PERFORMANCE WORK STATEMENT (PWS)

BEECHCRAFT KING AIR 250 NON-TYPE RATED INITIAL AND RECURRENT WITH PRO LINE FUSION PILOT QUALIFICATION TRAINING

6/10/2026

A. PROJECT/TITLE

Beechcraft King Air 250 Non-Type Rated Initial and Recurrent with Pro Line Fusion Pilot Flight Training for Flight Standards Service, AFB 500, Inspectors, and Aircraft Certification Service (AIR) Pilots Employed by the Federal Aviation Administration (FAA). Training is expected to be conducted using FAA-approved full flight simulators and flight training devices.

B. BACKGROUND

Under Title 49 of the United States Code (49 U.S.C.), the FAA is authorized to acquire and expend funds for the acquisition, operation, and maintenance of aircraft as necessary in the exercise and performance of the powers and duties of the Administrator. The interests of the public, the safety of the workforce, and the credibility of the organization are best served by having qualified, proficient, and current inspectors conducting pilot evaluating, testing, and checking functions.

C. SCOPE

The contractor is to provide non-type-rated initial and recurrent with Pro Line Fusion training to include ground school and flight training to FAA pilots/inspectors in the Beechcraft King Air 250 aircraft. Student quotas for these courses are assigned by the Workforce Development Division, AFB-500 or Aircraft Certification Service – Planning and Program Division (AIR). The courses covered under this contract will meet the requirements for FAA formal flight training. FAA formal flight training consists of training courses with agency-level course numbers that will be officially recorded in the employee's personnel records. Exact training dates will be a mutual agreement of both parties. In the event of conflict, such as equipment malfunction, weather, unavailability of FAA pilots or aircraft, training dates will be rescheduled to other mutually agreeable dates. The contractor shall start the training described in the contract, on the mutually agreed to training dates, but only after receipt of either an oral or written notice from the Contracting Officer that the requirement still exists and funds have been officially obligated on a task order.

D. QUALITY ASSURANCE

The FAA requests that a current copy of the course student materials, be provided to the FAA annually, for the purposes of validating training content against identified training requirements. If the course objectives change, or significant content updates are made, an updated copy of the course will need to be provided, with a summary of the changes.

The FAA will sign NDAs as required and will not use the materials for any other purposes beyond validating requirements. This is required to ensure the FAA remains in compliance with congressional requirements set forth in the FAA authorization to operate. More specifically, Public Law (current Consolidated Appropriations Act) requires that all technical training meet the requirements of the Current Consolidated Appropriations Act. None of the funds made available in this Act may be obligated or expended for any employee training that:

a. Does not meet identified needs for knowledge, skills, and abilities bearing directly upon the performance of official duties.

b. Contains elements likely to induce high levels of emotional response or psychological stress in some learners.

c. Does not require prior learner notification of the content and methods to be used in the training and written end-of-course evaluation.
d. Contains any methods or content associated with religious or quasi-religious belief systems or ‘‘new age’’ belief systems as defined in Equal Employment Opportunity Commission Notice N–915.022, dated September 2, 1988.
e. Is offensive to, or designed to change, learners’ personal values or lifestyle outside the workplace

E. DEFINITIONS

The following definitions are used to define the terminology contained herein and are applicable as required by Title 14 of the Code of Federal Aviation Regulations (14 CFR):

1. Flight Time: Time from the moment the aircraft first moves under its own power for the purpose of flight until the moment the aircraft comes to rest at the next point of landing (block to block time).

2. Flight Simulation Training Device (FSTD): A Full Flight Simulator (FFS) or a Flight Training Device (FTD).

3. Full Flight Simulator (FFS): A replica of a specific type, make, model, or series aircraft. It includes the equipment and computer programs necessary to represent aircraft operations in ground and flight conditions, a visual system providing an out-of-the-flight deck view, a system that provides cues at least equivalent to those of a three-degree-of-freedom motion system, and has the full range of capabilities of the systems installed in the device as described in (14 CFR) Part 60 and the Qualification Performance Standard (QPS) for a specific FFS qualification level.

4. Flight Training Device (FTD): A replica of aircraft instruments, equipment, panels, and controls in an open flight deck area or an enclosed aircraft flight deck replica. It includes the equipment and computer programs necessary to represent aircraft (or set of aircraft) operations in ground and flight conditions having the full range of capabilities of the systems installed in the device as described in (14 CFR) Part 60 and the Qualification Performance Standard (QPS) for a specific FTD qualification level.

5. Crew Concept: When one inspector/pilot is receiving Pilot-In-Command (PIC) training in a simulator/training device, the other inspector/pilot shall receive second-in-command training or flight engineer training (if applicable). When one inspector/pilot is receiving PIC training in the left seat of an airplane flight deck the other inspector/pilot shall receive observer time (flight deck seating permitted). No additional charge shall be made for the presence of, or instruction provided to, such additional FAA inspector/pilot. At times, the FAA may have a training requirement for an individual inspector or pilot that will require the Contractor to provide seat support as Second-in-Command (SIC).

6. Approved Training Program: The contractor’s FAA- approved training course to include a (14 CFR) Part 121 or Part 135 training program, a (14 CFR) Part 141 training course outline, or a (14 CFR) Part 142 course which addresses the training required for the Beechcraft King Air 250 non-type-rated with Pro Line Fusion. The contractor may provide documentation of an approved training program by submitting one of the following items: a signed approval letter from the Principal Operations Inspector who approved the training program, the approved course syllabus, or the training specifications paragraph authorizing the training course.

7. Duty day / Training day: Begins when the student first shows at the contractor facility for training each day and runs continuous for a maximum of 10 hours including any breaks.

F. APPLICABLE DOCUMENTS

Title 14 of the Code of Federal Regulations (14 CFR), Parts 60, 61, 121, 135, 141, and 142 may apply. The applicable regulations are available for download, in PDF format, from www.faa.gov/regulations_policies/faa_regulations/

Practical Test Standards available at:
http://www.faa.gov/training_testing/testing/airmen/test_standards/

FAA Order 4040.9E or as revised and available for download, in pdf format, from www.faa.gov

G. GENERAL REQUIREMENTS

1. GENERAL

(a) The contractor must submit the number of hours to complete an FAA-approved training program. The contractor is requested, within the limits of their program, to delete company-specific training such as employee/customer relations, filling out company forms, evacuation training, company communications, or other items not directly related to the completion of the training and substitute training directly related to the successful completion of the type rating.

(b) It is expected that additional supplementary training may be required for some inspectors/pilots. Supplementary training must be **approved in advance** on a case-by-case basis by the Contracting Officer. The COR and CO must be notified immediately if additional training may be required. All simulator time is considered “wet”, consisting of the simulator and the required complement of instructors required by the contractors approved training program or required by the PWS. This is to include the hours used for any flight check.

(c) Training of FAA inspectors/pilots is not to be conducted between the hours of midnight and 6:00 a.m., including simulator/flight pre and post briefings. A maximum of four hours of flight instruction per day or eight hours of ground school per day per inspector class is permitted. If ground and flight instruction are combined in a single day, then a maximum of ten hours of training per day is permitted. To maintain continuity between flight training sessions, the contractor is requested to minimize the switching of flight instructors between sessions.

(d) FAA personnel are usually performing other job functions prior to assignment to training and normally do not have time to devote to pre-course study. Additionally, due to circumstances beyond the control of the FAA or the inspector/pilot, an inspector/pilot may be assigned to training with short notice. If the contractor's training program requires pre-course study prior to the trainee's arrival at the contractor's training facility, the contractor is required to supplement their course to allow for required pre-course study to be accomplished at the contractor's facility after the inspector’s/pilot's arrival. Such ground instruction must either be classroom or computer-based training.

(e) Any level FTD time may be substituted for the minimum required ground school time. Flight Simulation Training Device pre/post briefing may be considered as ground school training. The contractor's training program must allow any substitutions the contractor makes.

(f) Inspectors/pilots attending training under this contract should present the contractor with a copy of FAA Form 4040-2, Pilot Flight Record and Application for Check Flight, signed by the inspector's supervisor. If the form is presented, the contractor's instructor, Training Center Evaluator (TCE), or the FAA inspector administering a practical test or an instrument proficiency check shall complete the form and return it to the inspector.

2. QUALIFICATIONS

(a) INITIAL PILOT QUALIFICATION:

The contractor shall provide the aircraft and training necessary to enable the FAA inspector/pilot to pass the practical test to Airline Transport Pilot (ATP) standards for type rating without any limitations, in accordance with applicable (14 CFR) Part 61 requirements, the contractor's training program, and the terms and conditions of the resulting contract/task order.

Types of training shall include the following categories:

1. Initial pilot qualification ground school, and;
2. Initial pilot qualification flight training in a simulator including a complete practical test.

(b) RECURRENT PILOT QUALIFICATION:

The contractor shall provide the ground school and full flight simulator training to enable the FAA inspector/pilot to pass a pilot-in-command (PIC) proficiency check to Airline Transport Pilot (ATP) standards in accordance with (14 CFR) Part 61, the contractor's approved training program, and the terms and conditions of the resulting contract/task order. Flight Simulation Training Device training shall conform to the principle of "Crew Concept" if applicable.

Types of training shall include the following categories:

1. Recurrent pilot ground school and;
2. Recurrent pilot full flight simulator training.

(c) SUPPLEMENTARY TRAINING HOURS:

The Contracting Officer may authorize hours in addition to those specified under Initial Pilot Qualification training when required by the individual pilot/inspector to successfully complete the type rating practical test. These hours shall be provided at the prices set forth in the item entitled "Supplementary Training Hours", Part I, Schedule B.

3. TRAINING REQUIREMENTS

(a) All instructions must comply with the contractor's submitted training program.

(b) Flight Simulation Training Device (FSTD) training, if applicable, shall begin within one working day after satisfactory completion of ground school. Flight training shall begin within one working day after completion of ground school or FSTD training, if applicable. Flight and FSTD training may be integrated with ground school training if it is a part of the contractor's program.

(c) Ground school instruction shall be presented by a qualified CFI instructor in a classroom environment. If Computer-Based Instruction (CBI) is used to accomplish ground school training, then the following requirements shall be met:

(1) Inspectors/pilots shall receive a thorough briefing on the operation and use of the CBI equipment.

(2) At least one instructor shall be present or readily accessible by electronic means to resolve any problems or questions that the inspector/pilot may have regarding the material presented in the CBI program.

(3) All material presented by CBI shall be reviewed and reinforced by a qualified instructor in classroom discussion or one-on-one with the inspector/pilot.

(d) Upon scheduling an FAA inspector/pilot for training the contractor shall contact their FAA certificate-holding office or nearest Flight Standards District Office in order to arrange for the applicable check to be given by an FAA inspector qualified in the aircraft. The contractor shall make the aircraft and appropriate personnel available for the purpose of administering the check(s) required. If the contractor’s FAA certificate-holding office is unable to provide a qualified inspector for the required check(s), the contractor shall immediately notify the Contracting Officer’s Representative (COR).

(e) In the event the FAA inspector/pilot fails to report for training as scheduled, or should become ill, injured, or incapacitated during the training period, the contractor shall promptly notify the COR and the inspector/pilot’s emergency contact if known.

(f) If the inspector/pilot has not passed the applicable pilot practical test or proficiency check after completion of the training outlined in Schedule B and in accordance with the specifications herein, the contractor shall withhold further training and promptly notify the COR and CO who will arrange the authorization of additional training if deemed appropriate.

(g) At least two weeks prior to any course, provide each registered student with the training site address, map and/or directions to the training site, a local point of contact and telephone number, and commercially available lodging near the training site. Provide a copy of the syllabus, training schedule and course description, course reference book and any other needed course materials to each inspector on the first training day of each training course.

The contractor shall notify the COR of the inspector’s/pilot’s completion status within 5 working days after completion of the training program.

(h) Upon completion of all training, the contractor shall issue a Certificate of Training (Appendix A) and their company’s course completion document with the invoice. The FAA inspector shall sign the certificate certifying the type of training provided, specific dates, and the duration of such training. One copy of each such certificate shall be submitted to the COR.

(i) The contractor shall furnish all training aids and facilities, which meet the following minimum requirements:

(1) Sufficient chalk, dry erase or electronic boards for effective teaching shall be provided.

(2) All training aids, including any audio-visuals, mockups, charts or aircraft components listed in the submitted training program must be accurate and appropriate to the course for which they are used.

(3) The classroom shall be well-lighted.

(4) Inspectors/pilots shall be seated at suitable tables, which provide sufficient space for writing and accomplishing assigned tasks.

(5) The classroom shall be kept clean.

(6) Sanitary restroom facilities shall be available within a convenient distance of the classroom.

(7) The classroom facilities shall be adequately ventilated, heated in winter, and cooled in summer.

(8) Ambient noise shall be below the distraction point. The instructor's voice level shall be easily heard from any position in the classroom.

(9) The contractor shall comply with safety standards specified by the National Electrical Code, the National Fire Code, and the United States of America Standards Institute in conducting contract training.

(10) Local environmental distractions adversely affecting student learning shall be eliminated.

(11) A copy of the aircraft Pilot’s Operating Handbook (POH) shall be provided each inspector/pilot on the first training day of each training course for the subject aircraft and shall be retained by the inspector/pilot. A "Flight Training Manual" utilized in the contractor's training program, which is at least equal in content, and quality to the POH will be an acceptable substitute. Such manuals shall be included within the prices set forth in Part I, Schedule B.

(12) A copy of the syllabus, training schedule, and description of all maneuvers and procedures to be conducted in the training course shall be provided to each inspector/pilot on the first training day of each training course.

(13) A FAA-approved Full Flight Simulator (FFS) of the type specified in Paragraph F (1) (f) of this PWS, if applicable.

(14) The contractor shall use only instructors authorized under their submitted training program to instruct under this contract. All instructors used in flight training under this contract shall be authorized by the contractor to conduct all maneuvers and procedures required.