data is of a recurring type, it is to be submitted at the end of the reporting period established in this item unless otherwise indicated in item 14.

Table 1. Data Submittal Frequency Codes				
CODE	FREQUENCY	CODE	FREQUENCY	
ANNU	Annually	ASGEN	As generated	
ASREQ	As required	BIMO	Every two months	
BIWE	Every two weeks	CP/RQ	Change pages as required	
DAILY	Daily	DFDEL	Deferred delivery	
MTHLY	Monthly	ONE/R	One time with revisions	
OTME	One time (does not include draft submittals)	QRTLY	Quarterly	
R/ASR	Revisions as required	SEMA	Every six months	
WEEKLY	Weekly	"N"TIME	Multiple separate submittals (2 time, 3 time, etc.)	
See Item #14	Requirement is described in item #14. Used in lieu of other codes where such are inadequate to define requirement, or used in addition to other codes requiring amplification in item #14.			

- 11. As of Date. Date for cutting off collection of the data. If the data is to be submitted multiple times, a numeral will be entered to indicate the number of calendar days prior to the end of the reporting period, established in item 10, that data collection will be cut off. For example, "15" would place the "as of date" for the data at 15 days before the end of the month, quarter, or year, depending upon the frequency established in item 10; a "0" or blank would place the "as of" date at the end of each month, quarter, etc.
- 12. Date of First Submittal. Due date for initial data submittal. This is normally the postage date or date the data is delivered to the Contracting Officer or keyed to a specific event or milestone, using a code from Table 2.

Table 2. Data Submittal Codes				
Code	Definition	Code	Definition	
ASGEN	As generated	ASREQ	As required	
DFDEL	Deferred delivery	"N"DAC	Days after contract award	
"N"DACM	Days after contract modification	"N"DARP	Days after reporting period	
"N"DARC	Days after receipt of comments	"N"DTC	Days after test completion	
NLT	No later than	EOC	End of contract	
EOM	End of month	EOQ	End of quarter	
See item #14	Use to indicate requirement is described in item 14. Used in lieu of other codes where such are inadequate to define requirement or used in addition to other codes when amplification is included in item 14.			
The "N" is assigned a value indicating the number of days, e.g., 30 DAC				

- 13. Date of Subsequent Submittal. Due date(s) for subsequent data submittal(s), if data is to be submitted more than once. If submittal is constrained by a specific event or milestone, the constraint will be given using a code from Table 2.
- 14. Remarks. Contains all pertinent information not specified elsewhere and any amplification of other items on this form (e.g., DD tailoring, approval criteria and authority, inspection and acceptance clarification, distribution statements, specific submittal instructions, explanation of reproducible copy and delivery requirements, alternative medium for delivery of the data item, etc.)
- 15. Distribution. Addressees and the number of draft and final copies (regular or reproducible) to be provided to each. FAA facility designator and/or office symbols/codes may be used; however, an explanation of these will be provided in the Addressee Listing. When reproducible copies (e.g., magnetic diskettes/tape, vellum, negative, etc.) are required, an explanation will be provided in item 14. If deferred delivery is required, amplification will be given in item 14.

16. Total number of draft and final (regular/reproducible) copies required.

17. Price Group. Not used.

18. Estimated Total Price. Not used.

CONTRACT DATA REQUIREMENTS LIST (CDRL)

A. Contract line Item No. EDS PH I-CLIN 11.0	B. Exhibit D-PG -1	C. Category (Check appropriate one) 11-02-2001 TDP <input type="checkbox"/> TM <input checked="" type="checkbox"/> Other <input type="checkbox"/>		
D. System /Item CTS/EDS, Phase I	E. Contract/PR No.	F. Contractor		

1. Data Item No. CDRL 004	2. Title of Data Item Shop Type Maintenance/Software Manuals	3. Subtitle SOW paragraph 2.1.1 (L)
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4. Authority	5. Contact Reference DTFA-02-02-C-07427	6. Requiring Office AMA-500
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7. DD 250 Req'd No	8. APP Code	9. Distribution Statement Required Yes	10. Frequency ASGEN	11. As of Date (AOD)
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12. Date of First Submission see below	13. Date of Subsequent Submission	15. Distribution
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14. REMARKS: CTS/EDS Phase 1: SOW Paragraph 2.1.1 (L) 1 set shop type hardware and software maintenance and software user manuals. The contractor shall develop a recommended support equipment data package that includes all support equipment/test equipment both common and special, required to inspect, test, calibrate, service, and repair the simulators at the installation site. The Contractor shall provide standard commercial technical instruction books to support system trouble-shooting and site maintenance in order to maintain the simulator equipment. The instruction books shall include a level of detail on the equipment and their interaction to provide a thorough understanding of all simulator functions. The level of detail shall enable the technician to identify a failure as an equipment failure and enable the technician to isolate the failure to Lowest Replaceable Unit (LRU). BLOCK 12: Date of first submission-- Contractor shall deliver the draft copies of the manuals, commercial catalogs, price list repair parts list no later than 30 calendar days after approval by the FAA of the Proto-type unit under CLIN 2.0. The FAA has 15 calendar days for review /approval of the data submission. Upon approval, contractor has 15 calendar days to make final delivery. If returned for correction, contractor has ten calendar days for resubmission. If approved the contractor has 15 days to make final delivery.	15. Distribution			
	a. Addressee AMA-500	b. Draft Copies 2	c. Final Copies Reg. 2	d. Final Copies Repro
16. Total				

G. Prepared By: Mark Woolverton, AMA-530	H. Date 10/31/2001	I. Approved By	J. Date
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17. Price Group	18. Estimated Total Price
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INSTRUCTIONS FOR COMPLETING FAA Template No. 59 (6/98)

- A. Contract Line Item No. . Contract Line Item Number (CLIN) associated with this Contract Data Requirements List (CDRL).
- B. Exhibit. Exhibit identifier for this CDRL item.
- C. Category. TDP (Technical Data package), TM (Technical Manual), or Other (other, such as Provisioning, Configuration Management, Progress Reports, Meeting Minutes, Commercial Catalogs, Commercial Data Sheets, Software License Agreements).
- D. System /Item. System, item, project designator or name, or title of services being acquired that the data will support.
- E. Contract/PR No. Procurement Instrument Identification Number (PIN) (i.e., the contract number, the Purchase Request (PR) number, the screening Information Request (SIR) number, or other appropriate designator).
- F. Contractor. Contractor's name.
- G. Prepared by. Preparer's organization responsible for preparing the CDRL.
- H. Date. Date the form was prepared.
- I. Approved by. Office responsible for approving the CDRL. The approving official's signature appears on the last page of exhibit.
- J. Date. The date the CDRL was approved.

- 1. Data Item No. The 4-character Exhibit Line Item Number (ELIN). The first position consists of the exhibit identifier and the remaining positions are assigned sequentially.
- 2. Title of Data Item. The title of the Data Item Description (DI) cited in item 4.
- 3. Subtitle. Further identification of the data item to supplement the title, if required.
- 4. Authority (Data Acquisition Document No.) DD identification number where detailed preparation instructions are provided.
- 5. Contract Reference. The specific paragraph number of the applicable contractual document that contains the tasking that generates a requirement for the data item. Normally, this will be a Statement of Work (SOW) paragraph.
- 6. Requiring Office. The technical office having responsibility for ensuring the technical adequacy of the data.
- 7. DD 250 Required.
- 8. APP Code. Identification, by entry of an "A," of a requirement for advance written approval prior to final distribution of an item of data. An "A" in this item indicates that one or more draft submittals are required. Item 14 will show length of turn-around time for the contractor to resubmit the data after Government approval/disapproval has been issued.
- 9. Distribution Statement Required.
- 10. Frequency. The frequency of data submittal. Entries in this item are explained in Table 1. If the data is of a recurring type, it is to be submitted at the end of the reporting period established in this item unless otherwise indicated in item 14.

Table 1. Data Submittal Frequency Codes			
CODE	FREQUENCY	CODE	FREQUENCY
ANNU	Annually	ASGEN	As generated
ASREQ	As required	BIMO	Every two months
BIWE	Every two weeks	CP/RQ	Change pages as required
DAILY	Daily	DFDEL	Deferred delivery
MTHLY	Monthly	ONE/R	One time with revisions
OTME	One time (does not include draft submittals)	QRTLY	Quarterly
R/ASR	Revisions as required	SEMA	Every six months
WEEKLY	Weekly	"N"OTME	Multiple separate submittals (2 time, 3 time, etc.)
See Item #14	Requirement is described in item #14. Used in lieu of other codes where such are inadequate to define requirement, or used in addition to other codes requiring amplification in item #14.		

- 11. As of Date. Date for cutting off collection of the data. If the data is to be submitted multiple times, a numeral will be entered to indicate the number of calendar days prior to the end of the reporting period, established in item 10, that data collection will be cut off. For example, "15" would place the "as of date" for the data at 15 days before the end of the month, quarter, or year, depending upon the frequency established in item 10; a "0" or blank would place the "as of" date at the end of each month, quarter, etc.
- 12. Date of First Submittal. Due date for initial data submittal. This is normally the postage date or date the data is delivered to the Contracting Officer or keyed to a specific event or milestone, using a code from Table 2.

Table 2. Data Submittal Codes			
Code	Definition	Code	Definition
ASGEN	As generated	ASREQ	As required
DFDEL	Deferred delivery	"N"DAC	Days after contact award
"N"DACM	Days after contract modification	"N"DARP	Days after reporting period
"N"DARC	Days after receipt of comments	"N"DTC	Days after test completion
NLT	No later than	EOC	End of contract
EOM	End of month	EOQ	End of quarter
See item #14	Use to indicate requirement is described in item 14. Used in lieu of other codes where such are inadequate to define requirement or used in addition to other codes when amplification is included in item 14.		
The "N" is assigned a value indicating the number of days, e.g., 30 DAC			

- 13. Date of Subsequent Submittal. Due date(s) for subsequent data submittal(s), if data is to be submitted more than once. If submittal is constrained by a specific event or milestone, the constraint will be given using a code from Table 2.
- 14. Remarks. Contains all pertinent information not specified elsewhere and any amplification of other items on this form (e.g., DD tailoring, approval criteria and authority, inspection and acceptance clarification, distribution statements, specific submittal instructions, explanation of reproducible copy and delivery requirements, alternative medium for delivery of the data item, etc.)
- 15. Distribution. Addressees and the number of draft and final copies (regular or reproducible) to be provided to each. FAA facility designator and/or office symbols/codes may be used; however, an explanation of these will be provided in the Addressee Listing. When reproducible copies (e.g., magnetic diskettes/tape, vellum, negative, etc.) are required, an explanation will be provided in item 14. If deferred delivery is required, amplification will be given in item 14.

16. Total number of draft and final (regular/reproducible) copies required.

17. Price Group. Not used.

18. Estimated Total Price. Not used.

CONTRACT DATA REQUIREMENTS LIST (CDRL)

A. Contract line Item No. EDS PH ICLN 11		B. Exhibit D-Page 2		C. Category (Check appropriate one) 11-02-2001 TDP <input type="checkbox"/> TM <input checked="" type="checkbox"/> Other <input type="checkbox"/>			
D. System /Item CTS/EDS, Phase I		E. Contract/PR No.		F. Contractor			
1. Data Item No. CDRL 004a		2. Title of Data Item SHOP TYPE MAINTENANCE MANUALS AND SOFTWARE USER MANUALS			3. Subtitle SOW paragraph 2.1.1 (L)		
4. Authority		5. Contact Reference DTFA-02-02-C-07427		6. Requiring Office AMA-500			
7. DD 250 Req'd No	8. APP Code	9. Distribution Statement Required Yes		10. Frequency ASGEN		11. As of Date (AOD)	
12. Date of First Submission See Below		13. Date of Subsequent Submission		15. Distribution			
14. REMARKS: CTS/EDS Phase 1: SOW 2.1.1 (L) and 2.1.1 (s) CONTINUATION FROM PAGE 1: Government product baseline will consist of commercial documentation listed below: a) Operator Manuals b) Special Support Equipment Documentation c) Maintenance Manuals d) Technical Instruction Books (Training) e) Supplemental Technical data sheets as issued by offeror f) Repair Parts Supply Documentation				a. Addressee	b. Draft Copies	c. Final Copies Reg. Repro	
				B) AMA-500	2	2	
				16. Total			
G. Prepared By: Mark Wolverton, AMA-530		H. Date 7/25/01		I. Approved By			J. Date
17. Price Group				18. Estimated Total Price			

INSTRUCTIONS FOR COMPLETING FAA Template No. 59 (6/98)

- A. Contract Line Item No. . Contract Line Item Number (CLIN) associated with this Contract Data Requirements List (CDRL).
- B. Exhibit. Exhibit identifier for this CDRL item.
- C. Category. TDP (Technical Data package), TM (Technical Manual), or Other (other, such as Provisioning, Configuration Management, Progress Reports, Meeting Minutes, Commercial Catalogs, Commercial Data Sheets, Software License Agreements)..
- D. System /Item. System, item, project designator or name, or title of services being acquired that the data will support.
- E. Contract/PR No. Procurement Instrument Identification Number (PIN) (ie., the contract number, the Purchase Request (PR) number, the screening Information Request (SIR) number, or other appropriate designator.
- F. Contractor. Contractor's name.
- G. Prepared by. Preparer's organization responsible for preparing the CDRL.
- H. Date. Date the form was prepared.
- I. Approved by. Office responsible for approving the CDRL. The approving official's signature appears on the last page of exhibit.
- J. Date. The date the CDRL was approved.

- 1. Data Item No. The 4-character Exhibit Line Item Number (ELIN). The first position consists of the exhibit identifier and the remaining positions are assigned sequentially.
- 2. Title of Data Item. The title of the Data Item Description (DI) cited in item 4.
- 3. Subtitle. Further identification of the data item to supplement the title, if required.
- 4. Authority (Data Acquisition Document No.) DI identification number where detailed preparation instructions are provided.
- 5. Contract Reference. The specific paragraph number of the applicable contractual document that contains the tasking that generates a requirement for the data item. Normally, this will be a Statement of Work (SOW) paragraph.
- 6. Requiring Office. The technical office having responsibility for ensuring the technical adequacy of the data.
- 7. DD 250 Required.
- 8. APP Code. Identification, by entry of an "A," of a requirement for advance written approval prior to final distribution of an item of data. An "A" in this item indicates that one or more draft submittals are required. Item 14 will show length of turn-around time for the contractor to resubmit the data after Government approval/disapproval has been issued.
- 9. Distribution Statement Required.
- 10. Frequency. The frequency of data submittal. Entries in this item are explained in Table 1. If the data is of a recurring type, it is to be submitted at the end of the reporting period established in this item unless otherwise indicated in item 14.

Table 1. Data Submittal Frequency Codes				
CODE	FREQUENCY	CODE	FREQUENCY	
ANPLY	Annually	ASGEN	As generated	
ASREQ	As required	BIMO	Every two months	
BIWE	Every two weeks	CP/RQ	Change pages as required	
DAILY	Daily	DFDEL	Deferred delivery	
MTHLY	Monthly	ONE/R	One time with revisions	
OTME	One time (does not include draft submittals)	QRTLY	Quarterly	
R/ASR	Revisions as required	SEMA	Every six months	
WEEKLY	Weekly	"N"TIME	Multiple separate submittals (2 time, 3 time, etc.)	
See Item #14	Requirement is described in item #14. Used in lieu of other codes where such are inadequate to define requirement, or used in addition to other codes requiring amplification in item #14.			

- 11. As of Date. Date for cutting off collection of the data. If the data is to be submitted multiple times, a numeral will be entered to indicate the number of calendar days prior to the end of the reporting period, established in item 10, that data collection will be cut off. For example, "15" would place the "as of date" for the data at 15 days before the end of the month, quarter, or year, depending upon the frequency established in item 10; a "0" or blank would place the "as of" date at the end of each month, quarter, etc.
- 12. Date of First Submittal. Due date for initial data submittal. This is normally the postage date or date the data is delivered to the Contracting Officer or keyed to a specific event or milestone, using a code from Table 2.

Table 2. Data Submittal Codes			
Code	Definition	Code	Definition
ASGEN	As generated	ASREQ	As required
DFDEL	Deferred delivery	"N"DAC	Days after contract award
"N"DACM	Days after contract modification	"N"DARP	Days after reporting period
"N"DARC	Days after receipt of comments	"N"DTC	Days after test completion
NLT	No later than	EOC	End of contract
EOM	End of month	EOQ	End of quarter
See item #14	Use to indicate requirement is described in item 14. Used in lieu of other codes where such are inadequate to define requirement or used in addition to other codes when amplification is included in item 14.		
The "N" is assigned a value indicating the number of days, e.g., 30 DAC			

- 13. Date of Subsequent Submittal. Due date(s) for subsequent data submittal(s), if data is to be submitted more than once. If submittal is constrained by a specific event or milestone, the constraint will be given using a code from Table 2.
- 14. Remarks. Contains all pertinent information not specified elsewhere and any amplification of other items on this form at (e.g., DI tailoring, approval criteria and authority, inspection and acceptance clarification, distribution statements, specific submittal instructions, explanation of reproducible copy and delivery requirements, alternative medium for delivery of the data item, etc.)
- 15. Distribution. Addressees and the number of draft and final copies (regular or reproducible) to be provided to each. FAA facility designator and/or office symbols/codes may be used; however, an explanation of these will be provided in the Addressee Listing. When reproducible copies (e.g., magnetic diskettes/tape, vellum, negative, etc.) are required, an explanation will be provided in item 14. If deferred delivery is required, amplification will be given in item 14.

16. Total number of draft and final (regular/reproducible) copies required.

17. Price Group. Not used.

18. Estimated Total Price. Not used.

CONTRACT DATA REQUIREMENTS LIST (CDRL)

A. Contract line Item No. EDS PH ICLN 1.0	B. Exhibit E	C. Category (Check appropriate one) 11-02-2001 TDP <input type="checkbox"/> TM <input type="checkbox"/> Other <input checked="" type="checkbox"/>		
D. System /Item CTS/EDS Phase I	E. Contract/PR No.	F. Contractor		

1. Data Item No. CDRL 005	2. Title of Data Item PROGRAM MANAGEMENT PLAN	3. Subtitle SOW paragraph 2.1.1 (n)
4. Authority	5. Contact Reference DTFA-02-02-C-07427	6. Requiring Office AMA-500

7. DD 250 Req'd No	8. APP Code	9. Distribution Statement Required Yes	10. Frequency ASGEN	11. As of Date (AOD) PM R Meeting
12. Date of First Submission See Below	13. Date of Subsequent Submission See below	15. Distribution		

14. REMARKS: CTS/EDS Phase 1: SOW paragraph 2.1.1 (n) Program Management Plan. Detailed plan for implementation of the EDS upgrade, including site preparation, existing console modification, Quality Control Project Plan (QCPP), equipment list, and Project Management Review (PMR) Meetings, and status reports. PMR will be at contractor facilities. Contractor responsible for PMR minutes of meeting. BLOCK 12 -Date of First Submission: Program Management Plan-Draft due 14 calendar days after award of contract. Final to be submitted with minutes of 1st PMR. 1st PMR Meeting- 30 calendar days after award of the contract. 2nd PMR Meeting- After completion of the Prototype testing. 3rd PMR -after installation and test of the first four EDS workstations. PMR status reports/minutes of the meetings-due 5 work days after completion of meetings. Equipment Hardware list-Draft Due 30 calendar days prior to Prototype validation testing-Final due 10 calendar days after completion of the Prototype testing. BLOCK 13-Resubmission-if required, 5 days after receipt of marked up copy by FAA.	a. Addressee AMA-500	b. Draft Copies 2	c. Final Copies Reg. 2	
	16. Total			

G. Prepared By: Mark W Colverton, AMA-530	H. Date 7-25-01	I. Approved By	J. Date
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17. Price Group	18. Estimated Total Price
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INSTRUCTIONS FOR COMPLETING FAA Template No. 59 (6/98)

- A. Contract Line Item No.. Contract Line Item Number (CLIN) associated with this Contract Data Requirements List (CDRL).
- B. Exhibit. Exhibit identifier for this CDRL item.
- C. Category. . TDP (Technical Data package), TM (Technical Manual), or Other (other, such as Provisioning, Configuration Management, Progress Reports, Meeting Minutes, Commercial Catalogs, Commercial Data Sheets, Software License Agreements).
- D. System /Item. System, item, project designator or name, or title of services being acquired that the data will support.
- E. Contract/PR No. Procurement Instrument Identification Number (PIN) (i.e., the contract number, the Purchase Request (PR) number, the screening Information Request (SIR) number, or other appropriate designator).
- F. Contractor. Contractor's name.
- G. Prepared by. Preparer's organization responsible for preparing the CDRL.
- H. Date. Date the form was prepared.
- I. Approved by. Office responsible for approving the CDRL. The approving official's signature appears on the last page of exhibit.
- J. Date. The date the CDRL was approved.

- 1. Data Item No. The 4-character Exhibit Line Item Number (ELIN). The first position consists of the exhibit identifier and the remaining positions are assigned sequentially.
- 2. Title of Data Item. The title of the Data Item Description (DI) cited in item 4.
- 3. Subtitle. Further identification of the data item to supplement the title, if required.
- 4. Authority (Data Acquisition Document No.) DD identification number where detailed preparation instructions are provided.
- 5. Contract Reference. The specific paragraph number of the applicable contractual document that contains the tasking that generates a requirement for the data item. Normally, this will be a Statement of Work (SOW) paragraph.
- 6. Requiring Office. The technical office having responsibility for ensuring the technical adequacy of the data.
- 7. DD 250 Required.
- 8. APP Code. Identification, by entry of an "A," of a requirement for advance written approval prior to final distribution of an item of data. An "A" in this item indicates that one or more draft submittals are required. Item 14 will show length of turn-around time for the contractor to resubmit the data after Government approval/disapproval has been issued.
- 9. Distribution Statement Required.
- 10. Frequency. The frequency of data submittal. Entries in this item are explained in Table 1. If the data is of a recurring type, it is to be submitted at the end of the reporting period established in this item unless otherwise indicated in item 14.

Table 1. Data Submittal Frequency Codes				
CODE	FREQUENCY	CODE	FREQUENCY	
ANPLY	Annually	ASGEN	As generated	
ASREQ	As required	BIMO	Every two months	
BIWE	Every two weeks	CP/RQ	Change pages as required	
DAILY	Daily	DFDEL	Deferred delivery	
MTHLY	Monthly	ONE/R	One time with revisions	
OTME	One time (does not include draft submittals)	QRTLY	Quarterly	
R/ASR	Revisions as required	SEMA	Every six months	
WEEKLY	Weekly	"N"TIME	Multiple separate submittals (2 time, 3 time, etc.)	
See Item #14	Requirement is described in item #14. Used in lieu of other codes where such are inadequate to define requirement, or used in addition to other codes requiring amplification in item #14.			

- 11. As of Date. Date for cutting off collection of the data. If the data is to be submitted multiple times, a numeral will be entered to indicate the number of calendar days prior to the end of the reporting period, established in item 10, that data collection will be cut off. For example, "15" would place the "as of date" for the data at 15 days before the end of the month, quarter, or year, depending upon the frequency established in item 10; a "0" or blank would place the "as of" date at the end of each month, quarter, etc.
- 12. Date of First Submittal. Due date for initial data submittal. This is normally the postage date or date the data is delivered to the Contracting Officer or keyed to a specific event or milestone, using a code from Table 2.

Table 2. Data Submittal Codes			
Code	Definition	Code	Definition
ASGEN	As generated	ASREQ	As required
DFDEL	Deferred delivery	"N"DAC	Days after contract award
"N"DACM	Days after contract modification	"N"DARP	Days after reporting period
"N"DARC	Days after receipt of comments	"N"DTC	Days after test completion
NLT	No later than	EOC	End of contract
EOM	End of month	EOQ	End of quarter
See item #14	Use to indicate requirement is described in item 14. Used in lieu of other codes where such are inadequate to define requirement or used in addition to other codes when amplification is included in item 14.		
The "N" is assigned a value indicating the number of days, e.g., 30 DAC			

- 13. Date of Subsequent Submittal. Due date(s) for subsequent data submittal(s), if data is to be submitted more than once. If submittal is constrained by a specific event or milestone, the constraint will be given using a code from Table 2.
- 14. Remarks. Contains all pertinent information not specified elsewhere and any amplification of other items on this form at (e.g., DD tailoring, approval criteria and authority, inspection and acceptance clarification, distribution statements, specific submittal instructions, explanation of reproducible copy and delivery requirements, alternative medium for delivery of the data item, etc.)
- 15. Distribution. Addressees and the number of draft and final copies (regular or reproducible) to be provided to each. FAA facility designator and/or office symbols/codes may be used; however, an explanation of these will be provided in the Addressee Listing. When reproducible copies (e.g., magnetic diskettes/tape, vellum, negative, etc.) are required, an explanation will be provided in item 14. If deferred delivery is required, amplification will be given in item 14.

16. Total number of draft and final (regular/reproducible) copies required.

17. Price Group. Not used.

18. Estimated Total Price. Not used.

CONTRACT DATA REQUIREMENTS LIST (CDRL)

A. Contract line Item No. EDS PH I -CLN 5.0	B. Exhibit F	C. Category (Check appropriate one) 11-02-2001 TDP <input checked="" type="checkbox"/> TM <input type="checkbox"/> Other <input type="checkbox"/>		
D. System /Item CTS/EDS, Phase I	E. Contract/PR No.	F. Contractor		

1. Data Item No. CDRL 006	2. Title of Data Item Airport Database Developing/Editing Software	3. Subtitle SOW Paragraph 2.1.1 (r)
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4. Authority	5. Contact Reference DTFA-02-02-C-07427	6. Requiring Office AMA-500
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7. DD 250 Req'd No	8. APP Code	9. Distribution Statement Required Yes	10. Frequency ASGEN	11. As of Date (AOD)
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12. Date of First Submission See Below	13. Date of Subsequent Submission	15. Distribution
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14. REMARKS: CTS/EDS Phase 1: SOW paragraph 2.1.1 (r) --1 each Airport Database Developing/Editing Software package. BLOCK 12--Date of First Submission--To be delivered 30 calendar days after Prototype validation testing approval by the FAA.	a. Addressee	b. Draft Copies	c. Final Copies Reg.	Repro
	AMA-500	2	2	
16. Total				

G. Prepared By: Mark W Colverton, AMA-530	H. Date 7/25/01	I. Approved By	J. Date
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17. Price Group	18. Estimated Total Price
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INSTRUCTIONS FOR COMPLETING FAA Template No. 59 (6/98)

- A. Contract Line Item No. . Contract Line Item Number (CLIN) associated with this Contract Data Requirements List (CDRL).
- B. Exhibit. Exhibit identifier for this CDRL item.
- C. Category. . TDP (Technical Data package), TM (Technical Manual), or Other (other, such as Provisioning, Configuration Management, Progress Reports, Meeting Minutes, Commercial Catalogs, Commercial Data Sheets, Software License Agreements).
- D. System /Item. System, item, project designator or name, or title of services being acquired that the data will support.
- E. Contract/PR No. Procurement Instrument Identification Number (PIN) (i.e., the contract number, the Purchase Request (PR) number, the screening Information Request (SIR) number, or other appropriate designator).
- F. Contractor. Contractor's name.
- G. Prepared by. Preparer's organization responsible for preparing the CDRL.
- H. Date. Date the form was prepared.
- I. Approved by. Office responsible for approving the CDRL. The approving official's signature appears on the last page of exhibit.
- J. Date. The date the CDRL was approved.

- 1. Data Item No. The 4-character Exhibit Line Item Number (ELIN). The first position consists of the exhibit identifier and the remaining positions are assigned sequentially.
- 2. Title of Data Item. The title of the Data Item Description (DI) cited in item 4.
- 3. Subtitle. Further identification of the data item to supplement the title, if required.
- 4. Authority (Data Acquisition Document No.) DD identification number where detailed preparation instructions are provided.
- 5. Contract Reference. The specific paragraph number of the applicable contractual document that contains the tasking that generates a requirement for the data item. Normally, this will be a Statement of Work (SOW) paragraph.
- 6. Requiring Office. The technical office having responsibility for ensuring the technical adequacy of the data.
- 7. DD 250 Required.
- 8. APP Code. Identification, by entry of an "A," of a requirement for advance written approval prior to final distribution of an item of data. An "A" in this item indicates that one or more draft submittals are required. Item 14 will show length of turn-around time for the contractor to resubmit the data after Government approval/disapproval has been issued.
- 9. Distribution Statement Required.
- 10. Frequency. The frequency of data submittal. Entries in this item are explained in Table 1. If the data is of a recurring type, it is to be submitted at the end of the reporting period established in this item unless otherwise indicated in item 14.

Table 1. Data Submittal Frequency Codes				
CODE	FREQUENCY	CODE	FREQUENCY	
ANPLY	Annually	ASGEN	As generated	
ASREQ	As required	BIMO	Every two months	
BIWE	Every two weeks	CP/RQ	Change pages as required	
DAILY	Daily	DFDEL	Deferred delivery	
MTHLY	Monthly	ONE/R	One time with revisions	
OTME	One time (does not include draft submittals)	QRTLY	Quarterly	
R/ASR	Revisions as required	SEMA	Every six months	
WEEKLY	Weekly	"N"TIME	Multiple separate submittals (2 time, 3 time, etc.)	
See Item #14	Requirement is described in item #14. Used in lieu of other codes where such are inadequate to define requirement, or used in addition to other codes requiring amplification in item #14.			

- 11. As of Date. Date for cutting off collection of the data. If the data is to be submitted multiple times, a numeral will be entered to indicate the number of calendar days prior to the end of the reporting period, established in item 10, that data collection will be cut off. For example, "15" would place the "as of date" for the data at 15 days before the end of the month, quarter, or year, depending upon the frequency established in item 10; a "0" or blank would place the "as of" date at the end of each month, quarter, etc.
- 12. Date of First Submittal. Due date for initial data submittal. This is normally the postage date or date the data is delivered to the Contracting Officer or keyed to a specific event or milestone, using a code from Table 2.

Table 2. Data Submittal Codes			
Code	Definition	Code	Definition
ASGEN	As generated	ASREQ	As required
DFDEL	Deferred delivery	"N"DAC	Days after contract award
"N"DACM	Days after contract modification	"N"DARP	Days after reporting period
"N"DARC	Days after receipt of comments	"N"DTC	Days after test completion
NLT	No later than	EOC	End of contract
EOM	End of month	EOQ	End of quarter
See item #14	Use to indicate requirement is described in item 14. Used in lieu of other codes where such are inadequate to define requirement or used in addition to other codes when amplification is included in item 14.		
The "N" is assigned a value indicating the number of days, e.g., 30 DAC			

- 13. Date of Subsequent Submittal. Due date(s) for subsequent data submittal(s), if data is to be submitted more than once. If submittal is constrained by a specific event or milestone, the constraint will be given using a code from Table 2.
- 14. Remarks. Contains all pertinent information not specified elsewhere and any amplification of other items on this form (e.g., DD tailoring, approval criteria and authority, inspection and acceptance clarification, distribution statements, specific submittal instructions, explanation of reproducible copy and delivery requirements, alternative medium for delivery of the data item, etc.)
- 15. Distribution. Addressees and the number of draft and final copies (regular or reproducible) to be provided to each. FAA facility designator and/or office symbols/codes may be used; however, an explanation of these will be provided in the Addressee Listing. When reproducible copies (e.g., magnetic diskettes/tape, vellum, negative, etc.) are required, an explanation will be provided in item 14. If deferred delivery is required, amplification will be given in item 14.

16. Total number of draft and final (regular/reproducible) copies required.

17. Price Group. Not used.

18. Estimated Total Price. Not used.

CONTRACT DATA REQUIREMENTS LIST (CDRL)

A. Contract line Item No. EDS PH 1 CLN 12.0	B. Exhibit G	C. Category (Check appropriate one) 11-02-2001 TDP <input type="checkbox"/> TM <input type="checkbox"/> Other <input checked="" type="checkbox"/>		
D. System /Item CTS/EDS, Phase I	E. Contract/PR No. DTFA-02-02-C-07427	F. Contractor		

1. Data Item No. CDRL 007	2. Title of Data Item Commercial Catalogs, Hardware, Software Repair Parts Data	3. Subtitle SOW Paragraph 2.1.1(s)
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4. Authority	5. Contact Reference	6. Requiring Office AMA-500
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7. DD 250 Req'd No	8. APP Code	9. Distribution Statement Required Yes	10. Frequency ASGEN	11. As of Date (AOD)
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12. Date of First Submission See Below	13. Date of Subsequent Submission See Below	15. Distribution
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14. REMARKS: CTS/EDS Phase 1: SOW Paragraph 2.1.1(s) -Contractor shall provide copies of all commercial catalogs and/or price list (including updates as issued) applicable to System Hardware, Software and/or Repair Parts associated with the enhancement/upgrade of the EDS system. BLOCK 12 -Date of First Submission-- Contractor shall provide the required information draft 30 calendar days after FAA approval of the Prototype validation testing. FAA shall have 10 working days to review/approve. Final data package shall be provided 10 days after FAA approval. BLOCK 13 -Date of Subsequent submission -Contractor shall have 10 working days to make any FAA required corrections and resubmit the data for approval.	15. Distribution		
	a. Addressee AMA-500	b. Draft Copies 2	c. Final Copies Reg. 2 Repro
16. Total			

G. Prepared By: Mark W Colverton, AMA-530	H. Date 7/25/01	I. Approved By	J. Date
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17. Price Group	18. Estimated Total Price
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INSTRUCTIONS FOR COMPLETING FAA Template No. 59 (6/98)

- A. Contract Line Item No. . Contract Line Item Number (CLIN) associated with this Contract Data Requirements List (CDRL).
- B. Exhibit. Exhibit identifier for this CDRL item.
- C. Category. . TDP (Technical Data package), TM (Technical Manual), or Other (other, such as Provisioning, Configuration Management, Progress Reports, Meeting Minutes, Commercial Catalogs, Commercial Data Sheets, Software License Agreements).
- D. System /Item. System, item, project designator or name, or title of services being acquired that the data will support.
- E. Contract/PR No. Procurement Instrument Identification Number (PIN) (i.e., the contract number, the Purchase Request (PR) number, the screening Information Request (SIR) number, or other appropriate designator).
- F. Contractor. Contractor's name.
- G. Prepared by. Preparer's organization responsible for preparing the CDRL.
- H. Date. Date the form was prepared.
- I. Approved by. Office responsible for approving the CDRL. The approving official's signature appears on the last page of exhibit.
- J. Date. The date the CDRL was approved.

- 1. Data Item No. The 4-character Exhibit Line Item Number (ELIN). The first position consists of the exhibit identifier and the remaining positions are assigned sequentially.
- 2. Title of Data Item. The title of the Data Item Description (DI) cited in item 4.
- 3. Subtitle. Further identification of the data item to supplement the title, if required.
- 4. Authority (Data Acquisition Document No.) DD identification number where detailed preparation instructions are provided.
- 5. Contract Reference. The specific paragraph number of the applicable contractual document that contains the tasking that generates a requirement for the data item. Normally, this will be a Statement of Work (SOW) paragraph.
- 6. Requiring Office. The technical office having responsibility for ensuring the technical adequacy of the data.
- 7. DD 250 Required.
- 8. APP Code. Identification, by entry of an "A," of a requirement for advance written approval prior to final distribution of an item of data. An "A" in this item indicates that one or more draft submittals are required. Item 14 will show length of turn-around time for the contractor to resubmit the data after Government approval/disapproval has been issued.
- 9. Distribution Statement Required.
- 10. Frequency. The frequency of data submittal. Entries in this item are explained in Table 1. If the data is of a recurring type, it is to be submitted at the end of the reporting period established in this item unless otherwise indicated in item 14.

Table 1. Data Submittal Frequency Codes				
CODE	FREQUENCY	CODE	FREQUENCY	
ANPLY	Annually	ASGEN	As generated	
ASREQ	As required	BIMO	Every two months	
BIWE	Every two weeks	CP/RQ	Change pages as required	
DAILY	Daily	DFDEL	Deferred delivery	
MTHLY	Monthly	ONE/R	One time with revisions	
OTME	One time (does not include draft submittals)	QRTLY	Quarterly	
R/ASR	Revisions as required	SEMA	Every six months	
WEEKLY	Weekly	"N"TIME	Multiple separate submittals (2 time, 3 time, etc.)	
See Item #14	Requirement is described in item #14. Used in lieu of other codes where such are inadequate to define requirement, or used in addition to other codes requiring amplification in item #14.			

- 11. As of Date. Date for cutting off collection of the data. If the data is to be submitted multiple times, a numeral will be entered to indicate the number of calendar days prior to the end of the reporting period, established in item 10, that data collection will be cut off. For example, "15" would place the "as of date" for the data at 15 days before the end of the month, quarter, or year, depending upon the frequency established in item 10; a "0" or blank would place the "as of" date at the end of each month, quarter, etc.
- 12. Date of First Submittal. Due date for initial data submittal. This is normally the postage date or date the data is delivered to the Contracting Officer or keyed to a specific event or milestone, using a code from Table 2.

Table 2. Data Submittal Codes			
Code	Definition	Code	Definition
ASGEN	As generated	ASREQ	As required
DFDEL	Deferred delivery	"N"DAC	Days after contract award
"N"DACM	Days after contract modification	"N"DARP	Days after reporting period
"N"DARC	Days after receipt of comments	"N"DTC	Days after test completion
NLT	No later than	EOC	End of contract
EOM	End of month	EOQ	End of quarter
See item #14	Use to indicate requirement is described in item 14. Used in lieu of other codes where such are inadequate to define requirement or used in addition to other codes when amplification is included in item 14.		
The "N" is assigned a value indicating the number of days, e.g., 30 DAC			

- 13. Date of Subsequent Submittal. Due date(s) for subsequent data submittal(s), if data is to be submitted more than once. If submittal is constrained by a specific event or milestone, the constraint will be given using a code from Table 2.
- 14. Remarks. Contains all pertinent information not specified elsewhere and any amplification of other items on this form (e.g., DD tailoring, approval criteria and authority, inspection and acceptance clarification, distribution statements, specific submittal instructions, explanation of reproducible copy and delivery requirements, alternative medium for delivery of the data item, etc.)
- 15. Distribution. Addressees and the number of draft and final copies (regular or reproducible) to be provided to each. FAA facility designator and/or office symbols/codes may be used; however, an explanation of these will be provided in the Addressee Listing. When reproducible copies (e.g., magnetic diskettes/tape, vellum, negative, etc.) are required, an explanation will be provided in item 14. If deferred delivery is required, amplification will be given in item 14.

16. Total number of draft and final (regular/reproducible) copies required.

17. Price Group. Not used.

18. Estimated Total Price. Not used.

ATTACHMENT 2
*ADJUDICATIVE STANDARDS: ISSUES
CLA 1262 (JUL 2001)

Major issues or conduct which standing alone would be disqualifying under suitability, for any position is a conviction record within the past 9 years, particularly for issues 1, 2, 4, 5, 6, or 8. In addition, a pattern is defined as two or more convictions or a combination of two or more issues of any or all of the items listed below.

1. Issues related to use or possession of intoxicants:
Pattern of excessive use as reflected in (1) conviction record; (2) job performance; (3) employment history; (4) inability to function responsibly; (5) medical treatment; and (6) health.
2. Issues related to illegal use/possession of controlled substances or marijuana:
Pattern of excessive use as reflected in (1) conviction record; (2) job performance; (3) employment history; (4) inability to function responsibly; (5) medical treatment; (6) health; (7) manufacturing; (8) addiction; (9) importing/trafficking; and (10) cultivating for sale.
3. Issues related to financial responsibility:
Pattern of irresponsibility as reflected in (1) credit history; (2) disregard for debts; (3) abuse of fiduciary trust; and (4) continuing, major, valid liabilities.
4. Issues related to immoral conduct:
Pattern of misconduct as reflected in (1) conviction record; (2) medical treatment; (3) public knowledge; (4) child molestation; (5) sexual assault statutory rape; (6) incest; and (7) bestiality.
5. Issues related to honesty:
Pattern of dishonesty as reflected in (1) disregard for truth; (2) conviction records; (3) abuse of trust; (4) employment records; (5) blackmail; (6) counterfeiting; (7) extortion; (8) armed robbery; and (9) intentional false statement or deception or fraud in examination or appointment.
6. Issues related to disruptive or violent behavior:
Pattern of violence as reflected in (1) conviction record; (2) disregard for life or property; (3) civil actions; (4) employment record; (5) medical record; (6) aggravated assault; (7) assault with a deadly weapon; (8) assault with intent to commit rape; (9) kidnapping/abduction; (10) murder; (11) rape; (12) arson; (13) threat or assault upon a public official; (14) voluntary manslaughter; and (15) child abuse.
7. Issues related to termination or forced resignation:
Pattern of unemployability based on misconduct or delinquency as reflected in employment history.
8. Issues related to firearms/weapons:
Improper/illegal sale or transportation of firearm or explosive; manufacture of firearms or explosives.
9. Miscellaneous issues:
Hatch Act violation; (2) mutilation/destruction of public records; (3) engaging in riots or civil disorders; (4) striking against Government; and (5) desertion.

ATTACHMENT 3
SCREENING STANDARDS-CONTRACTOR

1. Record of conviction for illegal use or possession of intoxicants;
2. Record of conviction for illegal use, possession, or sale of controlled substances or marijuana;
3. Record of conviction of criminal behavior relating to immoral conduct, such as child molestation, rape, sexual assault, incest, bestiality, indecent exposure, lewd acts, etc.;
4. Record of conviction of criminal behavior relating to dishonesty, such as theft, larceny, burglary, robbery, forgery, extortion, counterfeiting, blackmail, fraud, conversion, sale, or possession of stolen property, embezzlement, etc.;
5. Record of conviction for criminally disruptive or violent behavior, such as assault, battery, kidnapping, abduction, murder, rape, arson, vandalism, voluntary manslaughter, child abuse, etc.;
6. Record of conviction for illegal use, possession, manufacture, or sale of firearms or explosives.
7. Violation of Hatch Act restrictions (5 U.S.C. Chapter 73), mutilation/destruction of public records, striking against the Government, desertion from the military, disregard for debts, engaging in riots or civil disorders, or a pattern of unemployability based upon misconduct or delinquency as reflected in employment history.